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SUPPLEMENT TO

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No. 1}. CALCUTTA, SATURDAY, JANUARY 1, 1887.

OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Telegraph.

ADMINISTRATION REPORT OF THE INDIAN TELEGRAPH DEPARTMENT FOR THE YEAR 1885-86.

No. 248T., dated Fort William, December 27, 1886.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Letter from the Officiating Director General of Telegraphs, No. 503 T., dated 6th December 1886. and its enclosure, the Administration Report of the Indian Telegraph Department for the year 1885-86.

RESOLUTION.—The results of the year's working of the Department are even more satisfactory than those of the previous year. There has been again a large expansion of business, both as regards extension of the area of its operations, and increase in traffic and revenue. The length of lines was increased by 2,123 miles of new lines to a total of 27,510 miles. The length of wires was increased by 6,507 miles to a total of 81,480 miles; and there was also an increase of 176 in the number of Offices open to the public. While, on the other hand, the number of messages sent from Departmental Offices only was 2,289,938, showing an increase of 271,841, or more than 13 per cent. over the number for the previous year; and the message revenue also increased by R4,63,025.

2. Since the year 1883-84 the length of lines has been increased by 17·9 per cent., the number of Offices by 27·7 per cent., and the revenue from messages only (excluding those sent from other than Departmental Offices) has risen by 23 per cent., whilst the working expenses are less by 3·4 per cent. than they were in 1883-84.

3. The working of the traffic also has again improved; a very considerable advance has been made in raising the (already high) standard of efficiency, as regards both speed and accuracy of transmission.

4. The development of the policy of opening out Offices worked by extra Departmental Agency in connection with the Post Office; and the success which has attended the introduction (four years ago) of the system of deferred

messages, have largely contributed to the effective working of the Department. Of the total number of Departmental Offices now open more than two-thirds are worked by extra Departmental Agency; and of the total traffic no less than 63·15 per cent. is carried on the deferred system, to the great relief of the Offices and lines.

5. It has thus been found possible to vastly increase the business of the Department and the facilities it affords to the public, with a comparatively very small increase of charges, and at the same time to carry out, with the ordinary staff, the extensive special works which military and political requirements have from time to time rendered necessary. The rapidity and efficiency with which these special demands have in all cases been met, reflect the highest credit on the Officers concerned, and on the administration of the Department.

6. The progress that has been made in the development of the Department since the introduction of the reforms noted above, has been very marked. In 1881-82, neither of them were in operation, and since then the number of Departmental Offices has been nearly doubled; the gross revenue has risen from ₹38,54,212 in 1881-82 to ₹51,10,986 in 1885-86; the charges against Revenue Account have increased from ₹32,35,644 to ₹36,18,695 only, and the net revenue from ₹6,18,568 to ₹14,92,291.

7. The Capital expenditure at the close of the year under review amounted to ₹3,83,16,760, of which ₹29,36,842 was expended during the year. The net revenue, ₹14,92,291, represents a return of 4·05 per cent. on the total Capital outlay to the commencement of the year *plus* half the Capital outlay during the year.

8. At the International Telegraph Conference held at Berlin during the year, the tariff between India and the United Kingdom was reduced from 5·60 francs to 5 francs per word or, as levied in the United Kingdom, from 4*s.* 7*d.* to 4*s.* per word; but owing to the heavy fall in the value of silver no reduction was found to be possible in the rates as levied in this country,—the rate actually levied was not sufficient to yield the proper share of this country in the total receipts after payment of the shares due to other Administrations in gold.

9. The special works undertaken during the year were of unusual extent, and in some cases of a very harassing character; the damage from floods and storms in various parts of the country was also exceptionally heavy, but in all cases the emergencies were met with promptitude and efficiency.

10. The work done by the Department in connection with the occupation of Upper Burma was remarkable as well as hazardous. Under exceptionally difficult circumstances, and at great personal risk, 244 miles of line, from Laingha to Mandalay, were renewed, and new lines, aggregating 159 miles, were constructed; fourteen Offices were opened, and communications were maintained with a regularity that was most creditable. The Governor General in Council has already publicly notified his appreciation of the results, and expressed his cordial thanks to the Officers to whose exertions they were due.

11. The Governor General in Council has read the report with great satisfaction, and again tenders his thanks to Mr. Cappel for his very able management of this important Department, and to the Department generally for their excellent work during the year.

ORDER.—Ordered, that a copy of this Resolution, and of the Report, be forwarded to the Secretary of State, and to the Local Governments and Administrations noted on the margin, and to the Government of Ceylon and the Commissioner in Sind.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, and Assam.
The Resident at Hyderabad.
The Agents to the Governor General for Central India, Rajputana, and Beluchistan.

Also to the Foreign Department, for communication to the Residents at Mysore and Coorg.

Also that a copy of this Resolution be forwarded to the Director General of Telegraphs for information.

Also that a copy of this Resolution, and of the Report and Appendices A B and F, be forwarded to the Home Department of the Government of India, for information, and be published in the *Gazette of India*.

W. S. TREVOR, *Colonel, R.E.*,
Secretary to the Government of India.

ADMINISTRATION REPORT

OF THE

INDIAN TELEGRAPH DEPARTMENT

FOR

1885-86.

I.—GENERAL REVIEW.

The operations of the Department were even more extensive, and the increase of business greater, than during the previous year.

2. **Message Traffic.**—271,841 more telegrams were despatched, more than 60 per cent. of these being Inland Private telegrams, and the considerable increase in this class of traffic bears gratifying testimony to the soundness of the present policy of the Department to bring the advantages of the telegraph more to the knowledge of the people of the country by extending the lines to, and opening offices in, the centres of native trades and industries. Paras. 20, 28, 29, 31. Paras. 34–58.

3. **Message Revenue.**—The total receipts from the despatch of telegrams amounted to ₹39,61,052, an increase over the previous year of ₹4,63,025, between 13 and 14 per cent. This increase is in part due to the larger use of the telegraph by the various departments of Government, caused by the events on the North-West Frontier at the commencement of the year, and the military operations in Upper Burma towards its close; but there has been also a satisfactory increase in the value as well as number of the Inland Private traffic resulting from the large facilities afforded; the revenue from this source having been ₹16,38,16, or ₹1,33,532 more than in the previous year, and, as compared with 1883-84, the increases in number and value have been 23·61 per cent. and 15·71 per cent. respectively. The explanation of the smaller increase in value than in number will be found in the growing popularity of the "Deferred" system, the number of private telegrams sent at the "Deferred" rate having been slightly more than one-half of the whole, as compared with 32 per cent. in 1882-83. Appendix B. Paras. 19, 23, 25.

Notwithstanding an increase of 3·02 per cent. in number, there has been a falling-off in the receipts from Private Foreign telegrams, due to the steadily decreasing value of silver; the sums collected from the public in Indian currency being disproportionate to the payments made in gold to foreign Administrations.

4. **New Telegraph Stations.**—There were 2,211 Telegraph Offices open to the public on the 31st March 1886 against 2,035 on the same date of the previous year, an increase of 176. Of this increase, 113 were Departmental and Combined offices, raising their number to 634, more than double the number available on the 31st March 1883. The average annual increase for the previous ten years was under nine offices. Para. 42.

Paras. 59–65.

5. **Extensions of Lines.**—The works of construction exceeded in extent those of the previous year. The mileage was raised—

Posts (by 2,123) to 27,510 miles.
Wire (by 6,507) to 81,480 ,,
Cables (by 45) to 187 ,,

A new route, *vid* Myawaddy, to Siam was opened out before the close of the year, but was not made available to the public, as the lines in Siam were not then completed.

Paras. 76–86.

6. **Special Operations.**—Among the special works of the year, which were numerous, some were of considerable magnitude, and the Government of India has been pleased to publicly notify its approbation of the service rendered by the department in connection with them.

Paras. 66–75

7. **Up-keep of Lines.**—The number of interruptions per mile of wire was less than in the previous year, proving the efficiency of the line-conservancy arrangements. Compared with other countries the success of the Indian Telegraph line maintenance is most marked.

Paras. 60, 61, 63, 73.

8. **Licensed Telegraph Systems.**—Of the 6,507 miles of wire provided during the year, 2,409 miles were supplied to Railways and 4 miles to Canal Administrations, raising the total maintained by the Department for such Administrations to the following :—

	Railways.	Canals.	Total.
Miles of wire	28,854	561	29,41[illegible]
Miles of cables	9	...	9
Number of offices	1,213	26	1,23[illegible]

Paras. 87–90.

9. **Telephones.**—The progress in telephone business is but slight. The Companies earned ₹1,51,349 against ₹1,37,490 during 1884-85; and the Government ₹61,443 against ₹53,213.

Paras. 35–37.

10. **Berlin Telegraph Conference.**—An international telegraph conference was held during the year at Berlin, and the interests of the India public were well represented there by the delegates of India.

Paras. 43, 44, 58, 91, 92.

11. **Traffic improvements.**—Very considerable advance has ben made in raising the standard of efficiency and speed. The progress mae in this direction has been highly satisfactory.

Paras. 95–97.

12. **Workshops.**—To the utmost practicable extent the use o indigenous material has been persovered in, and the manufacture, by native workmen, of line stores and electrical apparatus has been largely and successfully exended. The progress made in this direction is, financially and politically, of vale.

Paras. 14–18.

13. **Finance.**—The financial results of the year's operations ave been very satisfactory. The receipts were ₹51,10,986; the working expenses amounted to ₹36,18,695, giving a surplus of ₹14,92,291, equivalent to 3·89 per cent. on the Capital expended to the last day of the year.

The figures for the previous year were—

	₹
Receipts	47,27,143
Expenditure	35,59,225
Surplus	11,67,918

and the interest on Capital was 3·3 per cent.

II.—REVENUE AND EXPENDITURE.

14. The expenditure of the year on the construction of new lines and other works debitable to Capital was ₹29,36,842, made up as follows:—

	₹
Lines and Buildings	19,20,911
Tools and Plant	62,265
Workshop . Buildings	38,781
Workshop . Machinery and Plant	3,973
Workshop . Materials	1,07,768
Store-houses	11,986
Stores	7,16,588
Charge for exchange on payments in England	1,44,496
Suspense heads	45,954
	29,36,842

15. The total capital expenditure of the department up to 31st March 1886 was ₹3,83,16,760.

16. The following is the Revenue Account for the year 1885-86, compared with that for 1884-85 :—

	1884-85.	1885-86.		1884-85.	1885-86.
RECEIPTS.	₹	₹	EXPENDITURE.	₹	₹
Message Revenue earned*	34,94,489	39,57,317	Repairs of lines	3,45,639	1,87,025
Receipt from State Railways for rent and maintenance of lines and offices	6,13,444	7,60,238	Direction	1,39,562	1,79,094†
Receipts from Guaranteed Railways for rent and maintenance of lines and offices	3,47,144	1,98,044	Accounts	40,716	54,115
Claims against Guarantees and rents of private lines	1,17,441	1,05,557	Superintendence	6,68,623	6,94,074
Sale of books, Gazettes, &c.	17,490	15,826	Line maintenance	2,10,241	2,38,432
Miscellaneous	1,07,786	35,137	Check office	55,368	48,989
News-free and other *pro-forma* messages	29,349	38,867	*Signal Offices.*		
			Departmental	19,52,446	20,57,584
			Non-Departmental	1,15,550	1,23,671
			Minor undertakings	9,598	6,712
			Telegraph stamps	1,702	5,952
			Other items	19,780	23,047
			Total Expenditure	35,59,225	36,18,695†
			Surplus receipts	11,67,918	14,92,291
Total	47,27,143	51,10,986	Total	47,27,143	51,10,986

17. These figures show an increase of ₹59,470 in expenditure against an increase in revenue of ₹3,83,843, being a net improvement of ₹3,24,373, which is due entirely to the growth of message traffic. The revenue from the despatch of messages was ₹4,62,828 greater than in the previous year—an increase of 13¼ per cent.

18. The transactions of the year resulted in a net surplus of ₹14,92,291, the largest ever made. It represents a percentage of 4·21 on the Capital expenditure calculated up to the commencement of the year, and, on the whole Capital expended up to the close of the year, a percentage of 3·89—a net financial improvement of nearly 18 per cent, the corresponding figures for the previous year having been 3·6 and 3·3 per cent. respectively.

* Exclusive of collections credited to Provincial lines, *viz.*, ₹3,538 and ₹3,735 for 1884-85 and 1885-86 respectively.
† The increase shown under the head "Direction" is only nominal and due to an account adjustment.

III.—TRAFFIC.

19. The number and value of paid messages of all classes disposed of during the year are shewn below, contrasted with the corresponding figures for 1884-85 :—

Year.	State.			Private.			Total.		
	No.	Value.		No.	Value.		No.	Value.	
		℟	a.		℟	a.		℟	a.
1884-85	293,054	7,16,141	7	1,725,043	27,81,885	13	2,018,097	34,98,027	4
1885-86	390,837	10,52,062	1	1,899,101	29,08,990	5	2,289,038	39,61,052	6

20. In Appendix B will be found further particulars of the traffic, arranged under the heads of Inland and Foreign, and distributed according to the administrative divisions of the Department in which it was collected. These figures only refer to paid messages booked at Departmental or Combined Postal Telegraph offices (*vide* paragraph 42), and exclude a Inland messages emanating from Licensed Telegraph offices, the receipts from which form no part of the earnings of the department, though the wires of the latter largely contribute to carry the messages to their destinations.

21. The proportions of the total traffic of the year, under the four heads, Service, Private, Inland and Foreign, are exhibited in the following table of percentages :—

Class.	Inland.		Foreign.		Total.	
	No.	Value.	No.	Value.	No.	Value.
State . .	16·71	23·34	0·36	3·22	17·07	26·56
Private . .	66·73	41·36	16·20	32·08	82·93	73·44
Total .	83·44	64·70	16·56	35·30	100·00	100·00

22. There was an increase of 271,841 in the number of paid messages compared with the previous year, of which total, inland State messages furnished 95,766, foreign State 2,017, inland Private 163,176, foreign Private 10,882. The increase in the number of State messages is 33·36, and of private messages 10·09 per cent.; the combined figures giving a net increase of 13·47 per cent.

23. The net increase in the value of messages is ℟4,63,025 or 13·24 per cent. over the result of the previous year. This sum is made up of increases of ℟2,60,796 in inland State messages, ℟75,124 in foreign State, ℟1,33,532 in inland Private, and a decrease of ℟6,428 in foreign Private. The value of State messages has increased by 46·90 per cent., and of Private messages by 4·56 per cent., giving a net increase of 13·24 per cent. as stated above. These results, as well as those in the previous paragraph, are again shewn in paragraphs 31 and 32, arranged under the heads Inland and Foreign, and compared with the increases or decreases of several previous years in order to illustrate the growth of the traffic.

24. There is thus again a very considerable increase under State messages, both inland and foreign, the numerical growth being about equal in each case, and the enhancement in value of inland State messages being at about the same ratio as in the year preceding. The value, however, of foreign State messages has risen abnormally, the percentage of increase being 3⅛ times as great as in 1884-85, while the actual value of the Indian share of the charges on foreign State messages is more than double that realised in the previous year. The abnormal causes tending to produce this result have been the military preparations in Baluchistan early in the year, the Afghan Boundary Commission and the Upper Burma Expedition: in connection with all these the State correspondence has been heavy, and a large proportion of the messages have been lengthy cipher despatches, the charge for which class of traffic is comparatively high.

25. In inland traffic, Private messages shew a growth of nearly 12 per cent. in number and of nearly 9 per cent. in value, a result which may be regarded as satisfactory. Foreign Private messages exhibit an increase in number and a slight decrease in value, the fall in exchange, unaccompanied by a rise in the charge to the public, having materially reduced the share of this department on sent messages.

Inland Traffic.

26. Inland messages are of four different classes of value—Urgent, Ordinary, Deferred, and Local; the unit message being four annas, eight annas, one rupee, and two rupees respectively. The following table shows the number and value of State, private, and press messages under each of the classes, Urgent, Ordinary, Deferred and Local :—

Year.	Class.	Urgent.		Ordinary.		Deferred.		Local.		Total.	
		No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
			℟		℟		℟		℟		℟
1885-86 . . .	State .	95,075	5,00,147	41,498	45,059	241,688	3,76,531	4,473	2,708	382,732	9,24,445
	Private .	98,474	2,40,807	669,386	8,10,940	757,397	5,21,230	9,558	3,261	1,512,815	15,76,038
	Press .	1,102	13,524	6,525	24,372	7,548	20,089	...	...	15,175	57,985
	Total .	*194,651	7,54,278*	697,407	8,80,371	1,006,633	9,17,850	14,031	5,969	1,910,722	25,58,468†

27. As regards the values of the messages of the different classes, "Urgent" formed 29·48 per cent. of the total inland receipts in the current year, and 29·74 during the year 1882-83, the first complete year of the present tariff; "Ordinary" 34·41 of the whole, against 46·22 in 1882-83; and "Deferred" 35·88 against 23·82 in 1882-83. It will thus be seen that the increase in the "Deferred" class is proportionate to the decrease in the "Ordinary" class, and that the "Urgent" traffic has remained constant. "Local"‡ messages have formed only an insignificant proportion from the commencement, and have shown no appreciable growth.

28. The numerical proportions of Urgent, Ordinary, Deferred, and Local State, Private and Press messages, year by year, since the introduction of the present tariff, have been as follows :—

State.

	1881-82 (3 months).	1882-83.	1883-84.	1884-85.	1885-86.
Local . .	0·65	1·04	1·46	1·51	1·17
Deferred . .	62 70	56·06	57·49	59·63	63 15
Ordinary . .	7·12	11·10	14·46	12·50	10·84
Urgent . .	29·53	31·80	26·59	26·36	24·84
	100·00	100·00	100·00	100·00	100·00

* Includes 11,192 Urgent Postal Money Order messages, value ℟24,186-13. These, although classed "Urgent," have been charged for at the "Ordinary" rate.

† Exclusive of ℟10,860 on account of Abbreviated Addresses.

‡ Since abolished.

Private.

	1881-82 (3 months).	1882-83.	1883-84.	1884-85.	1885-86.
Local	0·43	0·64	0·65	0·63	0·63
Deferred	22·03	32·06	39·63	47·23	50·07
Ordinary	72·64	60·90	53·30	45·75	42·92
Urgent	4·90	6·40	6·42	6·39	6·38
	100·00	100·00	100·00	100·00	100·00

Press.

Local	Details not available.	...	...	...
Deferred		42·76	49·95	49·74
Ordinary		49·90	43·22	43·00
Urgent		7·34	6·83	7·26
		100·00	100·00	100·00

29. Under State and Press messages the above figures do not present any striking variations from year to year for the reasons given in the next paragraph, but under Private, there has been a steady increase in Deferred, and a corresponding decline in Ordinary.

30. As regards the effect of the Deferred system on State messages it may be noted that, on its introduction in January 1882, the Government of India ruled that all telegrams not sent as Urgent must be classed Deferred. The effect of the new system on the revenue of the department for State messages has been as follows :—

Year.	No. of State Inland Messages.	Value of State Inland Messages.
		₹
1880-81	313,648	12,97,533
1881-82	245,836	6,98,480
1882-83	253,731	6,09,818
1883-84	226,840	4,71,233
1884-85	286,965	6,63,649
1885-86	382,732	9,24,444

31. The following summary shews the growth of inland State and Private traffic since the introduction of the existing tariff on the 1st January 1882:—

Year.	STATE.				PRIVATE.				TOTAL.			
	Number.	Value.	Percentage of number compared with previous year.		Percentage of value compared with previous year.		Number.	Value.	Percentage of number compared with previous year.		Percentage of value compared with previous year.	
			Increase.	Decrease.	Increase.	Decrease.			Increase.	Decrease.	Increase.	Decrease.
		₹						₹				
1881-82*	245,836	6,98,480	...	21·62	...	46·16	1,035,137	13,16,851	...	4·86	...	25·07
1882-83	253,731	6,09,818	3·21	...	...	12·69	1,189,437	13,86,630	14·90	...	...	0·93
1883-84	226,840	4,71,233	...	10·60	...	22·73	1,236,140	14,15,754	3·92	...	...	5·48
1884-85	286,966	6,63,649	26·50	...	40·83	...	1,364,814	15,04,633	10·40	...	14·90	...
1885-86	382,732	9,24,445	33·37	...	39·29	...	1,527,990	16,38,165	11·95	...	18·18	...

* Existing tariff in force for the three last months of the year only.

Foreign Traffic.

32. In the following table, corresponding to that for inland traffic given in the preceding paragraph, are given particulars of foreign State and Private traffic for the last five years: the cause of the increase in State messages has been explained in para. 24.

Year.	State.						Private.						Total.					
	Number.	Indian share of charge.	Percentage of number compared with previous year.		Percentage of value compared with previous year.		Number.	Indian share of charge.	Percentage of number compared with previous year.		Percentage of value compared with previous year.		Number.	Indian share of charge.	Percentage of number compared with previous year.		Percentage of value compared with previous year.	
		₹	Increase.	Decrease.	Increase.	Decrease.		₹	Increase.	Decrease.	Increase.	Decrease.		₹	Increase.	Decrease.	Increase.	Decrease.
1881-82	4,270	40,337	...	0·95	...	38·53	328,132	11,55,432	12·33	...	3·44	...	332,402	11,95,669	12·14	...	1·62	...
1882-83	5,473	47,491	28·18	...	18·02	...	350,538	12,31,669	6·82	...	6·59	...	356,011	12,79,160	7·10	...	6·98	...
1883-84	4,918	37,124	...	10·15	...	21·82	357,616	12,95,957	2·01	...	5·21	...	362,534	13,33,081	1·83	...	4·21	...
1884-85	6,088	52,493	23·79	...	41·39	...	360,229	12,77,253	0·73	...	...	1·44	366,317	13,29,746	1·04	...	...	0·25
1885-86	8,105	1,27,617	33·13	...	143·11	...	371,111	12,70,825	3·02	...	...	0·50	379,216	13,98,442	3·52	...	5·16	...

33. Details of the distribution of International Traffic over the several routes to Europe are given in Appendix C; the percentages by each route for the last five years being as follows:—

Route.		1881-82.	1882-83.	1883-84.	1884-85.	1885-86.
Red Sea	*viâ* Suez.	66·91	50·79	56·88	55·09	51·51
Indo-European	„ Teheran.	31·62	47·20	41·44	42·71	46·05
	„ Turkey.	1·47	2·01	1·68	1·46	1·35
	Persian Gulf *viâ* Karachi.				·74	1·09
	Total.	100·00	100·00	100·00	100·00	100·00

Principal events during 1885-86, affecting the International system of Telegraphs.

34 (*a*). The land line India-Siam, which was closed on 3rd May 1884, was re-opened after re-construction on 18th May 1885.

(*b*). The following new offices were opened in China and Corea:—

Newchwang.
Liemschew.
Pakhoi.
Kiungchow (Island of Hainan).
Yamchow.
Hoichow.
Tsinanfoo.
Chefoo.
Paofingfoo.
Fung Hwang Ting.
Tchow.
Binchong.
Jenchuan.
Séoul.
Kaiping.
Shaoking.
Taku.

(*c*). Foochow and Saddle Island were interposed by the Eastern Extension Telegraph Company in their cable between Hongkong and Shanghai.

(*d*). The West African Telegraph Company extended their cable to Konakry from Senegal, and Offices were opened at Bolama, Bissao and Konakry, on the West Coast of Africa.

(*e*). In South America the lines in Paraguay were opened to International Traffic from 12th March 1885.

(*f*). The following interruptions, which more or less affected Indian Traffic, occurred on International Cables, *viz.*:—

The Anglo-American Company's cable from Brest to St. Pierre was interrupted from 12th March to 4th May, and from 21st September to 5th October.

The French American Company's cable between the same points was interrupted from 18th April to 5th September.

The Persian Gulf cable, Jask to Bushire, was interrupted from 20th to 27th April, and that from Bushire to Fao from 22nd to 29th August and from 12th September to 31st October.

The land line from Bushire to Teheran was interrupted from 5th to 16th January.

The cable Zanzibar to Mozambique was interrupted from 2nd April to 16th May.

Both the cables between Bombay and Aden were interrupted from 3rd to 27th June, and from 27th July to 21st September, the second cable continuing interrupted up to 26th October.

The cable from Suez to Suakim was interrupted from 28th April to 8th May, and from 13th to 25th July; and the cable from Perim to Suakim was interrupted from 13th July to 7th October.

The Amoor route to China and Japan was interrupted from 8th to 20th May.

The cable between Shanghai and Nagasaki was interrupted from 6th to 13th April.

Berlin Conference.

35. One of the ordinary quinquennial International Telegraph Conferences was held in Berlin between the 10th August and 17th September 1885. India was represented at the Conference by Colonel Sir J. Bateman-Champain, R.E., the Director-in-Chief of the Indo-European Telegraph Department, assisted by Mr. C. H. Reynolds, a Superintendent of the Department. Many improvements and simplifications in the rules for International messages were effected, as well as a very general reduction of rates. Between India and the United Kingdom the reduction was from Frs. 5·60 to Frs. 5 per word, or from 4*s.* 7*d.* to 4*s.* as levied in the United Kingdom. The continued heavy fall in exchange has, however, prevented the Indian public from benefiting by a reduction which was obtained with considerable difficulty by India's representatives, and the only satisfaction so far gained by it in India is, that it has rendered unnecessary any material increase over former rates. The position of this country in this matter will be understood when it is stated that the international tariffs are all calculated in effective francs, *i.e.*, francs in gold, in the equivalent of which all obligations with other countries have to be settled. It is evident therefore, that the public must pay more in depreciated rupees for telegraph services valued in gold in proportion as silver falls in comparison with gold in the world's markets.

36. Another subject which attracted much attention at the Conference, were the restrictions that should be placed on the use, or rather the abuse, of code language in telegrams: the Indian representatives, acting under instructions, opposed all unnecessary changes in the interests of the mercantile community, and successfully prevented the abolition of the rules under which words in messages, mutilated by the fault of the telegraph service, can be corrected without expense to the receiver.

37. The results obtained were generally satisfactory, and the Indian delegates received the thanks of the Government of India for their services.

Traffic Statistics.

38. Diagrams A and B represent the number and value of inland and foreign paid messages, year by year, as far back as the record is available.

39. Appendix D is an abstract of Signal Offices classed in groups according to the amount of traffic originating at each, year by year, since 1874-75.

40. Appendix E shews the number of Signal Offices in each division, open at the end of the year.

41. The total number of departmental offices open at the end of the year was 634, and the department provided and supervised 1,239 Licensed Offices, of which 1,173 were available to the public. There were also 595 Licensed Telegraph Offices not immediately under departmental control, of which 504 were available to the public. The number of departmental offices has more than doubled in a little more than two years.

42. Appendix M is a list, arranged by Provinces, of departmental offices opened during the year, *viz*:—

Assam	11
Bengal	40
Bombay	5
Burma	23
Central India	3
Central Provinces and Berar	6
Madras	14
North-Western Provinces and Oudh	16
Punjab	11
Rajputana	1
Sind and Baluchistan	8
Offices opened in connection with His Excellency the Viceroy's tour through Rajputana	6
Offices opened in connection with the Punjab Camps of Exercise, 1885-86	8
TOTAL	152
The number closed* (permanently or temporarily)	39
Leaving a net increase of	113

or nearly 21·7 per cent. The offices were worked as shewn below:—

By the Post Office	388
„ Clerks of Public offices	2
„ Light-house keeper	1
„ Soldiers	40
Total worked by extra-departmental agency	431
„ „ „ purely departmental agency	203
TOTAL	634

Complaints.

43. Appendix F is a synopsis of complaints received from the public during the year, those in which this department was concerned being separated from those for which the Railway or Foreign telegraph lines were responsible. The number of admitted complaints under the former category was 433, as against 432 during the preceding year, while the net increase of traffic was 13·03 per cent., excluding messages transferred to railways.

Speed of Transmission.

44. The following table, also graphically represented in diagram C, shews the average time occupied in the transmission of messages (excluding Deferred) over the several main routes. The result is a satisfactory improvement in almost every case:—

	1881-82.		1882-83.		1883-84.		1884-85.		1885-86.	
	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.
Calcutta to Karachi	0	55	1	24	1	2	0	57	0	51
Karachi to Calcutta	0	41	1	3	0	36	0	35	0	36
Calcutta to Bombay	1	1	1	21	1	6	0	47	0	34
Bombay to Calcutta	1	3	1	0	1	10	0	48	0	36
Calcutta to Madras	1	9	1	16	1	7	1	1	0	50
Madras to Calcutta	1	13	1	18	1	4	0	59	0	46
Madras to Bombay	0	45	1	0	0	40	0	33	0	33
Bombay to Madras	0	44	1	0	0	38	0	28	0	36
Bombay to Karachi	0	45	1	6	0	35	0	35	0	31
Karachi to Bombay	0	40	0	51	0	30	0	24	0	21
Rangoon to Calcutta	1	23	1	27	2	50	2	10	1	22

* For particulars see Appendix N.

News-Free Messages.

45. The number of free news messages, such as Mail Steamer Reports, transmitted during the past and preceding years, have been as follows:—

	No.
1884-85	681
1885-86	788

Traffic with Licensed Telegraph Offices.

46. The number of messages transmitted, partly over departmental and partly over licensed wires, during the past two years has been as follows:—

1884-85	317,591
1885-86	325,552

Press Messages.

47. The following is a statement of the number and value of inland Press messages, and of the number and Indian share of the value of foreign Press messages for the last 5 years:—

Year.	Inland.		Foreign.		Total.		Remarks.
	No.	Value.	No.	Value.	No.	Value.	
		₹		₹		₹	
1881-82	7,941	40,975	...	...	7,941	40,975	
1882-83	10,245	38,705	587	1,758	10,832	40,553	
1883-84	10,218	37,200	532	2,303	10,750	39,503	
1884-85	12,996	49,347	877	3,937	13,873	53,284	
1885-86	15,175	57,985	975	11,442	16,150	69,427	

Inland Press messages have, during the last two years, shewn a promising increase. The Press messages shewn as Foreign are those to and from Ceylon and to the London *Times*. In the returns for previous years, only the Indo-Ceylon Press messages were shown, hence the apparently abnormal increase under this head.

Undelivered Messages.

48. The number of messages, which for the reasons specified could not be delivered, during the year was 9,867 as against 8,025 for the previous year. Of these no less than 1,955 were insufficiently addressed notwithstanding that no charge is made for the address, while, in the case of 3,257 messages the addressee was not found at the address given by the sender. The number of messages which miscarried owing to errors in transmission was only 48 or ·002 per cent.

Cause of Non-Delivery.	1884-85.		1885-86.	
	No.	Percentage.	No.	Percentage.
1. Not found; address insufficient	1,685	·070	1,955	·075
2. Not found at address given	2,523	·105	3,257	·124
3. Address changed in transmission	29	·001	48	·002
4. Left station; new address not known	469	·019	575	·022
5. Left India	127	·005	164	·006
6. Left for original station	1,267	·053	1,583	·061
7. Returned by Dead Letter Office	1,290	·054	1,489	·057
8. Addressee or address given unknown	234	·009	431	·016
9. Refused	152	·006	132	·005
10. Other reasons	249	·014	235	·009
Total	8,025	0·336	9,867	0·377

Signalling Establishment.

49. At the close of the year there were 1,227 Departmental Telegraph Masters and Signallers, and 207 Military Signallers on the strength of the establishment; and in addition, two clerks of Public offices, 458 postal clerks, and one light-house-keeper were employed in conducting telegraph duties.

50. The number of soldiers trained in telegraphy during the year was 135, and 83 were under instruction at the close of the year.

Died	12
Dismissed	9
Invalided	10
Resigned	9
Retired	2
Transferred to Clerical Establishment	1
Total	43

51. The number of casualties among the departmental signalling staff during the year has been 43, a percentage of 3·50, due to the causes marginally noted.

52. Under the head of Traffic Improvements, it was mentioned in the report of last year that many valuable measures had been introduced for promoting accuracy and speed in the transmission of messages; these measures have already borne substantial fruit; the improvement in accuracy, more especially in foreign code messages, has been most marked, the percentage of messages, in which any error, even trifling, was detected having fallen from 2·47 in 1884-85 to 1·02 in 1885-86. The arrangements now in force secure a constant check over the efficiency of the signallers through whose hands the most difficult part of the work passes, and increased attention has been given to raising the standard of proficiency in code and cipher signalling throughout the staff generally.

53. The list of efficient members of Volunteer Corps in the Telegraph Department at the close of the year 1885-86 showed a strength of 292.

Post Office Agency.

54. Thanks to the continued interest shown by, and the active co-operation of, the Director General of the Post Office, the scheme, initiated in 1883, has been expanded and considerable progress made.

55. At the end of 1883-84 there were 55 telegraph offices established in post offices; in 1884-85 there were 267, and at the end of 1885-86 the number had increased to 388 of which 296 were entirely new offices, and 92 had been ordinary departmental offices before their transfer to the management of the post office. Also during 1885-86 there were 1,026 miles of new wire added to existing supports, and 934 miles of entirely new line supplied for this service.

56. The following comparative table shows the progress made since the commencement of the scheme:—

Year.	No. of Offices.		Mileage of line and wire added to connect post offices with the main system.	
	Transferred to Postal Agency.	New.	New wire on existing supports.	New supports and wire.
1883-84	24	31	612	405
1884-85	73	194	636	1,216
1885-86	92	296	1,662	2,150
Added during 1885-86	19	102	1,026	934

57. The number of messages handed in at postal receiving offices, which are not also telegraph offices, has increased from 25,650 to 29,876, and the amounts collected for such from R27,387 to R30,010. The number of receiving offices during 1885-86 was 8,648.

58. There were 451 postal signallers under training during the year, of whom 253 were granted certificates of qualification by the department, 115 withdrew, and 83 were still under instruction at the close of the year.

IV.—EXTENSIONS OF LINES, AND LINE MAINTENANCE.

59. The Construction works carried out in 1884-85 were slightly exceeded by the new works in 1885-86, during which 2,123 miles of line, 6,507 miles of wire, and 45 miles of cable were added.

60. The following figures shew the extent of the system on the 31st March 1886, compared with the previous year:—

	Line.	Wire.	Cable.
1884-85	25,387	74,973	142
1885-86	27,510	81,480	187

The wire and cable maintained by the department are for the following respective purposes:—

	Wire.	Cable.
Imperial Lines	51,079	175
Provincial Lines	84	...
Native States	149	...
Railway Systems	28,854	9
Canal Systems	561	...
Private Lines	753	3
TOTAL	81,480	187

61. Appendix Ib is a classified statement of the lines, wires, and cables maintained, and Appendix J gives the particulars of lines, wires, and cables supplied and supervised for each Railway and Canal system.

62. The principal extensions in connection with *Combined* Offices, are as follows:—

In Madras.

	Miles
From Guntakal to Anantapur	38
,, Berhampur (Ganjam) to Aska	34
,, Tinnevelly to Ambasamudram	21
,, Coimbatore to Mettupalaiyam*	22
An extra wire from Cochin to Trichur, *vid* Ernacolum	51

In Bombay.

From Rajkot to Jamnagar	55
,, Palitana to Mahuva	31
,, Bhavnagar to Gogha	11

In Bengal.

From Burdwan to Cutwa	29
,, Burdwan to Culna	28
,, Nalhati, through Azimganj, Jiaganj, and Moorshedabad, to Berhampore (Bengal)	39
,, Bhugwanpore to Lalganj	9
,, Baro to Begóo Serai	10
,, Hazareebagh to Ranchee	56
,, Sakri to Madhubani	10

* In connection with this work the line from Mettupalaiyam to Coonoor was insulated.

In Bengal—contd.

	Miles
From Sara to Pubna	20
,, Barrackpore to Santipore and Kishnaghur, *vid* Ranaghat	56
,, Cuttack to Pooree	36
,, Raneegunge to Barakar, through Asansol and Sitarampur	23

In the Punjab.

From Palampur to Mandi	20
,, Umballa to Nahan	49
,, Bagpat to Baraut	12
,, Amritsar to Tarn Taran	13

In Rajputana.

From Erinpura Road to Erinpura	7
,, Sujat Road to Sujat	8

In Central India.

From Ranipur to Nowgong	24

In Lower Burma.

From Rangoon to Yandoon, *vid* Twante and Maubin	70

In Central Provinces.

From Akola to Basim and Hingoli	80
The unused line along the projected Railway, from Raipur to Bilaspur 75 miles, was extended up to the town of Bilaspur	3

In Assam.

	Miles
From Sylhet to Kajaldhara through Fenchuganj	20
,, Nazira to Sonari	20
,, Jorhat to Selang	14
,, Sylhet to Chhatak	22
,, Silchar to Lakhipur	14
,, Silchar to Hailakandi	15
,, Kajaldhara *vid* Shamshernagar to Moulvi Bazar	24

63. Amongst lines constructed for Railways are the following:—

For the Southern Mahratta Railway Company, double wire lines were made from Poona through Belgaum and Londa to Dharwar; from Londa to near the Portuguese Frontier; and from Hubli to Ranibednore, 402 miles in all.

For the Indian Midland Railway Company two wires were supplied from Jhansi to Manikpur, 173 miles, and the construction of the line along the Railway from Bhopal, *vid* Basoda and Etawah, to Jhansi, was commenced.

For the Sind, Punjab and Delhi Railway Company (now part of the North-Western State Railway), an extra wire was supplied from Raewind to Ganda Singh Bandar, 26 miles.

An extra wire was supplied for the Eastern Bengal State Railway from Poradaha to Goalundo, 49 miles.

For the late Indus Valley State Railway (now also incorporated with the North-Western State Railway system) an extra wire was supplied from Mooltan to Rohri, 281 miles.

The construction of the line along the Sind-Sagar State Railway was commenced, and by the end of the year 132 miles of line had been completed.

For the Sind-Pishin State Railway the line from Sibi to Quetta, *vid* Harnai, in progress last year, was completed, and a line from Quetta to Durwaza commenced.

A line was made for the Bolan State Railway from Rindli to Durwaza, about 70 miles.

Lines were completed along the Assam-Behar State Railway from Dinagepore to Saifganj, 58 miles, and from Purneah to Monihari, 33 miles.

The lines for the Cherrapoonjee Mountain Tramway were completed.

For the Madras Railway Company a line was made from Beypore to Calicut, 9 miles.

The wires used by the Bombay, Baroda and Central India Railway Company between Bombay (Dadar) and Wadhwan, 382 miles, were re-insulated throughout.

For the Bengal and North-Western Railway Company a line of 34 miles in length was commenced along the Uska Branch, and finished shortly after the end of the year.

For His Highness the Nizam's Guaranteed State Railway Company, a line with two wires was made from Secundrabad to Warrungul, 86 miles.

For the Jodhpur State Railway a line of 64 miles was made.

64. Among the more important additions of wire to existing lines are the following :—

		Miles
From Kaliabar	to Roha, and Bokahat to Golaghat	87
„ Monghyr	to Sahebgunj	90
„ Sakri	to Bettiah	148
„ Allahabad	to Meerut	437
„ Allahabad	to Manikpur	62
„ Bombay	to Surat	168
„ Poona	to Sattara	67
„ Bombay	to Karjat	63
„ Cuttack	to Berhampur	73
„ Bhusaval	to Hurda, *vid* Burhanpur, and Chaudni	151
„ Cawnpore	to Furrackabad	57
„ Ludhiana	to Lahore	118
„ Lahore	to Mooltan	209
„ Sukkur	to Quetta, *vid* the Bolan Pass	250

65. Of other departmental works the following are the principal :—

(*a*) The road line from Hospet to Dharwar, 110 miles, was dismantled, and the wires transferred to the line along the Railway.

(*b*) The line from Gauhati to Nigriting, 184 miles, was reconstructed.

(*c*) From Calcutta to Fort Fulta was reconstructed to enable the line to carry a second wire.

(*d*) Eighty-five miles of the main line from Lahore to Umballa were reconstructed.

(*e*) The line from Jacobabad to Kohat was insulated, and is now available as an alternative line between the Northern Punjab and Sind and Baluchistan.

(*f*) Spans over the following rivers were reconstructed with iron masts :—

Chandaikona, between Sultanpur and Serajganj.
Pangasi, „ „ „ (one mast).
Looni, „ Deesa and Umarkot.

(*g*) Heavy Cables, of a type hitherto unknown in India, were successfully laid from the Kennery and Prongs Light-houses in the Bombay Harbour to the foreshore, and connected thence by land lines with the Bombay Central Office.

(*h*) The temporary branch lines to many of the experimental Combined Offices were re-constructed with permanent supports, the offices having proved a success.

Interruptions.

66. *On Departmental Lines.*—The interruptions to communication (exclusive of contacts, imperfect working, damage to instruments and interruption for which no cause was discovered which are dealt with separately), have decreased in relation to the mileage of wire. In 1883-84 the proportion was ·01093 per mile of wire; in 1884-85 the proportion was reduced to ·0099 per mile of wire, while in 1885-86 it was ·00972. The proportion of contacts in 1885-86 was ·0099 per mile of wire compared with ·0101 in 1884-85 and ·0104 in 1883-84.

67. The following table shews the number of interruptions due to various causes compared with last year :—

Cause.	No. of interruptions. 1884-85.	1885-86.
Storms	98	91
Wire breaking	93	88
Trees and branches	62	56
Insulators damaged	45	32
Supports giving	30	14
Fires	21	23
Floods	20	43

68. The year under review has been remarkable for the amount of damage done to the telegraph lines by floods. In the Assam Division four interruptions were caused during the month of September in the Sylhet District by heavy floods. In the Baluchistan Division the communication was interrupted on the Quetta-Kalat, Nari Gorge, Gandikinduff and Spintangi-Harnai sections during April, for periods aggregating 422 hours, by the same cause. In the Oudh and Rohilkhand Division the telegraph line along the Cawnpore-Achnera State Railway was breached by floods along several sections in July. In the Ganjam Division the damage done was considerable in June and August by the flooding of the Kookai, Kutjoorie, and Berai streams, causing interruptions which aggregated 144 hours. In the Etawah District in the Bengal Division an interruption, lasting 74 hours, was caused by floods in July; and in August three interruptions, lasting respectively 46, 55 and 72 hours, were due to floods and storms. By far the most serious floods, however, were those in the Dacca Division during the months of August and September, when the lines along the Eastern Bengal and the Assam-Behar State Railways were washed away, and it was found necessary to open temporary offices in boats to repeat messages and forward them across the breaks.

69. Storms also did considerable damage. On the 22nd September a cyclone completely wrecked the lines between Cuttack and Balasore, Cuttack and Kendrapara and False Point, and between Bhuddruck, Chandbali and Pooree; the office at False Point was completely destroyed and two of its officials drowned. The destruction was so complete that, although by vigorous measures communication was restored through some of the wires almost immediately after the storm, it was not until the 11th October that sufficient repairs had been

executed to admit of messages being sent through all the wires. The more permanent reconstruction necessitated by the damage took some months to complete. Frequent storms during the month of June were the cause of much damage in the Malabar Division, large trees being blown down across the lines breaking the wires. In the Sind Division also, in May, communication was frequently interrupted by storms.

70. Other special causes of interruption were the carrying away of a span over the Myo Creek in the Arakan Division by the mast of a sea-going steamer, which, owing to the floods, was enabled to ply in inland waters: (2) the theft of several lengths of wire in Baluchistan in June: (3) the cutting of the line in several places by dacoits between Bilin and Shwegyin in December: (4) the removal of the span-mast at the Peemachouny Creek by dacoits who fired on and "looted" the working party sent to replace it: (5) the destruction of a support by an elephant in the Madras Division in July; the post being broken into 3 pieces.

71. In Upper Burma much trouble has been given by dacoits cutting the wire in several places simultaneously, thus rendering the work of restoring communication much more difficult than usual, and considerably retarding it, in the absence of escorts which were often unprocurable.

72. Full particulars as to the number and duration of interruptions, contacts, &c., on the departmental lines will be found in Appendix K.

73. *On Licensed Systems.*—On the telegraph lines of *Licensed Systems*, which include Railways and Canals, the proportion of interruptions per mile of wire compares favourably with that of last year, the ratio being ·023 per mile of wire in 1885-86 compared with ·024 in 1884-85 and ·025 in 1883-84.

74. The faults in offices are in the proportion of ·08 per office, which shows no improvement over 1884-85 but is less than in 1883-84 by ·02 per office. A large proportion of these interruptions is beyond departmental control, being due to negligence and incompetence on the part of the railway telegraph operators

75. By reducing the number of interruptions on both departmental and licensed Systems to the number of faults per 100 kilometres of wire, and comparing them with the interruptions on the telegraph systems of such of the European countries for which these statistics are available, the following results are obtained, from which it will be seen that India compares favourably with other countries in this respect:—

	No. of interruptions per 100 Kilometres of wire maintained.	
	1884-85.	1885-86.
India, including Licensed systems	1·40	1·33
Russia	3·05	2·75
Germany	3·07	3·63
France Proper	3·08	3·69
„ Colonies	...	3·65
Italy	4·36	3·48
Spain	5·08	4·52
Sweden	7·30	5·81
Belgium	8·88	10·38
Switzerland	9·64	7·84

Special Works.

76. The following exceptional works, which were carried out during the year, appear to deserve special mention:—

77. At the commencement of the year the assemblage, at Rawal Pindi, of a large military force of many native chiefs and high officers of Government, on the occasion of the visit, to His Excellency the Viceroy and Governor General, of His Highness the Amir of Afghanistan, called for the rapid establishment of a complete system of telegraphs and telephones, connecting the various camps with each other and with the main system of the country. The arrangements which were entrusted to Mr. H. A. Kirk, Officiating Superintendent, proved thoroughly, satisfactory, and elicited the acknowledgments of the General Officer in charge of the assemblage.

78. During the winter of 1885-86, the department supplied a system of telegraphs in connection with the Camps of Exercise in the Punjab, the object being to keep the two divisions of each force in telegraphic communication with each other and with the main lines of the country. His Excellency the Commander-in-Chief expressed his appreciation of the manner in which the telegraph business was conducted, which was also acknowledged by the Government of India in the Military Department. The Punjab Chief Superintendent, Mr. W. K. D. Bignell, and Mr. Assistant Superintendent, A. D. Hill, were specially thanked by His Excellency.

79. Early in the year the necessity arose not only to push on to immediate completion the permanent lines then under construction in the direction of Pishin, but also to provide entirely new lines up the Bolan and to be prepared with a selected staff and ample field material for all possible extensions. These measures were all completed and received the approval of Government. Mr. Chief Superintendent, R. Boteler, who was selected for charge of the division, rendered valuable service in connection with these operations which were materially assisted by the energy and zeal of Mr. Officiating Superintendent, F. Rickards, who worked continuously through the hot weather in the Lower Bolan.

80. Several cables of unusual size and strength were laid in Bombay Harbour. This work, which was novel and difficult, was carried out very successfully by the executive officer, Mr. S. H. C. Hutchinson, Assistant Superintendent.

81. At the end of October 1885, the department was called upon to organise a service, in connection with the expeditionary force to Upper Burma, which should keep the advancing army in telegraphic communication with Rangoon; and early in November a telegraph party, fully equipped, was ready at Prome to accompany the expedition. This party proceeded with the expedition to Mandalay, while another advanced across the frontier by land as soon as a small escort could be secured. Communication with Mandalay was established on the 11th December, and intermediate offices were opened at earlier dates as sections of the line were completed.

82. The old Burman line was found to be in a far worse condition than was anticipated, and, after the preliminary repairs needed to open communication were completed, it had to be entirely remade. The difficulties met with were considerable, the weather was unpropitious, and the country in part inundated, while

the working parties, as well as the line itself, were subject to constant attack. Notwithstanding the frequent malicious destruction of wires and posts and the difficulty often experienced in obtaining escorts for repairing parties, all injuries were rapidly repaired and communication with Mandalay maintained with remarkable regularity.

83. Simultaneously with these operations along the Irrawaddy, the telegraph was extended beyond Toungoo on the eastern frontier, and before the end of the official year an office had been opened at Ningyan, with the prospect of shortly extending communication to Yamethin.

84. These Upper Burma lines have been extended in many directions, since the 31st March, but as these works do not come within this report, it is sufficient to note here the various offices which had been opened in the recently occupied province on the above date.

Name of Office.	Date opened.	Name of Office.	Date opened.
Minhla . . .	25th November 1885.	Ava . . .	30th January 1886.
Sinboungweh . .	6th December 1885.	Myotha . .	31st ,, 1886.
Pagan . . .	7th ,, 1885.	Zaygyo . . .	1st February 1886.
Myingyan . . .	10th ,, 1885.	Kyaukmyaung .	20th ,, 1886.
Mandalay . . .	11th ,, 1885.	Shwebo . .	22nd ,, 1886.
Yenangyaung . .	19th ,, 1885.	Gyobin . . .	26th November 1885.
Toungdwingee . .	23rd January 1886.	Ningyan . .	29th December 1885.

85. It may be added that in December 1885, a serious outbreak of dacoits in the Shwegyin and Pegu districts called for very energetic efforts in the up-keep of the lines which were extensively damaged, both posts and wire being cut up before the dacoits (who held the district for a time) could be beaten off.

86. The Government of India, in a Gazette Notification (No. 164, dated 24th June 1886, Public Works Department) expressed its appreciation of the value of the work done, and of the services of the Telegraph Department in connection with it.

V.—PRIVATE LINES AND TELEPHONE EXCHANGES.

87. The private firms carrying on this class of business is confined to the Bengal Telephone Company at Calcutta; the Oriental Telephone Company at Madras, Rangoon, and Moulmein; and the Bombay Telephone Company at Bombay and Karachi.

88. The following statistics show the particulars of the working of Telephone Companies in India since 1882:—

Year.	No. of subscribers on the 31st December.	No. of exchange connections.	No. of private lines.	Amount on which royalty has been paid.
				₹
1882	244	244	5	73,009
1883	411	392	34	1,19,865
1884	699	703	77	1,37,490
1885	822	837	100	1,51,349

89. The Telegraph Department provides telephones and private lines for Government offices, and for the public at such places where no private firm has established an exchange.

90. The following table shows the extent of this class of business since 1881:—

Year.	No. of exchanges.	No. of exchange connections.	Private Lines.		Amount of subscriptions.
			No. of circuits.	No. of offices.	
					₹
1881 . . .	4	24	37	67	19,808
1882 . . .	8	56	88	147	40,069
1883 . . .	12	92	89	148	47,131
1884 . . .	9	72	122	200	53,213
1885 . . .	8	71	160	257	61,443

VI.—ELECTRICAL.

91. The post of Electrician continued to be held by Mr. Johnston up to July 1885 when he went to Europe on furlough, and Mr. Allen was appointed to officiate. Experiments in various branches of telegraphy were carried on with considerable activity.

92. An excellent Manual of Telegraphy was published by Mr. W. Williams, Superintendent in the Department, and Personal Assistant to the Director General, which has supplied a much-felt want, not only within the Department but to the profession generally, as evidenced by the reviews published in the Scientific Journals, and by numerous unsolicited testimonials from Telegraph Engineers and Electricians in all parts of the world.

VII.—STORES AND WORKSHOPS.

93. The following was the cost of purchasing and manufacturing stores during the year:—

	₹
London stores, including freight and landing charges . .	14,91,171
Stores purchased in India	2,18,700
Workshop manufacture	2,78,885
Store-keeping charges	1,06,296

94. Among the above 14,185 second-hand railway rails were included; the substitution of this cheap description of support for specially-made posts is not only productive of economy in this department, but provides a market for material that has served its time for railway purposes.

95. The workshops were very fully employed during the year, and the extensions to the buildings which the Government was good enough to sanction have given a great impetus to the continued endeavours of this department to substitute articles of local manufacture for those hitherto imported.

96. The value of the outturn was ₹6,24,042 compared with ₹4,36,903 in 1884-85; these sums represent the net cost of the articles which are issued to "Store" at cost price.

97. The use of indigenous products has been continued wherever practicable, and the local manufacture of all descriptions of telegraph material has considerably increased, notably in the case of instruments, nearly 900 complete sets having been turned out.

98. The principal articles manufactured during the year were in round numbers as follows :—

I.—LINE STORES.

Castings.

Caps for posts	7,800
Sockets for posts	4,000
Shoes for rails	4,400
Keys for shoes	10,200
Cross-feet	3,000
Anchors	7,300

Wrought Iron.

Tubular masts from 50 to 100 feet in height	20
Backs for brackets	30,900
Bolts and nuts	94,900
Clamps	19,000
Straining screws	15,200
Tubes	14,600
Line tools of sorts	2,000

II.—ELECTRICAL INSTRUMENTS AND APPARATUS.

Portable batteries	142
Electric bells	376
Condensers	26
Galvanometers	106
Signalling keys	787
Lightning dischargers	541
Telephone transmitters	110
Relays	52
Sounders	896

III.—ARTICLES MANUFACTURED FROM COMPONENT PARTS IMPORTED FROM ENGLAND.

Telegraph cables	26 miles.
Insulators	297,611

SIMLA,
The 25th October 1886.

APPENDIX A.

Summary of Financial Results of the Indian Telegraph Department for the year 1885-86.

INDIAN TELEGRAPH.	MILES OF LINE.			MILES OF WIRE.			MILES OF CABLE.		
	To end of previous year.	1885-86.	To end of 1885-86.	To end of previous year.	1885-86.	To end of 1885-86.	To end of previous year.	1885-86.	To end of 1885-86.
Capital Account.									
Departmental property in joint use	6,109·7	805·9	6,915·6	...	...	...	...	...	...
In departmental use only	13,371·1	475·3	13,846·4	46,671·7	3,138·9	49,810·6	132·53	30·57	163·1
In use by Guaranteed and Subsidised Lines	336·7	685·3	1,022·0	383·1	884·5	1,267·6	·25	11·85	12·1
Property of Native States worked by the Department	17·0	127·8	144·8	33·2	145·8	179·0	...	...	...
Departmental property rented to Railways	4,173·5	674·3	4,847·8	24,337·2	4,450·3	28,787·5	6·38	2·72	9·1
Railway property maintained by the Department	579·8	5·4	1·4	2,102·7	2,099·9	2·8	...	...	...
Departmental property rented to Canals	188·4	17·4	205·8	481·	20·9	501·9	...	...	...
Canal property maintained by the Department	227·5	51·7	175·8	76·	16·8	59·2	...	...	...
Private Lines	209·8	15·9	225·7	686·6	67·1	753·7	2·48	·02	2·5
Railway property rented by Telegraph Department	6·6	...	6·6	...	...	...	...	...	...
Property of Native States maintained by the Telegraph Department, but worked by Railways	33·7	·2	33·9	33·7	·2	33·9	...	...	...
TOTAL	25,253·8	2,173·0	27,425·8	74,805·2	6,591·0	81,396·2	141·6	45·2	186·8

Summary of Financial Results of the Indian Telegraph Department for the year 1885-86—continued.

			To end of previous year.	1885-86.	To end of 1885-86.
			R	R	R
OUTLAY	Lines	Departmental	2,07,83,819	7,61,412	2,15,45,231
		Railway	54,07,238	9,93,653	64,00,891
		Guaranteed	5,86,564	19,478	6,06,042
		TOTAL	2,67,77,621	17,74,543	2,85,52,164
	Buildings	Signal Offices	38,90,268	1,58,931	40,49,199
		Quarters for Officers	12,240	.....	12,240
		Cable-houses and Tanks	37,217	1,382	38,599
		Store-houses	3,55,810	11,986	3,43,824
		Workshop buildings	1,83,515	38,781	2,22,296
		TOTAL	44,79,050	1,87,108	46,66,158
	Tools and Plant	First fitting of Offices	12,93,445	56,243	13,49,688
		Other Tools and Plant	1,58,902	3,973	1,62,875
		Share of store contingencies	5,581	6,022	11,603
		TOTAL	14,57,928	66,238	15,24,166
	Stores		21,54,690	8,24,356	29,79,046
	Suspense heads		97,941	45,954	51,987
	Charge for exchange on expenditure in England		4,55,488	1,44,496	5,99,984
	TOTAL PRESENT CAPITAL		3,54,22,718	29,50,787	3,83,73,505
	Temporary Telegraphs for military purposes		42,800	13,945	56,745
	TOTAL CAPITAL EXPENDITURE		3,53,79,918	29,36,842	3,83,16,760

Revenue Account.

Number of	Divisions		17	...	17
	Signal Offices		521	113	634
	Messages	Private	1,67,69,387	18,96,858	1,86,66,245
		State	25,76,422	3,89,444	29,65,866
		Free	1,32,480	2,904	1,35,384
		TOTAL	1,94,78,289	22,89,206	2,17,67,495
Revenue	From messages	Private	3,99,84,722	29,06,390	4,28,91,112
		State	1,02,21,785	10,50,927	1,12,72,712
		Free	20,09,906	38,867	20,48,773
		TOTAL	5,22,16,413	39,96,184	5,62,12,597
	Railway Telegraphs		49,58,742	9,58,282	59,17,024
	Guaranteed		6,39,609	1,05,557	7,45,166
	Miscellaneous		8,08,410	50,963	8,59,373
		TOTAL	5,86,23,174	51,10,986	6,37,34,160
Working expenses			6,47,47,412	36,18,695	6,83,66,107
Net charge (difference between revenue and working expenses)			61,24,238	14,92,291	46,31,947
Per mile of line	Revenue		2,321·36	186·35	2,323·87
	Net charge		242·50	54·41	168·88
Percentage on capital outlay	Revenue		165·70	13·33	166·33
	Net charge		17·31	3·89	12·08
Value of unissued balance of stores at end of year			21,54,690	8,24,356	29,79,046
TOTAL EXPENDITURE ON CAPITAL AND REVENUE			10,01,27,330	65,55,537	10,66,82,867
DEFICIT ON TOTAL EXPENDITURE			4,15,04,156	14,44,551	4,29,48,707

APPENDIX TO SUMMARY OF FINANCIAL RESULTS.

Review of Telegraph Accounts for the last five years.

REVENUE RECEIPTS.

YEAR.	MESSAGE REVENUE.				Claims from State Railways.	Claims from Guaranteed Railways.	Claims from Guarantors.	Saleable Books, Forms and Maps.	Telegraph Gazettes.	Miscellaneous.	TOTAL.
	PAID MESSAGES.		Free Messages.	TOTAL.							
	State.	Private.									
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
1881-82	7,38,717	24,72,284	43,737	32,54,738	4,21,177	97,714	55,202	2,432	13,739	9,210	38,54,212
1882-83	6,57,310	26,18,298	43,774	33,19,382	6,05,413	97,224	99,011	3,081	14,167	18,961	41,57,239
1883-84	5,06,239	27,05,131	22,195	32,33,565	5,89,813	96,987	1,50,730	3,219	14,313	35,637	41,24,264
1884-85	7,15,103	27,79,386	29,349	35,23,838	6,13,444	3,47,144	1,17,441	3,884	13,606	1,07,786	47,27,143
1885-86	10,50,927	29,06,390	38,867	39,96,184	7,60,238	1,98,044	1,05,557	2,861	12,965	35,137	51,10,986

Revenue Charges for five years.

YEAR.	LINE MAINTENANCE.							SIGNALLING.																	
	Repairs to buildings and lines.	Establishment.	Office Stores.	Share of direction accounts and superintendence.		Profit and Loss.	TOTAL.	Check Office.		Departmental Offices.						Railway and Canal.		Private.		Share of direction accounts and superintendence.		Saleable Books, Forms and Maps.	Telegraph Gazettes.	Telegraph Stamps.	Profit and Loss.	TOTAL.
										Imperial.			Postal combined.												
				Establishment.	Office Stores.			Establishment.	Office Stores.	Establishment.	Office Stores.	Repairs to buildings.	Establishment.	Office Stores.	Repairs to buildings.	Establishment.	Office Stores.	Establishment.	Office Stores.	Establishment.	Office Stores.					
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
1881-82	1,83,397	1,54,993	3,082	4,44,123	7,431	225	7,93,251	44,899	768	16,33,816	69,864	35,378	...	...	...	76,863	1,04,913	...	...	4,44,123	7,431	10,426	4,254	9,432	226	24,42,393
1882-83	2,28,217	1,85,257	6,046	4,48,653	6,435	262	8,74,870	48,419	956	17,27,493	54,817	42,023	...	...	...	80,148	27,545	...	...	4,48,652	6,436	5,191	8,447	10,221	262	24,60,610
1883-84	5,11,779	1,92,928	7,622	4,48,264	9,935	500	11,70,128	44,429	1,890	18,19,846	81,916	41,009	9,046	...	...	89,118	22,597	...	1,089	4,37,073	9,035	4,902	7,175	3,982	500	25,74,058
1884-85	3,48,190	2,09,088	1,153	4,19,992	11,532	265	9,90,220	52,672	2,696	18,19,891	27,500	40,755	68,398	2,400	863	91,157	13,497	1,242	9,654	4,19,992	11,532	3,507	6,091	1,702	265	25,69,005
1885-86	1,87,358	2,33,082	5,350	4,57,122	17,551	159	9,00,622	48,414	575	18,53,950	26,909	55,197	1,20,306	1,081	1,474	97,263	19,407	5,530	1,471	4,57,122	17,551	435	6,277	5,952	159	27,18,073

Result of Operations for five years.

YEAR.	Capital expenditure to end of year.	REVENUE.			Miles of line.	Miles of wire.	Number of Signal Offices.	NUMBER OF MESSAGES.			VALUE OF MESSAGES.		
		Receipts.	Charges.	Profit.				Inland.	Foreign.	Total.	Inland.	Foreign.	Total.
	₹	₹	₹	₹							₹	₹	₹
1881-82	2,73,59,407	38,54,212	32,35,644	6,18,568	21,049·6	59,569·36	319	12,80,973	3,32,402	16,13,375	20,15,331	11,95,670	32,11,001
1882-83	2,94,68,019	41,57,239	33,35,480	8,21,759	21,740·	62,960·	324	14,43,168	3,56,011	17,99,179	19,96,448	12,79,160	32,75,608
1883-84	3,14,19,558	41,24,264	37,44,186	3,80,078	23,207·	68,669·	349	14,55,182	3,62,530	18,17,712	18,78,307	13,33,063	32,11,370
1884-85	3,53,79,918	47,27,143	35,59,225	11,67,918	25,253·8	74,946·8	521	16,48,084	3,66,314	20,14,398	21,64,751	13,29,735	34,94,489
1885-86	3,83,16,760	51,10,986	36,18,695	14,92,291	27,425·8	81,396·2	634	19,07,089	3,79,213	22,86,302	25,58,882	13,98,435	39,57,317

APPENDIX B.

RETURN of the Number and Value of Inland and Foreign Messages sent, and of Foreign Messages "Received" and "Transit," during the year 1885-86, showing also the Increase and Decrease under each head on the figures for the previous year.

NUMBER OF PAID MESSAGES AND INDIAN SHARE OF COLLECTIONS IN 1885-86.

DIVISIONS	INLAND.				FOREIGN.				TOTAL.				GRAND TOTAL.	
	State.		Private.		State.		Private.		State.		Private.			
	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
		₹ a.		₹ a.		₹ a.		₹ a.		₹ a.		₹ a.		₹ a.
Arakan .	3,589	2,993 7	26,969	28,958 8	2	4 9	597	2,587 7	3,591	2,998 0	27,566	31,546 15	31,157	34,545 15
Assam .	14,625	22,306 9	98,578	45,394 13	...	...	286	606 7	14,625	22,306 9	98,864	45,981 4	113,489	68,287 13
Bellary .	6,453	8,637 7	28,268	28,306 6	...	...	282	596 12	6,453	8,637 7	28,550	28,903 2	34,903	37,540 9
Bengal .	48,881	1,11,688 5	257,527	3,14,158 6	795	11,731 1	41,468	1,22,822 7	44,676	1,23,419 6	298,995	4,37,981 7	343,671	5,61,400 13
Bombay .	37,201	92,260 15	291,445	3,28,992 6	2,483	28,463 12	117,385	1,23,600 13	39,677	1,20,724 12	408,833	7,52,593 3	448,510	8,72,790 15
Burma .	26,234	92,901 13	125,728	1,46,821 13	252	8,809 5	39,625	61,106 13	28,486	1,01,711 2	165,762	2,07,930 10	172,248	3,08,641 12
Deccan .	9,686	12,357 1	39,207	43,286 1	1	4 2	166	996 12	9,687	12,361 3	39,373	43,799 14	48,960	56,160 1
Godavari .	11,908	12,627 9	119,745	98,909 3	...	...	2,666	2,676 6	11,908	12,627 9	112,798	1,02,585 3	124,707	1,15,212 12
Indore .	12,666	20,711 15	50,001	50,806 0	12	662 8	122	463 4	12,821	21,364 7	50,113	50,469 4	62,134	71,833 11
Madras .	20,286	62,161 12	138,764	149,378 7	1,491	5,283 8	118,286	4,88,327 10	29,837	67,445 4	258,092	5,52,706 1	287,929	6,20,151 5
Mysore .	4,661	5,783 15	60,832	57,741 11	1	7 5	5,112	9,868 16	4,962	5,751 4	66,944	66,810 5	69,906	72,561 9
Nagpur .	12,922	17,983 14	36,638	37,234 11	...	...	284	270 5	12,922	17,983 14	36,739	37,505 0	49,661	55,488 14
Orissa and Rohilkhand .	15,717	21,555 10	58,364	61,057 1	27	608 11	886	1,569 2	15,744	22,164 5	58,770	62,626 3	74,514	84,790 8
Punjab .	89,665	2,89,684 6	140,662	144,145 6	1,153	28,951 4	1,220	4,273 4	90,558	2,93,955 10	141,376	1,48,418 10	231,934	4,42,374 4
Rajputana .	5,679	10,971 7	20,994	21,899 1	45	1,532 14	59	213 15	5,724	11,504 5	21,053	21,114 0	26,777	33,418 5
Sind .	20,804	12,730 0	68,668	63,650 2	1,797	43,980 1	62,821	2,68,733 7	21,881	56,690 1	131,487	3,32,383 10	153,368	4,19,073 11
Hyderabad .	40,949	1,09, 28 12	30,623	29,150 12	45	1,618 2	89	309 11	40,985	1,11,046 15	30,183	29,460 7	71,168	1,40,507 6
Total, Collections for the year	392,732	9,26,444 13	1,527,900	16,44,883 6	8,105	1,27,617 6	371,111	12,13,121 12	380,837	10,52,062 1	1,899,101	29,58,005 2	2,279,938	40,10,070 3*
Adjustments .	...	...	...	−6,718 1	...	...	...	−42,399 12	...	...	...	−49,017 13	...	−49,017 13
Net Total Inclusive Adjustments .	392,732	9,26,444 12	1,527,900	16,38,165 5	8,105	1,27,617 4	371,111	12,70,525 0	380,837	10,52,062 1	1,899,101	29,08,990 5	2,279,938	39,61,052 6

NUMBER OF PAID MESSAGES AND INDIAN SHARE OF COLLECTIONS IN 1884-85.

INLAND.				FOREIGN.				TOTAL.				GRAND TOTAL.	
State.		Private.		State.		Private.		State.		Private.			
No	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
	₹ a.		₹ a.		₹ a.		₹ a.		₹ a.		₹ a.		₹ a.
2,946	3,729 2	28,118	28,215 15	...	...	984	3,479 0	2,946	3,729 2	25,102	31,694 15	28,048	35,423 1
15,781	22,298 15	63,830	43,029 11	1	4 7	240	1,113 6	15,782	22,304 6	44,070	44,143 1	59,852	66,447 7
5,236	5,811 6	24,495	28,504 15	1	4 9	275	519 4	5,237	5,815 15	29,680	29,024 3	34,917	34,839 2
36,193	1,13,901 15	228,451	2,93,667 8	670	6,358 14	41,585	1,33,828 11	36,863	1,20,260 13	269,956	4,27,492 3	306,819	5,47,752 16
33,919	91,106 13	272,807	3,14,161 0	2,002	15,164 6	130,829	4,64,214 11	35,921	1,06,271 3	403,636	7,78,375 11	439,557	8,84,646 14
12,928	21,971 13	166,629	1,27,655 10	32	361 15	25,789	86,196 2	12,958	22,333 12	132,418	2,13,851 12	145,376	2,36,185 8
7,680	11,301 14	30,681	35,474 11	5	35 2	137	313 13	7,685	11,337 0	30,618	35,788 8	38,303	47,125 8
9,977	10,500 6	169,423	1,00,200 6	2	6 9	1,734	3,347 9	9,979	10,506 15	111,158	1,03,547 15	121,137	1,14,054 14
9,122	15,676 8	45,261	46,514 1	...	...	92	346 13	9,122	15,676 8	45,353	46,860 14	54,475	62,537 6
23,742	48,862 10	133,065	1,43,441 1	1,429	4,382 3	108,043	3,77,446 11	25,171	53,244 13	241,108	5,20,887 12	266,279	5,74,132 5
4,956	6,950 5	56,797	55,394 10	3	17 6	4,104	9,315 12	4,959	6,967 11	60,901	64,700 6	65,860	71,668 1
9,441	12,055 12	31,654	33,104 4	3	8 0	110	263 3	9,444	12,063 12	31,764	33,367 7	41,208	45,431 3
12,447	25,285 0	47,453	51,355 6	3	23 10	515	1,489 8	12,450	25,268 10	47,968	52,844 14	60,418	78,113 8
61,479	1,79,945 8	113,759	1,26,057 10	633	7,003 7	1,165	3,723 0	62,112	1,86,448 15	114,924	1,27,780 10	177,036	3,14,229 9
4,157	5,080 10	12,613	13,762 0	...	...	49	181 7	4,157	5,080 10	12,662	13,943 7	16,819	19,024 1
36,964	89,709 0	79,667	72,643 12	1,304	19,122 6	44,658	2,02,622 9	38,268	1,08,831 6	123,725	2,75,298 5	161,993	3,84,097 11
286,966	6,63,648 9	1,304,814	15,11,172 8	6,088	52,492 14	360,229	12,88,397 7	293,054	7,16,141 7	1,725,043	27,99,569 15	2,018,097	35,15,711 6
...	...	...	−6,539 11	...	...	...	−11,144 7	...	...	...	−17,684 2	...	−17,684
286,966	6,63,648 9	1,304,814	15,04,632 13	6,088	52,492 14	360,229	12,77,253 0	293,054	7,16,141 7	1,725,043	27,81,885 13	2,018,097	34,98,027 4

TOTAL PAID MESSAGES.

		No.	Value. ₹ a.
Inland		1,910,722	25,62,610 2
Foreign	Departmental	368,309	12,97,229 9
	Railway	716	1,212 12
	Total	2,279,938	39,61,052 6

TOTAL PAID MESSAGES.

		No	Value. ₹ a.
Inland		1,651,780	21,68,281 6
Foreign	Departmental	365,460	13,28,505 13
	Railway	857	1,249 1
	Total	2,018,097	34,98,027 4

This Return includes 1,140 messages on the service of French and Portuguese Governments and of His Highness the Khan of Khelat, the value of which, *viz.*, R4,318-11, has not been credited to Revenue.

* Includes R4,189-0, the collection of the Provincial offices, four in number.

This Return does not include 974 messages on the service of Bolan Railway, the value of which, Rs,687-8, has not been credited to Revenue.

Return of the Number and Value of Inland and Foreign Messages sent, and of Foreign Messages "Received" and "Transit," during the year 1885-86, showing also the Increase and Decrease under each head on the figures for the previous year—continued.

DIVISIONS.	INCREASE.												DECREASE.											
	Inland.				Foreign.				Total.				Grand Total.		Inland.				Foreign.				Total.			
	State.		Private.		State.		Private.		State.		Private.				State.		Private.		State.		Private.		State.		Private.		Grand Total.	
	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
		₹ a.		₹ a.		₹ a.		₹ a.		₹ a.		₹ a.		₹ a.		₹ a.		₹ a.		₹ a.		₹ a.		₹ a.		₹ a.		₹ a.
Arakan .	352	...	751	...	2	4 9	...	...	354	4 9	751	...	1,105	4 9	...	835	...	1,257 7	...	...	137	971 9	...	835 11	137	2,229 0	137	3,064 11
Assam .	...	6 10	4,744	2,355 2	...	...	...	...	...	6 10	4,744	2,355 2	4,744	2,361 12	1,156	...	...	...	1	4 7	10	506 15	1,157	4 7	10	506 15	1,167	511 6
Bellary .	1,217	2,826 1	...	...	...	...	...	77 8	1,217	2,826 1	...	77 8	1,217	2,903 9	...	...	1,137	2,198 9	1	4 9	13	...	1	4 9	1,150	2,198 9	1,151	2,203 2
Bengal .	7,698	...	29,076	20,490 8	125	5,372 3	...	...	7,823	5,372 3	29,076	20,490 8	36,899	25,862 11	...	2,813 10	...	...	...	...	45	901 4	...	2,813 10	45	901 4	45	3,714 14
Bombay .	3,676	1,124 2	18,681	14,821 6	481	13,289 7	...	...	3,956	14,413 9	18,681	14,821 6	22,597	29,234 15	...	...	...	...	...	...	12,844	41,120 14	...	...	12,844	41,120 14	12,844	41,120 14
Burma .	13,288	76,980 6	19,099	18,166 2	239	2,467 6	...	...	13,527	79,377 6	19,099	19,166 2	32,627	98,543 9	...	...	...	...	...	...	5,755	25,087 5	...	...	5,755	25,087 5	5,755	25,087 5
Deccan .	1,946	1,955 2	8,726	7,912 6	...	...	9	89 0	1,946	1,955 2	8,735	8,002 6	10,681	9,957 8	...	...	...	...	4	31 0	...	...	4	31 0	...	...	4	31 0
Ganjam .	1,931	2,127 2	1,321	...	...	...	320	308 7	1,931	2,127 2	1,641	308 7	3,572	2,455 10	...	...	...	1,291 3	2	6 9	...	...	2	6 9	...	1,291 3	2	1,297 12
Indore .	2,899	5,035 7	4,740	3,491 15	13	642 8	20	116 7	2,899	5,677 15	4,760	3,608 6	7,659	9,286 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madras .	4,604	13,299 2	5,719	5,937 6	62	901 5	11,265	25,880 15	4,666	14,200 7	16,984	31,818 5	21,650	46,018 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Malabar .	25	...	4,035	2,357 1	...	...	8	..	25	...	4,043	2,357 1	4,068	2,357 1	...	1,206 6	...	...	2	10 1	...	247 2	2	1,216 7	...	247 2	2	1,463 9
Nagpur .	2,782	5,928 2	4,984	4,130 7	...	...	...	7 2	2,782	5,928 2	4,984	4,137 9	7,766	10,065 11	...	...	...	...	3	8 0	9	...	3	8 0	9	...	12	8 0
Oudh & Rohilkhand .	3,270	6,310 10	10,791	9,701 11	24	595 1	11	59 10	3,294	6,905 11	10,802	9,761 5	14,096	16,667 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Punjab .	27,926	89,556 14	26,363	20,087 12	520	17,987 13	149	550 4	28,446	1,07,506 11	26,452	20,638 0	54,898	1,28,144 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rajputana .	1,522	4,930 12	8,381	7,838 1	45	1,532 14	10	32 8	1,567	6,523 11	8,391	7,870 9	9,958	14,394 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sind .	28,899	62,469 12	17,088	20,157 2	538	28,665 14	17,902	68,439 9	29,546	88,985 10	34,985	88,597 12	59,423	1,75,483 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Baluchistan.																												
TOTAL .	98,922	2,05,851 15	169,313	1,38,456 1	2,030	75,189 9	29,695	93,582 6	98,952	3,49,989 15	199,008	2,32,039 7	292,960	5,72,861 6	1,156	4,855 11	1,137	4,747 3	13	64 10	18,813	68,835 1	1,169	4,920 5	19,950	73,582 4	21,119	78,502 9
Adjustments .	...	...	...	—178 6	...	...	...	—31,155 5	...	...	...	—31,333 11	...	—31,333 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...
NET TOTAL (EXCLUDING ADJUSTMENTS).	98,922	2,05,851 15	169,313	1,38,279 11	2,030	75,189 9	29,695	62,427 1	98,952	3,49,989 15	199,008	2,00,706 12	292,960	5,41,527 11	1,156	4,855 11	1,137	4,747 3	13	64 10	18,813	68,835 1	1,169	4,920 5	19,950	73,582 4	21,119	78,502 9
NET INCREASE AND DECREASE ON THE PREVIOUS YEAR.	95,766	2,00,796 4	163,176	1,32,532 9	2,017	75,124 6	19,882	...	97,783	3,25,920 15	182,058	1,57,399 6	271,881	4,83,325 2	...	...	...	...	...	...	...	6,428 0	...	...	...	...	...	...

NOTE.—This Return does not include collections other than those belonging to the Government of India.

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Abstract of Foreign Traffic with India by the Indo-European and Red Sea routes for the year 1885-86.

ROUTE.		Number of Messages by each route (exclusive of Transit).			Percentage of Number.		
		To India.	From India.	Total.	To India.	From India.	Total.
Indo-European:	*Vid* Teheran .	35,223	39,896	75,119	45·98	46·11	46·05
	Vid Turkey . .	1,305	901	2,206	1·70	1·04	1·35
	Persian Gulf, *vid* Karachi . . .	733	1,041	1,774	0·96	1·20	1·09
Red Sea .	*Vid* Suez . . .	39,346	44,686	84,032	51·36	51·65	51·51
	TOTAL .	76,607	86,524	163,131	100·00	100·00	100·00

APPENDIX F.

Synopsis of Complaints relating to the Indian Government Telegraph Department for the year 1885-86.

Nature of Complaints.	Number of Complaints received.				Number disposed of.										Total rejected.	Number of Paid Messages.			Percentage of Messages which formed the subject of Complaints.			
					Admitted.				Rejected. Being groundless.			Rejected. Not investigated for want of Documents.										
	Inland.	Railway.	Foreign.	Total received.	Inland.	Railway.	Foreign.	Total.	Inland.	Railway.	Foreign.	Inland.	Railway.	Foreign.		Inland.	Railway.	Foreign.	Inland.	Railway	Foreign.	Total.
Non-delivery	230	32	44	326	118	8	24	150	124	23	19	9	1	...	176				·014	·010	·012	·013
	198	39	63	300	98	28	49	170	97	13	14	8	3	...	130				·013	·012	·017	·013
Delay	136	16	24	176	90	11	17	118	45	6	7	...	...	...	58				·007	·005	·006	·007
	89	23	13	125	67	19	11	97	22	5	1	...	...	...	28	1,786,434*	324,836	379,216	·006	·007	·003	·006
Error	108	16	43	167	94	14	39	147	14	2	4	...	...	...	20	1,519,450	317,591	366,317	·006	·005	·011	·007
	107	27	24	158	97	27	21	145	9	...	3	1	...	...	13				·007	·009	·007	·007
Miscellaneous	33	1	6	40	13	1	4	18	19	...	2	1	...	...	22				·002	·000	·001	·001
	24	4	10	38	17	2	1	20	7	2	9	...	...	...	18				·001	·001	·003	·002
Total	527	65	117	709	315	34	84	433	202	31	32	10	1	...	276	...	...	...	·029	·020	·030	·028
	418	98	110	621	279	71	82	432	135	20	27	4	3	...	189	...	...	...	·027	·029	030	·028

Increase of Traffic . . { Departmental . . . . . 17·57 per cent. / Railway . . . . . 2·28 ,, / Foreign . . . . . 3·52 ,, / Nett . . . . . 13·03 ,,

Increase or decrease in the number of admitted complaints { Increase . Departmental . 12·90 per cent. / Foreign . 2·43 ,, / Decrease . Railway . 52·11 ,, / Nett . Increase . ·23 ,,

* Exclusive of 124,268 messages transferred to Railways which are included in the number shown under head "Railway," but which are shown under the head "Inland" in the printed collection Return for 1885-86.
The figures in antique are those for last year.

Synopsis of complaints relating to other Telegraph Administrations for the year 1885-86.

Nature of Complaints.	Number of Complaints received.			Transferred to other Telegraph Administrations. Disposed of. Admitted.			Rejected. Being groundless.		Rejected. On Technical grounds.		Total rejected.	Transferred, not yet disposed of.		Not transferred to other Telegraph Administrations. Not being supported by prescribed documents.		Transfer forbidden by Convention.		Number of paid messages.			Percentage of messages which formed the subject of complaints.		
	Railway.	Foreign.	Total received.	Railway.	Foreign.	Total admitted.	Railway.	Foreign.	Railway.	Foreign.		Railway.	Foreign.	Railway.	Foreign.	Railway.	Foreign.	Railway.	Foreign.	Total.	Railway.	Foreign.	Total.
Non-delivery	146	112	258	74	44	118	52	28	14	...	94	1	16	3	11	...	15				·045	·030	·037
	135	116	251	78	51	129	44	41	12	...	97	1	7	...	6	...	11				·042	·032	·037
Delay	103	72	175	62	31	93	17	8	23	...	48	...	31	1	...	...	2				·032	·019	·025
	79	39	118	60	16	76	11	8	8	...	27	...	...	...	...	...	15	324,836	379,216	704,052	·025	·010	·017
Error	50	66	116	41	19	60	5	14	4	...	23	...	2	...	3	...	28	317,591	366,317	683,908	·015	·017	·016
	60	61	121	49	23	72	7	9	4	...	20	...	...	...	1	...	28				·019	·017	·017
Miscellaneous	8	24	32	4	17	21	2	6	2	...	10	...	1	...	...	...	...				·002	·006	·004
	10	8	18	6	7	13	3	1	1	...	5	...	...	...	...	...	...				·003	·002	·003
Total for the year	307	274	581	181	111	292	76	56	43	...	175	1	50	4	14	...	45	...	...	...	·094	·072	·082
	284	224	508	193	97	290	65	59	25	...	149	1	7	...	7	...	54	...	...	...	·089	·061	·074
Balance from last year	1	7	8	1	5	6	...	2	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...
	1	13	14	1	6	7	...	7	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...
Total.	308	281	589	182	116	298	76	58	43	...	177	1	50	4	14	...	45	...	...	...	·094	·074	·083
	285	237	522	194	103	297	65	66	25	...	156	1	7	...	7	...	54	...	...	...	·089	·065	·076

The figures in antique are those for last year.

Increase or decrease in the number of admitted complaints { Decrease . . Railway . . . 6·21 per cent. / Increase . . Foreign . . . 14·43 ,, / Net Increase . . . . . ·68 ,,

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXV OF 1886-87.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 5th December, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 4th December, 1886. Total.	Per mile open.	Total receipts from 1st April to 5th December, 1886. Total.	Per mile open per week.	Total receipts from 1st April to 4th December, 1886. Total.	Per mile open per week.	Total Increase in 1886-87.	Total Decrease in 1886-87.
			£	£		£	£	£	£	£	£	£	£
	Lines worked by Guaranteed Companies.												
11th Dec., 1886	Oudh and Rohilkhand	608	1,03,081	171	683	1,16,250	170	38,11,036	176	43,65,847	181	5,53,911	...
4th ditto	Madras	801	1,40,590	170	831	1,34,114	161	51,41,082	168	52,22,866	177	81,784	...
11th ditto	South Indian	654	81,395	124	654	87,884	134	30,55,409	131	34,42,339	149	3,86,930	...
18th ditto	Great Indian Peninsula	1,504	8,81,907	587	1,504	8,74,900	582	2,30,45,146	431	2,51,88,797	473	21,43,651	...
11th ditto	Bombay, Baroda and Central India	461	2,66,923	579	461	2,92,133	634	85,50,788	521	89,57,556	548	4,06,768	...
	TOTAL	4,088	14,80,562	362	4,133	15,05,281	364	4,36,04,361	300	4,71,77,405	322	35,73,044	...
	State Lines worked by Guaranteed Companies.												
18th Dec., 1886	East Indian	1,515	9,04,510	597	1,518	9,35,400	617	3,23,20,715	500	3,16,08,235	580	...	7,12,480
18th ditto	Patna-Gya	57	7,771	136	57	7,800	137	3,39,079	107	3,07,012	181	27,033	...
18th ditto	Dildarnagar-Ghazipur	12	1,055	88	12	920	77	31,337	73	31,041	74	304	...
18th ditto	Sindia	75	10,005	147	75	8,033	110	2,43,423	61	2,52,330	95	8,913	...
11th ditto	Rajputana-Malwa (*a*)	1,666	3,68,004	222	1,664	3,54,000	213	1,10,85,738	188	1,17,17,225	199	6,61,407	...
18th ditto	Southern Mahratta	315	21,507	68	476	42,100	89	6,44,373	57	11,78,213	99	5,33,840	...
18th ditto	Indian Midland	...	...	...	42	1,710	41	...	...	80,211	54	80,211	...
	TOTAL	3,634	13,14,832	362	3,841	13,51,073	352	4,46,65,555	345	4,52,64,873	345	5,99,318	...
	State Lines worked by Government.												
11th Dec., 1886	Eastern Bengal	233	1,17,618	505	234	1,16,020	496	29,38,572	355	35,57,243	420	6,18,671	...
18th ditto	Nalhati	27	1,528	56	27	1,518	56	52,532	54	56,579	57	3,047	...
11th ditto	Northern Bengal	240	58,882	236	240	62,120	259	14,27,448	101	17,57,440	109	3,30,022	...
11th ditto	Kaunia-Dharla	37	2,810	76	37	2,073	72	85,267	64	77,550	59	...	7,717
18th ditto	Tirhoot	220	24,332	108	246	28,114	114	8,50,308	100	10,38,946	110	1,88,638	...
18th ditto	Wardha Coal	45	19,122	425	45	17,874	397	3,02,304	220	4,43,500	278	81,262	...
18th ditto	Nagpur and Chattisgarh	140	28,519	101	140	18,105	122	8,36,689	158	7,79,938	148	...	56,751
11th ditto	Burma	327	33,850	104	327	44,871	137	13,47,874	125	15,42,281	131	1,94,407	...
4th ditto	Cherra-Companyganj	...	...	..	5	26	5	...	...	(*b*)1,104	9	1,104	...
18th ditto	North-Western (*c*)	1,869	5,51,127	295	1,869	4,27,824	229	2,02,70,574	305	1,69,65,740	256	...	33,13,825
11th ditto	Bareilly-Pilibhit	36	955	27	36	1,523	42	45,686	30	59,347	46	13,661	...
11th ditto	Dacca	86	2,475	29	86	5,687	66	63,002	30	1,72,602	56	1,09,510	...
4th ditto	Jorhat	25	670	27	30	854	28	24,763	28	27,111	25	2,348	...
11th ditto	Bilaspur-Etawah (Kutni-Umaria Section)	...	...	...	38	1,018	27	...	...	(*d*)5,253	28	5,253	...
	TOTAL	3,309	8,41,038	254	3,378	7,28,326	216	2,83,14,169	245	2,64,83,999	221	...	18,30,470
	GRAND TOTAL (GUARANTEED AND STATE)	11,031	36,37,332	330	11,352	35,84,680	316	11,65,84,085	208	11,80,25,077	209	23,41,892	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	5,86,01,857	150	5,03,09,302	140	...	...
	NET RECEIPTS	...	...	...	...	...	...	5,78,02,228	148	5,05,26,675	150	16,34,447	...
	Assisted Companies.												
11th Dec., 1886	Bengal Central	125	8,620	69	125	9,753	78	3,40,016	77	3,80,188	86	39,272	...
11th ditto	Rohilkhand-Kumaon	67	4,114	61	67	4,125	62	1,61,053	67	2,17,323	91	56,270	...
4th ditto	Assam	78	5,681	73	78	6,903	85	1,72,251	60	2,32,460	81	60,209	...
11th ditto	Bengal and North-Western	303	22,823	75	303	38,350	127	8,70,770	81	13,18,274	123	4,47,504	...
18th ditto	Tarakessur	22	4,054	182	22	3,958	179	1,69,907	215	1,64,336	208	...	5,571
	TOTAL	595	45,301	76	595	62,809	106	17,14,897	81	23,12,581	110	5,97,684	...
	Native States.												
11th Dec., 1886	Bhavnagar-Gondal	193	20,845	108	193	18,661	97	6,44,631	94	6,65,612	97	20,981	...
18th ditto	Jodhpore	64	5,240	82	64	4,240	66	1,19,701	53	1,44,120	64	24,419	...
4th ditto	Nizam's	121	22,583	187	208	27,210	131	7,82,765	181	9,70,432	133	1,87,667	...
4th ditto	Mysore	140	7,356	53	140	9,492	68	3,03,626	61	3,28,203	66	24,577	...
18th ditto	Rajpura-Patiala	16	1,325	83	16	791	49	30,362	53	38,367	68	8,005	...
11th ditto	Morvi	...	...	...	51	1,626	32	...	...	27,812	31	27,812	...
	TOTAL	534	57,349	107	672	62,020	92	18,81,085	99	21,83,546	95	3,02,461	...

(*a*) Including the Cawnpore-Achnera State Railway.
(*b*) Receipts from 16th June to 4th December, 1886.
(*c*) Including the Amritsar-Pathankot State Railway.
(*d*) Receipts from 31st October to 4th December, 1886.

R. GARDINER, *Captain, R.E.*,
Offg. Under-Secretary.

FORT WILLIAM,
The 30th December, 1886.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENT OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF JUNE 1886, PUBLISHED IN PAGE 1037 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 24th JULY 1886.

Province.	District.	Average wages per month. Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter, or Blacksmith.
		R a. p.	R a. p.	R a. p.
Hyderabad Assigned Districts.	Akola	6 0 0	7 0 0	22 0 0
	Ellichpur	6 0 0	7 0 0	18 0 0
	Buldana	6 0 0	7 0 0	20 0 0
	Wun	6 0 0	7 0 0	22 0 0
	Basim	6 0 0	7 0 0	24 0 0

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch.)

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 29th DECEMBER 1886.

GENERAL REMARKS.—During the past week there has been slight but general rain over the eastern and central districts of the Punjab where the *rabi* sowings are now nearly completed. In the N.-W. Provinces and Oudh the *rabi* crops are being irrigated, and though in good condition, would be benefited by rain. Cloudy weather has prevailed in Hyderabad, the Central Provinces, Central India and Rajputana; the crops generally promise well but rain is wanted in Rajputana. Prospects remain favourable in Madras and Mysore, though rain is needed in some districts of the former. In Bombay the standing crops have suffered in places from blight, cloudy weather, and frost. Prospects in Bengal, Burma and Assam continue favourable.

Harvesting of paddy and late *kharif* crops is proceeding in Madras and Bombay; cotton is being picked in the Central Provinces and Hyderabad; the *aman* rice harvest is yielding a good outturn in Bengal, and the winter rice is being reaped in Assam.

Prices have risen in a few places in the Punjab and Rajputana; elsewhere they are fairly steady.

Public health is improving in Bengal; cholera and smallpox exist in most provinces, but there is no abnormal sickness.

Cattle-disease is reported from Madras and Bombay.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Dec. 29th)		
Bellary		Standing crops generally fair, but in parts of one taluk paddy withering; *dhol* affected by insects and cotton by disease. Harvest wet and dry crops, yield average. Fever in two and cattle-disease in three taluks.
Kurnool		Standing crops good. Harvest paddy, yield average. Smallpox in one and cattle-disease in two taluks.
Ganjam		Harvest paddy. Slight smallpox in four, fever in five, and cattle-disease in three divisions. Cholera exists.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—*contd.*		
Kistna . . .	. . . . .	Standing crops generally good. Harvest paddy, outturn middling. River 3·5 feet over Anicut. Fever in five and slight cholera in six taluks.
Chingleput (Madras) .	. . . . .	Standing crops good. Harvest paddy and *ragi*, outturn below average. Slight fever and cattle-disease in two taluks.
Coimbatore . . .	. . . . .	Standing crops generally good but require more rain. Harvest wet and dry grains, outturn generally about average. Smallpox in one, and fever and cattle-disease in two taluks.
Tanjore . . .	Average last week since revised ·98; this week ·01.	More rain wanted in two taluks. Standing crops generally good. Harvest paddy, outturn up to average.
Madura . . .	Average last week since revised ·08.	Health of people and cattle generally good.
Malabar . . .	. . . . .	Standing crops, second crop paddy earing. Harvest paddy, outturn average. Fever in one, slight smallpox in eight, and cattle-disease in two taluks.
Travancore . . .	. . . . .	Standing crops, paddy in ear. No cholera or smallpox. *General Remarks.*—General prospects good.
Bombay—(Dec. 29th)		
Karachi . . .	*Nil*	River at Kotri on 27th 3 feet 1 inch against 3 feet 10 inches on same date last year. *Rabi* sowings coming up. Fever in eleven talukas and cattle-disease in Sakro. Wheat, red rice, and *bajri* in Karachi 24, 30 and 32½ and in Sehwan 28, 38 and 40 pounds per rupee respectively.
Hyderabad . . .	*Nil*	*Kharif* harvesting still continues. Cotton cultivation damaged by frost in Hyderabad taluka. *Rabi* cultivation in good condition. River at Kotri on 27th 3 feet 1 inch against 3 feet 10 inches on same date last year. Fever in five and cattle-disease in three talukas. Wheat 25, *bajri* 30 1/16, *jowari* 40, white rice 20, and red rice 28 pounds per rupee.
Ahmedabad . .	*Nil*	*Rabi* crops promising. Public health good. Wheat 31 and *bajri* 32 pounds per rupee.
Surat	*Nil*	Crops healthy. Reaping of *jowari* commenced in some talukas. Fever in Bardoli, Bulsar, and Mandvi and smallpox in Bardoli and Bulsar. *Jowari* 37 and *nagli* 48 pounds per rupee.
Nasik	*Nil*	*Kharif* reaping and *rabi* sowing almost completed. *Kharif* threshing in progress in some places. Public health generally good. Wheat 25½, *bajri* 33 5/16, and rice 19 3/8 pounds per rupee.
Colaba (Bombay) .	*Nil*	Abnormal temperature fell from 1° cool on 22nd to 3° cool on 25th, gradually rose to 1° cool on 27th and again fell to 2° cool on 28th. Vapour in air slightly in excess of normal on all days. Wind normal.
Poona . . .	Light showers only in Petha Baramati ·63	Crops in good condition except in the Bhimthadi taluka, where wheat is slightly injured by rust, and where the late fall of rain has injured the early sown *jowari* and *kardi* crops. Public health generally good. *Bajri* 42 and *jowari* 61 pounds per rupee in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona city.
Ahmednagar . .	*Nil*	Weather cloudy. Blight has appeared in some talukas. Health good. *Bajri* 54 and *jowari* 68 pounds per rupee.
Sholapur . . .	*Nil*	Harvesting of *kharif* crops completed in Sholapur, Karmala, and Dhalsiras talukas. *Tur* and cotton suffering from blight and excessive rain. *Rabi* crops generally doing well. Linseed crops partly blighted in Sholapur, Barsi, and Phandharpur talukas. Public health good. *Jowari* 71½ and *bajri* 53½ pounds per rupee.
Dharwar . . .	*Nil*	Harvesting of rice and *jowari* in progress. Wheat good except in Nargund and Karajgi. Cotton good except in Nargund and Ron. Fever in some talukas. Slight cattle-disease in Kod and Ranibennur. *Jowari* 61 and rice 25½ pounds per rupee.
Kanara . . .	*Nil*	Rice and betel-nut harvest continue above Ghats. Slight cattle-disease in five and fever in three talukas. Common rice in Karwar and in district average 13 seers per rupee.
Rajkot . . .	*Nil*	General health fair. Fever prevailing in parts of Sorath and measles in Gondal, Jetpur, and Parbandar. Wheat and *bajri* 26 and *jowari* 37 pounds per rupee. *General Remarks.*—Slight rain in parts of Poona. Standing crops injured by blight in parts of the Deccan, by cloudy weather in parts of Broach and by frost in parts of Hyderabad. Fever in parts of twelve, cattle-disease in parts of nine and smallpox in parts of three districts.
Bengal—(Dec. 29th).		
Chittagong (Dec. 28th)	*Nil*	Weather cold. Harvesting of *aman* continues with good outturn. Winter crops doing well. Prices stationary. Public health good.
Dacca . . .	*Nil*	Weather cold. Harvesting of *aman* nearly finished. *Boro* paddy being transplanted. Winter crops thriving. Prospects good. Cholera in parts of district; otherwise public health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
24-Pergunnahs . .	*Nil*	Prospects of crops favourable. Harvesting of *aman* continues. Sporadic cases of cholera and fever. Public health generally good.
Khoolna . . .	*Nil*	Weather cool. Harvesting of *aman* continues with prospect of good outturn. Winter crops doing well. Some cholera. Fever less.
Moorshedâbad . .	*Nil*	Weather seasonable. *Aman* being cut, outturn good. *Rabi* crops and indigo prospering.
Pubna . . .	*Nil*	Weather seasonable. *Aman* harvest excellent. Winter crops doing well. General health fair.
Dinagepore . .	*Nil*	Weather cool. *Rabi* crops good. Cholera reported from four thanas, and cattle-disease from two.
Rungpore . . .	*Nil*	Weather seasonable. Harvesting of *aman* going on. Prospects of *rabi* crops good. Fever and cholera abating.
Midnapore . . .	*Nil*	Weather seasonable. Rice harvest good. Public health improving.
Burdwan . . .	*Nil*	*Aman* still being harvested. *Rabi* crops progressing favourably. Fever and cholera still continue in several thanas.
Bhagulpore . .	*Nil*	Weather cold. Crops excellent. Cholera decreasing.
Monghyr . . .	. . . .	Weather not so favourable during past week, as it has been cloudy more or less. Poppy plants, however, continue healthy.
Purneah . . .	*Nil*	Prospects of crops good. *Rabi* promises well. Health of people and cattle good.
Durbhanga . .	*Nil*	Harvesting of paddy nearly completed. Prospects of *rabi*, tobacco and poppy continue favourable. Prices almost stationary. Public health generally good.
Sarun . . .	. . . .	Weather cloudy. Poppy being irrigated and gives good promise.
Chumparun . .	*Nil*	Half of rice harvesting completed. Poppy and *rabi* prospects favourable. Prices stationary. Public health fair.
Patna . . .	*Nil*	Weather cloudy. Harvesting of rice nearly completed with good outturn. *Rabi* crops excellent. Poppy and cotton growing well. *Rahar* flowering. Public health good.
Gya	*Nil*	Prospects of all crops good. Cholera not quite disappeared. Public health fair.
Shahabad . . .	. . . .	Poppy looks very promising.
Hazareebagh . .	*Nil.*	Weather somewhat cloudy. Prospects of *rabi* and poppy excellent. General health good.
Cuttack . . .	*Nil*	*Sarad* rice being reaped, yield estimated 12 annas. *Rabi* doing well. Price of rice unchanged. Fever prevails everywhere. *General Remarks.*—No rain fell during the week. *Aman* harvest is proceeding, and is yielding a good outturn. All cold weather crops, including poppy, are in good condition. Transplanting of *boro* paddy has begun, and in Behar lands are being prepared for indigo. Fever and cholera have somewhat abated, and the general health is fair.
N.-W. Provinces and Oudh—(Dec. 29th)		
Benares (Dec. 28th)	. . . .	Weather somewhat cloudy and less cold in consequence. *Rabi* prospects favourable. Sugarcane-pressing going on. Supplies ample. Prices generally steady. Public health is generally good. A few cases of cattle-disease reported from the Sadr Tahsil.
Ballia („ 27th)	. . . .	Weather cold with westerly wind. Irrigation begun. Reaping of rice crops finished. Cane-pressing in progress. Markets well supplied. Prices stationary. Smallpox prevalent in some parts of the district. Health otherwise good.
Gorakhpore („ „)	. . . .	Weather cloudy. *Rabi* looking well. Health fair. Some cases of cholera reported.
Fyzabad („ 28th)	. . . .	Weather seasonable. Crops are being irrigated. Prospects good. Markets steady. Cholera in three tahsils. Cattle-disease in parts.
Lucknow („ 27th)	. . . .	Weather fair. Wheat being irrigated; poppy weeded. Both the crops look healthy. Markets well supplied. Prices of wheat rising, of other articles almost stationary. Public health good; but slight cattle-disease still prevails.
Rai Barelli („ „)	*Nil*	Weather sometimes cloudy. Prospects of *rabi* crops continue favourable. Prices almost stationary. Isolated cases of cholera reported from Tahsil Dalmau.
Pertabgarh („ 28th)	. . . .	Prospects of the *rabi* crops are generally good. *Sarson* appears to have been attacked by *mahu*. Poppy is in good and flourishing condition. Prices stationary. Health of people and cattle good.
Allahabad („ „)	. . . .	Weather cloudy and close. Standing crops doing well. Markets well stocked. Prices fluctuating. Health good.
Cawnpore („ „)	. . . .	Weather cloudy at times. *Rabi* being irrigated and thriving. Poppy plants are all healthy, vigorous and coming on nicely. Prices somewhat risen. Fever in two parganas.
Farakhabad („ „)	*Nil*	Weather alternately fair and cloudy. *Rabi* prospects good. Health fair.
Sitapur („ „)	. . . .	Weather fine. No appearance of Christmas rains. Crops looking very well, and prospects favourable.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
N.-W. P. & Oudh—*contd.*		
Bareilly (Dec. 28th)	. . . .	Crops good. Markets steady. General condition good.
Banda („ „)	*Nil*	*Kharif* crops harvested. *Rabi* crops coming on well. Prices of gram rising. Public health good. Cattle-disease in parts.
Kumaon („ „)	*Nil*	Weather fine, not very cold, occasionally cloudy Rain is absolutely necessary. Prices stationary. General health good. Cattle-disease much on decrease.
Agra („ 27th)	*Nil*	Rain is much needed. Irrigation going on. Prices rising. Fever continues.
Jhansi („ „)	*Nil*	Crops doing well. Prices almost steady. Public health generally good. Slight cattle-disease reported.
Meerut („ 28th)	Slight on 25th	More rain wanted. Irrigated crops flourishing. Prices easier. Supplies received from outside.
		General Remarks.—Weather generally cloudy. Rain needed for standing crops in most places. Irrigation going on. Prospects of both *rabi* and poppy crops continue favourable. Markets are well supplied and prices fairly steady. Public health good; a few cases of fever and cholera reported from some districts.
Punjab—(Dec. 29th)		
Delhi (Dec. 28th)	·11	Health good. Prices rising. *Rabi* prospects good.
Hissar . . .	. . . .	Health good. Prices stationary.
Umballa . . .	·10	Health fair. Prices gradually rising. More rain wanted for *rabi*.
Jullundur . . .	1·30	Health good. Prices stationary.
Amritsar . . .	·02	Health good. Prices stationary.
Sialkot . . .	·40	The rain has been highly beneficial. Health good. Prices stationary.
Ferozepore . .	·60 at Zira ·80 at Moga	Health good. Prices rising. More rain wanted for *rabi*.
Lahore . . .	·02	Health good. Prices almost stationary. Rain wanted for *rabi*.
Shahpur . . .	. . . .	Health good. Prices high and stationary. Rain much wanted for *rabi*.
Mooltan . . .	. . . .	Health good. Prices stationary. *Rabi* sowings finished.
Dera Ismail Khan .	·29	Health good. Prices stationary. *Rabi* sowings in progress.
Peshawar . . .	·60	Smallpox amongst children; otherwise health good. Prices stationary.
		General Remarks.—Rain has fallen in Delhi, Amballa, Jullundur, Ferozepore, Amritsar, Sialkot, Lahore, Dera Ismail Khan and Peshawar districts. Smallpox prevailing in Peshawar, elsewhere health good. Prices rising in Delhi, Amballa, and Ferozepore districts; stationary elsewhere. *Rabi* sowing nearly completed.
Central Provinces— (Dec. 29th).		
Nagpur . . .	*Nil*	*Jowari* being cut. *Rabi* prospects favourable. Fever prevalent.
Jubbulpore . .	*Nil*	Weather cloudy. Crops progressing. Fevers prevail. Prices steady.
Saugor (Dec. 28th)	*Nil*	Weather cloudy and close. Prospects good. Prices rising.
Seoni	*Nil*	*Rabi* crops good. Prices steady.
Hoshangabad . .	*Nil*	Weather cloudy. *Rabi* crops thriving. Fever in places. Prices stationary.
Khandwa . .	*Nil*	Cotton-picking continues. *Rabi* crops favourable. Health good. Prices stationary.
Raipur . . .	*Nil*	Weather cloudy. Rice-threshing commened. *Rabi* crops good. Fever in places.
Bilaspur . . .	*Nil*	Threshing of rice commenced; *kodo* progressing; linseed injured by clouds. Fever prevalent.
Sambalpur (Dec. 25th).	. . . .	Weather cloudy. Rice being threshed. Cholera in places. Prices steady.
		General Remarks.—Threshing of *kharif* crops continues. *Rabi* promises well. Fever in places. Prices steady.
British Burma—(Dec. 29th) (Report for week ending 25th Dec. 1886,)		
Akyab . . .	*Nil*	A few cases of cholera in town and district: some fatal. Cattle healthy. Crops good.
Bassein . . .	*Nil*	Public health and health of cattle good. Crops good.
Rangoon . . .	*Nil*	Four fatal cases of cholera; otherwise public health good.
Amherst (Moulmein) .	*Nil*	Public health and health of cattle good. Reaping progressing.
Tavoy . . .	*Nil*	Public health and health of cattle good. Reaping of general crops progressing rapidly.
Pegu	*Nil*	Public health good. Cattle-disease reported from one circle. Reaping progressing throughout the district.
Henzada . . .	*Nil*	Public health and health of cattle good. Reaping almost completed.
Prome . . .	*Nil*	A few slight cases of cholera in one township. Cattle healthy. Crops in good condition. Weather seasonable.
Toungoo . . .	*Nil*	Public health and health of cattle good. Reaping progressing.
Thayetmyo . .	*Nil*	Five fatal cases of cholera in one village of the Myeiki Myoma sub-division and one fatal case in Thayetmyo. Cattle healthy. Reaping nearly completed.
		General Remarks.—Public health generally good. A few cases of cholera reported from five districts. Cattle healthy. Crop prospects continue good. Reaping progressing.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Assam—(Dec. 29th)		
Gauhati . . .	*Nil*	Weather seasonable. Public health fair. Reaping of *sali* still in progress. Prospects of crops good.
Sylhet . . .	*Nil*	State and prospects of the crops fair.
Cachar . . .	*Nil*	Weather cold. Reaping of *sali* crops not finished. Cattle-disease broken out: 101 cows, and 13 buffaloes have died. Public health good. Common rice 12¾ seers per rupee.
Dibrugarh . . .	*Nil*	Weather seasonable. Gathering of *matikalai* over. Reaping of *sali* progressing. *Sali* on high lands good but on low lands bad. Cholera on the decrease.
Mysore and Coorg— (Dec. 29th)		
Bangalore . }	. . . .	Crops in good condition. Prospects favourable. Public health fair. No material change in prices.
Mysore . }		
Mercara . . .	. . . .	Crop prospects continue good. Slight rise in prices.
Berar and Hyderabad— (Dec. 29th)		
Amraoti . . .	. . . .	Weather cloudy. Cotton-picking and *kharif*-harvesting progressing. *Rabi* crops in good condition. Wheat 20 and *jowari* 26 seers per rupee.
Akola . . .	. . . .	Weather cloudy. Cotton-picking and *kharif*-cutting continue. *Rabi* crops doing well.
Hyderabad . .	*Nil*	Reaping of *abi* crops and preparations for *thabi* crops are in progress. Fever and ague prevalent in all taluks. Prices—wheat 13½, coarse rice 12, white *juar* 19½, yellow *juar* 22, and *tur* 14½ seers per current sicca rupee.
Central India States— (Dec 29th.)		
Indore . . .	*Nil*	Weather rather cloudy. Health good.
Morar (Gwalior) .	. . . .	Health and prospects good. Weather cloudy.
Neemuch . . .	. . . .	Health and prospects good.
Goona . . .	. . . .	Weather cold. *Rabi* crops good.
Sutna . . .	. . . .	Health and prospects good.
Agar . . .	. . . .	Health and prospects good.
Nowgong . . .	. . . .	Weather cold and cloudy. *Rabi* prospects favourable. Health good. Prices steady.
Bhopawar (Manpur) .	. . . .	Prospects good. Weather cloudy. *Rabi* crops good. Health fair. Prices stationary.
Rajputana— (Dec. 29th)		
Abu (Dec. 29th)	*Nil*	Weather seasonable.
Sirohi („ 26th)	*Nil*	Tanks drying. Wells good. Health good. Crops good. Weather dry and cool.
Marwar („ 25th)	*Nil*	Tanks nearly full. Health good. Crops good. Cold increasing. Prices rising.
Kherwara („ 26th)	*Nil*	Tanks and wells decreasing slightly. Crops progressing favourably. Health good. Prices steady. Weather cold and seasonable.
Partabgarh („ 25th)	*Nil*	Tanks less than half full. Health good. Prices fluctuating. Weather cold.
Meywar („ „)	*Nil*	Water in tanks and wells decreasing. *Rabi* sown. Health good. Prices stationary. Weather cloudy and cold.
Harowti („ „)	*Nil*	Weather cloudy. Health and prospects good. Prices risen.
Jhallawar („ 27th)	*Nil*	Health and prospects continue good. Weather seasonable.
Kotah („ 25th)	*Nil*	Water in tanks and wells below average. Health good. Weather cloudy.
Ajmere („ 28th)	*Nil*	Weather cold. Health fair.
Jeypore („ „)	*Nil*	Water in tanks decreasing.
Kerowlee („ 25th)	*Nil*	Tanks and wells drying. *Rabi* prospects good. Rain wanted for gram, &c. Health good. Smallpox continues. Prices steady. Weather cool.
Dholepore („ „)	*Nil*	Weather cloudy. Tanks and wells low. Crops good. Prices high. Weather cold.
Bhurtpore („ 25th)	*Nil*	Crops promising. Health good. Prices steady. Weather cloudy.
Ulwar („ „)	*Nil*	Weather cloudy. Rain wanted for crops. Health good.
Bikanir („ 25th)	Rain drops in Bikanir and Sujangarh.	Cholera in Sujangarh district; 56 deaths up to 22nd. Prices stationary.
Nepal—(Dec. 23rd)		
Katmandu (Dec. 24th)	*Nil*	Prospects fair.

E. C. BUCK,
Secretary to the Government of India.

Printed and published for the GOVERNMENT OF INDIA *at the Office of the* SUPERINTENDENT OF GOVERNMENT PRINTING,
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SUPPLEMENT TO

The Gazette of India.

No. 2.] CALCUTTA, SATURDAY, JANUARY 8, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be published in the* SUPPLEMENT. *For such Orders and Notifications the Daily Issues of the* GAZETTE *must be consulted.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

MUSEUMS AND EXHIBITIONS.

ROYAL COMMISSION IN CONNECTION WITH THE ADELAIDE JUBILEE EXHIBITION, 1887.

No. $\frac{17. \text{ Ex.}}{7-2.}$

Extract from the Proceedings of the Government of India in the Revenue and Agricultural Department, under date the 7th January 1887.

READ—

Despatch No. 121 (Statistics and Commerce) dated the 2nd December 1886, received from Her Majesty's Secretary of State for India, with which was forwarded the following extract from the *London Gazette* of the 2nd November 1886, notifying the appointment of a Royal Commission, of which His Royal Highness the Duke of Cambridge is President, to promote the success of the International Exhibition to be held at Adelaide this year:—

Whitehall, October 30, 1886.

THE Queen has been pleased to issue a Commission under Her Majesty's Royal Sign Manual to the effect following:—

VICTORIA, R.

VICTORIA, by the Grace of God of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, to—

Our dear Cousin and Councillor His Royal Highness George William Frederic Charles, Duke of Cambridge, Knight of Our Most Noble Order of the Garter, Knight of Our Most Ancient and Most Noble Order of the Thistle, Knight of Our Most Illustrious Order of St. Patrick, Knight Grand Cross of Our Most Honourable Order of the Bath, Knight Grand Commander of Our Most Exalted Order of the Star of India, Grand

Master and Principal Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, Field Marshal Commanding-in-Chief Our Forces;

Our right trusty and right entirely beloved Cousin William Drogo, Duke of Manchester, Knight of Our Most Illustrious Order of Saint Patrick;

Our right trusty and entirely beloved Cousin and Councillor George Augustus Constantine, Marquess of Normanby, Knight Grand Cross of Our Most Honourable Order of the Bath, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George;

Our right trusty and right well-beloved Cousin and Councillor Archibald Philip, Earl of Rosebery;

Our right trusty and right well-beloved Cousin and Councillor Henry Howard Molyneux, Earl of Carnarvon;

Our right trusty and right well-beloved Cousin Windham Thomas, Earl of Dunraven and Mount-Earl, Knight of Our Most Illustrious Order of Saint Patrick;

Our right trusty and right well-beloved Cousin and Councillor Granville George, Earl Granville, Knight of Our Most Noble Order of the Garter;

Our right trusty and well-beloved Cousin and Councillor Richard Assheton, Viscount Cross, Knight Grand Cross of Our Most Honourable Order of the Bath, Our Principal Secretary of State for India;

Our right trusty and well-beloved Henry, Baron Thring, Knight Commander of Our Most Honourable Order of the Bath;

Our right trusty and well-beloved Councillor Edward Stanhope (commonly called the Honourable Edward Stanhope), Our Principal Secretary of State for the Colonies;

Our right trusty and well-beloved Councillor Sir James Fergusson, Baronet, Knight Grand Commander of Our Most Exalted Order of the Star of India, Knight Commander of Our Most Distinguished Order of Saint Michael and Saint George, Companion of Our Order of the Indian Empire, one of the Under-Secretaries of State to Our Principal Secretary of State for Foreign Affairs;

Our right trusty and well-beloved Councillor Sir Henry Thurstan Holland, Baronet, Knight Grand Cross of our Most Distinguished Order of Saint Michael and Saint George, Vice-President of Our Committee of Council on Education;

Our right trusty and well-beloved Councillor Sir John Rose, Baronet, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George;

Our trusty and well-beloved Charles William Fremantle, Esquire (commonly called the Honourable Charles William Fremantle), Companion of Our Most Honourable Order of the Bath;

Our trusty and well-beloved Sir Frederic Leighton, Baronet, President of the Royal Academy;

Our trusty and well-beloved Sir Richard Owen, Knight Commander of Our Most Honourable Order of the Bath;

Our trusty and well-beloved Sir Francis Philip Cunliffe-Owen, Knight Commander of Our Most Honourable Order of the Bath, Knight Commander of Our Most Distinguished Order of Saint Michael and Saint George, Companion of Our Order of the Indian Empire;

Our trusty and well-beloved Sir Joseph Dalton Hooker, Knight Commander of Our Most Exalted Order of the Star of India, Companion of Our Most Honourable Order of the Bath, Doctor of Medicine;

Our trusty and well-beloved Sir John Gilbert, Knight;

Our trusty and well-beloved Sir James Dromgole Linton, Knight; and

Our trusty and well-beloved John Fretcheville Dykes Donnelly, Esquire, Companion of Our Most Honourable Order of the Bath, Colonel on the Retired List of Our Army;

Whereas We have received from Our Secretary of State for the Colonies, that [illegible] Adelaide, in Our Province of South Australia, in the [illegible]

[illegible] Our Colonies and Dependencies in Europe, Asia, Africa, and America, and in the remaining portions of Australasia, shall be fully and suitably represented at this Exhibition:

Now know ye, that We, considering the premises, and earnestly desiring to promote the success of the said Exhibition, and reposing great trust and confidence in your fidelity, discretion, and integrity, have authorized and appointed and by these presents do authorize and appoint you, Our said dear Cousin and Councillor George William Frederic Charles, Duke of Cambridge, together with you the said William Drogo, Duke of Manchester; George Augustus Constantine, Marquess of Normanby, Archibald Philip, Earl of Rosebery; Henry Howard Molyneux, Earl of Carnarvon, Windham Thomas, Earl of Dunraven and Mount-Earl, Granville George, Earl Granville, Richard Assheton, Viscount Cross, Henry, Baron Thring, Edward Stanhope (commonly called the Honourable Edward Stanhope), Sir James Fergusson, Sir Henry Thurstan Holland, Sir John Rose, Charles William Fremantle (commonly called the Honourable Charles William Fremantle; Sir Frederic Leighton; Sir Richard Owen; Sir Francis Philip Cunliffe-Owen; Sir Joseph Dalton Hooker; Sir John Gilbert; Sir James Dromgale Linton; and John Fretcheville Dykes Donnelly to be Our Commissioners to obtain and distribute full information as to the best mode by which the products of the Manufacturing and Agricultural Industry and the Fine Arts of Our United Kingdom of Great Britain and Ireland, Our Colonies and Dependencies, may be procured and forwarded for exhibition, to assist with their advice and co-operation, and generally to promote the success of the said Exhibition in South Australia.

And Our further will and pleasure is that you, or any three or more of you, when and so often as need or occasion shall require, so long as this Our Commission shall continue in force, to report to Us, in writing under your hands and seals respectively, all and every the several proceedings of yourselves had by virtue of these presents:

And lastly, We do by these presents ordain that this Our Commission shall continue in full force and virtue until the close of the said Exhibition, and that you Our said Commissioners, or any three or more of you, shall and may from time to time, and at any place or places, proceed in the execution thereof, and of every matter and thing therein contained, although the same be not continued from time to time by adjournment; and for the purpose of aiding you in such matters. We hereby appoint Our trusty and well-beloved Sir Herbert Bruce Sandford, Knight, Lieutenant-Colonel and Honorary Colonel on the Retired List of Our Army, to be Secretary to this Our Commission.

Given at Our Court at *Saint James's*, the twenty-ninth day of *October*, one thousand eight hundred and eighty-six, in the fiftieth year of Our reign.

By Her Majesty's Command,

Henry Matthews.

ORDER.—Ordered, that the above paper be published in the Supplement to the *Gazette of India* for general information.

[True Extract.]

E. C. BUCK,

Secretary to the Government of India.

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No. 2.} CALCUTTA, SATURDAY, JANUARY 8, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

MUSEUMS AND EXHIBITIONS.

ROYAL COMMISSION IN CONNECTION WITH THE ADELAIDE JUBILEE EXHIBITION, 1887.

No. $\frac{17, \text{Ex.}}{7-2.}$

Extract from the Proceedings of the Government of India in the Revenue and Agricultural Department, under date the 7th January 1887.

READ—

Despatch No. 121 (Statistics and Commerce) dated the 2nd December 1886, received from Her Majesty's Secretary of State for India, with which was forwarded the following extract from the *London Gazette* of the 2nd November 1886, notifying the appointment of a Royal Commission, of which His Royal Highness the Duke of Cambridge is President, to promote the success of the International Exhibition to be held at Adelaide this year:—

Whitehall, October 30, 1886.

THE Queen has been pleased to issue a Commission under Her Majesty's Royal Sign Manual to the effect following:—

VICTORIA, R.

VICTORIA, by the Grace of God of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, to—

Our dear Cousin and Councillor His Royal Highness George William Frederic Charles, Duke of Cambridge, Knight of Our Most Noble Order of the Garter, Knight of Our Most Ancient and Most Noble Order of the Thistle, Knight of Our Most Illustrious Order of St. Patrick, Knight Grand Cross of Our Most Honourable Order of the Bath, Knight Grand Commander of Our Most Exalted Order of the Star of India, Grand

Master and Principal Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, Field Marshal Commanding-in-Chief Our Forces;

Our right trusty and right entirely beloved Cousin William Drogo, Duke of Manchester, Knight of Our Most Illustrious Order of Saint Patrick:

Our right trusty and entirely beloved Cousin and Councillor George Augustus Constantine, Marquess of Normanby, Knight Grand Cross of Our Most Honourable Order of the Bath, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George;

Our right trusty and right well-beloved Cousin and Councillor Archibald Philip, Earl of Rosebery;

Our right trusty and right well-beloved Cousin and Councillor Henry Howard Molyneux, Earl of Carnavon;

Our right trusty and right well-beloved Cousin Windham Thomas, Earl of Dunraven and Mount-Earl, Knight of Our Most Illustrious Order of Saint Patrick;

Our right trusty and right well-beloved Cousin and Councillor Granville George, Earl Granville, Knight of Our Most Noble Order of the Garter;

Our right trusty and well-beloved Cousin and Councillor Richard Assheton, Viscount Cross, Knight Grand Cross of Our Most Honourable Order of the Bath, Our Principal Secretary of State for India;

Our right trusty and well-beloved Henry, Baron Thring, Knight Commander of Our Most Honourable Order of the Bath;

Our right trusty and well-beloved Councillor Edward Stanhope (commonly called the Honourable Edward Stanhope), Our Principal Secretary of State for the Colonies;

Our right trusty and well-beloved Councillor Sir James Fergusson, Baronet, Knight Grand Commander of Our Most Exalted Order of the Star of India, Knight Commander of Our Most Distinguished Order of Saint Michael and Saint George, Companion of Our Order of the Indian Empire, one of the Under-Secretaries of State to Our Principal Secretary of State for Foreign Affairs;

Our right trusty and well-beloved Councillor Sir Henry Thurstan Holland, Baronet, Knight Grand Cross of our Most Distinguished Order of Saint Michael and Saint George, Vice-President of Our Committee of Council on Education;

Our right trusty and well-beloved Councillor Sir John Rose, Baronet, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George;

Our trusty and well-beloved Charles William Fremantle, Esquire (commonly called the Honourable Charles William Fremantle), Companion of Our Most Honourable Order of the Bath;

Our trusty and well-beloved Sir Frederic Leighton, Baronet, President of the Royal Academy;

Our trusty and well-beloved Sir Richard Owen, Knight Commander of Our Most Honourable Order of the Bath;

Our trusty and well-beloved Sir Francis Philip Cunliffe-Owen, Knight Commander of Our Most Honourable Order of the Bath, Knight Commander of Our Most Distinguished Order of Saint Michael and Saint George, Companion of Our Order of the Indian Empire;

Our trusty and well-beloved Sir Joseph Dalton Hooker, Knight Commander of Our Most Exalted Order of the Star of India, Companion of Our Most Honourable Order of the Bath, Doctor of Medicine;

Our trusty and well-beloved Sir John Gilbert, Knight;

Our trusty and well-beloved Sir James Dromgale Linton, Knight; and

Our trusty and well-beloved John Fretcheville Dykes Donnelly, Esquire, Companion of Our Most Honourable Order of the Bath, Colonel on the Retired List of Our Army; Greeting!

Whereas it has been notified to Us, through Our Secretary of State for the Colonies, that an International Exhibition is to be held in Adelaide, in Our Colony of South Australia, in the year one thousand eight hundred and eighty-seven:

And whereas it is Our wish that the Manufacturing Industry, Agriculture and Fine Arts of Our United Kingdom of Great Britain and Ireland, and of Our Colonies and Dependencies in Europe, Asia, Africa, and America, and in the remaining portions of Australasia, shall be fully and suitably represented at this Exhibition:

Now know ye, that We, considering the premises, and earnestly desiring to promote the success of the said Exhibition, and reposing great trust and confidence in your fidelity, discretion, and integrity, have authorized and appointed and by these presents do authorize and appoint you, Our said dear Cousin and Councillor George William Frederic Charles, Duke of Cambridge; together with you the said William Drogo, Duke of Manchester; George Augustus Constantine, Marquess of Normanby; Archibald Philip, Earl of Rosebery; Henry Howard Molyneux, Earl of Carnavon; Windham Thomas, Earl of Dunraven and Mount-Earl; Granville George, Earl Granville; Richard Assheton, Viscount Cross; Henry, Baron Thring; Edward Stanhope (commonly called the Honourable Edward Stanhope): Sir James Fergusson; Sir Henry Thurstan Holland; Sir John Rose; Charles William Fremantle (commonly called

the Honourable Charles William Fremantle; Sir Frederic Leighton; Sir Richard Owen; Sir Francis Philip Cunliffe-Owen; Sir Joseph Dalton Hooker; Sir John Gilbert; Sir James Dromgale Linton; and John Fretcheville Dykes Donnelly to be Our Commissioners to obtain and distribute full information as to the best mode by which the products of the Manufacturing and Agricultural Industry and the Fine Arts of Our United Kingdom of Great Britain and Ireland, Our Colonies and Dependencies, may be procured and forwarded for exhibition, to assist with their advice and co-operation, and generally to promote the success of the said Exhibition in South Australia.

And Our further will and pleasure is that you, or any three or more of you, when and so often as need or occasion shall require, so long as this Our Commission shall continue in force, to report to Us, in writing under your hands and seals respectively, all and every the several proceedings of yourselves had by virtue of these presents:

And lastly, We do by these presents ordain that this Our Commission shall continue in full force and virtue until the close of the said Exhibition, and that you Our said Commissioners, or any three or more of you, shall and may from time to time, and at any place or places, proceed in the execution thereof, and of every matter and thing therein contained, although the same be not continued from time to time by adjournment; and for the purpose of aiding you in such matters. We hereby appoint Our trusty and well-beloved Sir Herbert Bruce Sandford, Knight, Lieutenant-Colonel and Honorary Colonel on the Retired List of Our Army, to be Secretary to this Our Commission.

Given at Our Court at *Saint James's*, the twenty-ninth day of *October*, one thousand eight hundred and eighty-six, in the fiftieth year of Our reign.

By Her Majesty's Command,

Henry Matthews.

ORDER.—Ordered, that the above paper be published in the Supplement to the *Gazette of India* for general information.

[True Extract.]

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF DECEMBER 1886.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Baira or Cumbu (*Penicillaria typhoidea*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sumaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Madras.	Ganjam	10 5	...	13 13	14 11	...	...	26 6	...	...	...	...	215 13	13 13	
	Vizagapatam	9 8	...	9 0	10 3	17 5	23 13	22 3	...	...	...	...	93 5	14 0	
	Godavery	9 8	...	14 14	16 0	24 8	20 6	29 2	...	...	...	...	170 2	11 6	
	Kistna	7 6	...	13 8	14 11	18 11	...	26 8	...	...	...	...	145 13	14 0	
	Nellore	10 6	...	11 14	14 0	22 2	20 14	26 6	...	...	...	...	93 5	13 13	
	Cuddapah	14 11	...	11 10	14 8	25 5	30 8	27 0	...	...	...	...	140 0	14 6	
	Anantapur	13 6	...	11 13	13 0	31 14	29 2	30 2	...	...	...	...	77 13	12 8	
	Bellary	17 5	...	11 13	13 0	29 14	27 5	31 0	...	...	...	...	97 3	11 14	
	Kurnool	13 5	...	11 13	12 3	25 6	25 10	...	...	...	...	...	138 13	13 0	
	Madras	10 13	...	12 0	14 2	23 0	23 2	25 3	...	...	...	...	85 2	14 10	
	Chingleput	...	...	14 10	18 2	...	21 2	26 11	...	...	...	...	97 3	14 11	
	North Arcot	10 3	...	14 6	16 6	...	33 0	32 8	...	...	...	...	140 0	13 5	
	South Arcot	9 6	...	13 14	16 3	...	30 0	29 6	...	...	...	...	201 11	13 8	
	Tanjore	9 14	...	15 13	18 6	...	34 2	35 8	...	...	...	...	166 3	13 13	
	Trichinopoly	10 14	...	15 8	16 0	...	33 0	32 13	...	...	...	...	126 6	14 10	
	Madura	10 2	...	15 8	16 2	32 6	33 13	37 3	...	...	...	...	116 10	15 0	
	Tinnevelly	9 14	...	13 2	16 0	...	...	...	...	...	...	...	70 0	17 0	
	Coimbatore	10 11	...	13 8	14 8	26 2	26 10	26 3	...	...	...	...	121 5	14 2	
	Nilgiris	8 8	...	9 10	12 0	20 0	16 13	20 14	...	...	...	...	161 13	11 0	
	Salem	11 2	...	13 2	14 2	24 10	29 8	30 13	...	...	...	...	186 10	15 13	
	South Canara	10 3	...	13 10	16 0	...	...	21 13	...	...	...	...	128 13	16 3	
	Malabar	8 10	...	13 13	14 10	...	...	19 11	...	...	...	...	155 8	14 6	
Bombay.	Bombay	...	20 1	7 8	11 2	19 11	15 8	14 15	15 3	14 10	21 5	8 7	59 9	12 9	
	Daskrohi	12 0	22 8	6 8	11 8	20 0	17 8	...	...	16 0	...	...	80 0	16 8	
	Kaira	11 4	...	8 12	10 0	...	17 12	22 12	...	17 8	...	11 4	80 0	16 0	
	Surat	No return received.													
	Broach	13 3	...	8 0	11 0	16 0	15 1½	...	...	18 1	...	12 0	120 0	14 2½	
	Tanna (Salsette)	9 4	...	8 3	10 0	14 0	14 6	...	...	12 5	...	8 0	71 2	15 9	
	Colába (Alibag)	10 12	...	7 4	11 4	...	13 0	...	...	12 12	...	8 2	100 0	12 0	
	Khandesh (Dhulia)	13 12	...	7 8	9 6	28 1	21 6	...	14 8	14 5	...	10 8	131 0	12 4	
	Násik	12 6	...	9 12	10 8	27 8	16 8	22 8	...	17 14	...	10 8	106 8	13 12	
	Ahmednagar	12 13	10 1	8 5	9 13	28 1	18 11	...	...	18 0	...	10 3	82 9	13 8	
	Poona (City)	11 8	9 0	8 9	9 13	23 14	18 6	16 6	...	14 15	...	10 2	60 13	12 3	
	Sholápur	14 8	26 0	11 7	12 12	31 15	25 12	...	26 0	19 3	...	12 7	80 0	13 4	
	Bijápur	17 9	14 1	7 1	10 10	34 3	20 3	...	...	16 2	...	12 4	90 0	12 2	
	Satara	13 6	...	9 9	11 7	24 0	20 11	...	...	14 15	...	...	116 8	13 2	
	Belgaum	16 0	13 0	11 8	12 0	21 0	22 0	26 0	...	13 8	...	10 8	67 0	13 8	
	Dharwar (Hubli)	17 0	...	10 0	11 0	27 0	21 0	31 0	...	19 0	...	8 0	80 0	10 0	
	Ratnágiri	11 14	...	8 9	12 0	19 8	16 9	18 13	...	14 0	...	10 14	105 0	14 4	
Sind.	Karwar	11 32	...	7 0	13 0	18 0	14 0	21 8	...	14 0	...	11 8	513 5½	11 0	
	Pánch Mahals (Godhra)	10 0	...	9 11	11 0	...	18 0	22 0	...	20 8	25 0	9 6	320 0	16 0	
	Aden	8 0	...	6 3	8 0	11 3	10 3	...	...	11 3	...	5 9	65 5	32 0	
	Asirgarh Cantonment	14 8	...	10 0	12 0	28 8	27 2	...	19 0	16 7	...	9 12	160 0	12 0	
	Baroda Camp (Sadar Bazar)	9 11	17 2	6 14	9 2	18 5	16 9	19 7	...	13 2	...	10 5	80 0	13 11	
	Disa Cantonment	16 10	...	8 0	9 6	22 11	23 8	...	...	18 8	...	11 0	150 0	13 0	
	Nimach Cantonment	17 8	20 0	8 0	10 0	31 0	20 0	...	...	27 0	35 0	13 0	160 0	14 0	
	Nasirabad Cantonment	17 8	27 0	7 0	8 0	30 0	21 0	...	12 0	28 2	31 0	13 0	90 0	15 8	
	Rajkot Station	12 8	...	6 8	9 4	17 8	12 8	...	...	15 8	...	7 8	80 0	40 0	
	Upper Sind Frontier	13 0	20 0	10 0	16 0	20 8	20 0	...	...	13 5	...	13 5	160 0	13 0*	* In common use.
	Karachi	11 8	17 8	8 0	14 0	20 0	15 0	...	...	18 8	15 0	7 0	85 0	16 0	
	Haidarabad (Gidu Bunder)	11 8	20 0	9 8	17 8	20 0	17 8	...	...	16 8	...	...	160 0	13 8	
	Shikarpur	12 0	19 8	9 12	12 8	19 0	20 8	...	...	18 0	...	11 8	120 0	13 0	
	Sukkur	14 8	24 0	10 0	16 0	20 0	21 0	...	...	20 0	...	13 0	100 0	13 0	
	Thar & Parkar (Umarkot)	15 1	...	...	14 7	...	19 7	...	...	...	...	...	160 0	14 12	
Bengal.	*Western Districts.*														
	Burdwan	14 4	...	20 8	26 10	...	...	...	...	22 4	...	27 0	120 0	13 5¼ *a*	
	Bánkoora	18 8	24 0	22 0	26 4	...	...	...	...	19 0	38 0	20 0	280 0	12 0 *b*	
	Beerbhoom	20 0	...	18 0	25 8	...	...	...	...	24 0	...	...	160 0	12 0 *c*	
	Midnapore	17 0	...	17 0	25 0	...	...	...	...	18 0	...	16 0	155 0	12 8 *d*	
	Hooghly	16 0	...	10 0	17 0	...	...	...	...	19 0	...	13 0	120 0	13 0 *e*	
	Howrah	14 4	...	13 4	18 0	...	...	...	...	20 8	...	14 12	90 0	12 0	
	Central Districts.														
	Calcutta	16 2	21 4	9 8	16 9	13 2	13 0	...	18 0	19 2	24 10	18 10	80 0	13 0	
	24-Pergunnahs	15 0	21 4	8 0	16 13	...	...	...	...	22 8	26 8	18 4	100 0	12 5 *f*	
	Nuddea	16 0	32 0	15 0	18 0	...	...	...	...	22 14	...	20 0	...	11 10½ *g*	
	Khoolna	...	...	17 0	21 0	...	...	...	...	16 0	...	...	160 0	10 8 *h*	
	Jessore	16 0	...	14 0	21 0	...	...	...	...	21 4	...	20 0	130 0	10 12 *i*	
	Moorshedabad	17 0	...	13 5	23 0	...	...	...	...	30 0	40 0	17 12	160 0	12 0 *j*	
	Dinagepore	11 0	20 0	21 9	27 0	...	...	...	...	20 0	...	...	120 0	12 0	
	Rajshahye	20 0	44 0	15 12	21 12	...	...	...	...	28 2	...	17 0	240 0	12 0 *k*	
	Rungpore	18 0	...	16 0	17 0	...	...	...	...	17 8	...	11 8	120 0	... *l*	
	Bogra	16 8	...	15 0	24 0	...	...	...	...	16 8	...	...	90 0	10 10	
	Pubna	21 0	...	8 0	23 0	...	...	...	...	22 0	...	17 12	200 0	11 4 *m*	
	Darjeeling	10 0	10 0	5 0	16 0	...	...	13 0	...	12 0	26 0	8 0	120 0	9 0	
	Jalpáiguri	13 0	20 0	13 0	26 0	...	...	...	...	16 0	...	...	128 0	12 0 *n*	
	Eastern Districts.														
	Dacca	16 0	26 0	14 0	17 0	...	...	...	...	17 0	...	...	120 0	10 8 *o*	
	Furreedpore	20 0	26 0	16 0	22 0	...	...	...	...	21 0	...	14 0	120 0	11 8 *p*	
	Backergunge	...	...	14 8	17 0	...	...	16 0	...	16 0	...	13 0	120 0	11 8 *q*	
	Mymensingh	12 0	...	10 8	15 8	...	...	...	...	18 0	...	...	...	11 0 *r*	
	Chittagong	16 0	...	10 0	17 0	...	...	...	...	14 0	...	9 0	75 0	12 0 *s*	
	Noakholly	No return received.													
	Tipperah	11 4	...	14 10	20 10	...	...	...	...	17 2	...	13 4	...	11 8 *t*	
	Chittagong Hill Tracts	...	...	10 10½	12 0	...	...	...	...	...	...	...	320 0	8 0	
	Hill Tipperah	12 0	...	13 0	16 0	...	...	...	...	12 0	...	16 0	...	11 0	

a In sub-divisions retail prices of salt per rupee were:—Culna and Cutwa 13-8 seers and Raneegunge 13 seers.
b At Bishenpore retail price of salt 11-8 seers per rupee.
c At Rampore Hát retail price of salt 13-4 seers per rupee.
d In sub-divisions retail prices of salt per rupee were:—Tumlook 11 seers and Contai 13 seers.
e In sub-divisions the retail prices of salt per rupee were:—Serampore 12 seers and Jehanabad 13-8 seers.
f In sub-divisions retail prices of salt per rupee were:—Baraset, Bussirhat, and Barrackpore 12 seers, Diamond Harbour (at Kulpihat) 13 seers, and Dum-Dum 11 seers.
g In sub-divisions retail prices of salt per rupee were:—Meherpore 12 seers, Chooadanga 13 seers, Ranaghat 12-8 seers.
h In sub-divisions retail prices of salt per rupee were:—Satkhira 12 seers and Bagirhat 10 seers.
i In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, and Magoora 10-12 seers.
j In sub-divisions retail prices of salt per rupee were:—Lalbagh 13 seers, Jungipore and Kandi 12-8 seers.
k In sub-divisions retail prices of salt per rupee were:—Nattore 12 seers, and Nowgong 10-14 seers.
l In sub-divisions retail prices of salt per rupee were:—Nilphamari 13 seers, Gaibanda 9-12 seers, and Kurigram 12 seers.
m At Seraigunge retail price of salt 12 seers per rupee.
n At Fallacotta in Alipore sub-division retail price of salt 10 seers per rupee.
o In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers, Moonsheegunge 10-12 seers and Naraingunge 11-⅜ seers.
p In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers and Madaripore 12-8 seers.
q In sub-divisions retail prices of salt per rupee were:—Patuakhali 9 seers, Perozepore 11 seers, and Bhola 10-8 seers.
r In sub-divisions retail prices of salt per rupee were:—Kishoregunge 9-2 seers, Attea 12 seers, Jamalpore and Sherpore 10 seers, and Netrokona 12-5 seers.
s At Cox's Bazar retail price of salt 12 seers per rupee.
t In sub-divisions retail prices of salt per rupee were:—Brahmunberiah 11 seers and Chandpore 11-8 seers.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF DECEMBER 1886.—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sumaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
Bengal—*continued.*	*Behar.*	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
	Patna	21 0	34 0	11 8	21 8	26 0	26 0	26 0	20 0	28 8	38 0	26 0	110 0	11 8	
	Gya	19 0	30 0	10 0	22 0	...	...	...	17 0	27 0	...	25 0	120 0	11 0	
	Shahabad	17 0	32 0	8 0 to 11 0(old)	18 8	...	...	...	...	29 0	...	15 0	140 0	12 0*t* 1	
	Durbhunga	19 0	28 0	16 0 (new)	25 0	23 0	...	32 8	...	27 0	30 0	19 0	200 0	11 8*u*	
	Mozufferpore	20 0	30 0	13 0	24 0	...	...	26 0	...	30 0	32 0	22 0	140 0	12 0*v*	
	Sarun	18 0	32 0	8 8	22 8	...	...	29 0	15 0	25 0	32 0	25 0	160 0	12 0*w*	
	Chumparun	21 0	35 0	7 8	19 4	...	...	...	...	31 8	31 8	24 8	...	...*x*	
	Monghyr	18 14	42 0	15 12	23 1	36 12	...	...	28 7	27 4	42 0	18 14	126 0	12 1*y*	
	Bhágalpur	20 3	40 6	20 3	25 4	...	...	...	...	26 8	40 6	18 15	170 4	..*z*	
	Purneah	17 0	...	20 0	24 0	...	...	...	...	24 0	...	19 0	128 0	10 8	
	Maldah	17 0	...	22 0	24 0	...	...	...	...	31 0	...	...	160 0	...	
	Sonthal Pergunnahs	16 0	...	20 0	33 0	...	...	...	...	22 0	...	18 0	200 0	11 4*a*1	
	Orissa.														
	Cuttack	14 7	...	11 13	18 6	...	...	...	...	kalai 18 6	...	...	80 0	14 0	
	Pooree	13 2	...	14 7	21 0	...	...	...	...	,, 15 12	...	15 12	80 0	14 7*a*2	
	Balasore	16 0	13 0	13 0	24 0	...	...	...	...	15 0	...	13 0	120 0	10 0*a*3	
	Chota Nagpore. *South-Western Frontier Agency.*														
	Hazáribágh	19 0	21 0	13 0	23 0	...	...	54 0	...	21 0	40 0	19 0	240 0	10 0	
	Lohardugga	24 0	18 0	20 0	28 0	...	...	48 0	...	20 0	32 0	22 0	120 0	10 0	
	Singbhoom	24 0	24 0	28 0	32 0	...	...	...	...	16 0	...	21 0	320 0	9 0	
	Manbhoom	16 0	...	17 0	30 0	...	...	...	...	17 0	40 0	...	240 0	10 10*a*4	
Assam.	Sylhet	13 0	...	13 2	15 12	...	...	...	...	18 12	...	13 0	108 0	11 8	
	Cáchár	10 10½	...	8 0	13 5½	...	...	...	...	16 0	...	11 6½	64 0	10 10½	
	Goálpará	20 0	...	8 0	16 0	...	...	...	...	16 0	...	10 0	80 0	11 8	
	Gáro Hills	8 0	...	6 0	12 0	...	...	...	...	10 0	...	9 0	160 0	8 0	
	Kámrup	16 0	...	8 0	13 0	...	...	...	...	16 0	...	11 0	160 0	11 0	
	Darrang	7 0	...	6 0	12 0	...	...	...	...	12 0	...	10 0	150 0	9 0	
	Nowgong	8 0	...	8 0	16 0	...	...	...	...	10 0	...	10 0	120 0	8 0	
	Sibságar	...	...	14 0	18 0	...	...	...	...	12 0	...	10 0	160 0	9 0	
	Lakhimpur	8 0	...	9 8	14 0	...	...	...	...	14 8	8 0	11 0	160 0	10 0	
	Khási and Jaintiá Hills	...	...	6 0	8 0	...	...	...	...	9 0	16 0	7 8	100 0	8 0	
	Nágá Hills	...	...	...	7 0	...	...	...	...	...	...	...	80 0	3 4	
N.-W. Provinces.	Dehra Dún	16 0	31 0	6 8	12 0	20 0	22 0	28 0	...	22 8	26 0	24 0	160 0	11 0	
	Saháránpur	17 4	26 14	9 11	12 15	26 14	23 10½	21 9	32 6½	25 13	26 14	21 9	107 8	12 15	
	Muzaffarnagar	16 8	33 0	6 9	14 5	24 6	19 12	15 6	16 8	24 6	24 6	15 6	110 0	13 4	
	Meerut	16 8	30 0	6 0	15 0	25 0	20 8	20 0	20 0	25 8	24 0	25 0	100 0	13 8	
	Bulandshahr	17 8	29 0	7 0	11 8	24 0	23 0	...	16 0	27 0	25 12	18 8	170 0	12 8	
	Aligarh	18 0	27 0	5 4	12 0	24 8	23 8	...	16 0	27 0	29 0	32 0	120 0	13 0	
	Kumaun	14 0	15 0	12 0	13 0	...	...	20 0	24 0	14 0	20 0	10 0	200 0	8 0	
	Garhwál	19 0	20 0	7 0	14 0	30 0	...	...	...	8 0	...	9 0	160 0	8 0	
Oudh.	Bijnor	16 5	29 4	12 6	14 1	...	20 4	...	...	23 10	...	...	135 0	12 8	
	Moradabad	18 8	32 0	10 8	15 8	28 0	23 8	...	16 8	23 12	29 8	26 0	125 0	13 8	
	Budaun	20 6½	28 12½	6 0	15 9½	...	22 12½	...	30 0	25 12½	33 9½	27 9½	144 0	12 9½	
	Bareilly	17 13	28 2	6 4	14 6	25 0	23 12	31 4	20 0	24 6	27 8	23 2	125 8	12 8	
	Sháhjahánpur	21 0	35 0	10 0	18 8	30 0	28 0	...	24 0	29 0	...	25 0	120 0	11 8	
	Tarái Pergunnahs	21 4	25 0	9 12	16 4	30 0	23 12	...	37 8	22 8	31 4	25 0	100 0	11 4	
	Muttra	17 0	25 8	7 8	15 8	24 0	22 0	...	16 0	26 8	25 0	28 0	120 0	13 0	
	Agra	17 0	25 0	6 0	12 8	24 0	22 0	...	...	26 0	29 0	17 0	100 0	14 0	
	Farukhabad	18 8	26 0	6 8	13 0	26 0	24 0	...	26 0	28 0	28 8	27 4	130 0	12 8	
	Mainpuri	18 4	25 4	4 8	12 0	21 8	21 8	40 0	17 0	26 12	30 8	26 12	160 0	12 8	
	Etáwah	19 0	26 8	13 8	16 0	26 8	25 0	25 0	24 0	28 0	32 0	29 0	160 0	12 0	
	Etah	19 0	27 0	7 8	16 0	...	22 0	30 0	20 0	28 0	35 0	21 0	120 0	12 8	
	Jalaun	20 8	24 0	9 0	11 0	32 0	25 0	...	16 0	35 0	22 0	35 0	140 0	11 0	
	Jhánsi	23 2	29 2	8 8	16 0	31 7	28 4	...	...	34 8	36 4	35 0	200 0	11 8	
	Lalitpur	23 2	34 0	12 0	14 0	33 8	22 0	35 0	34 0	34 8	37 0	16 0	160 0	11 12	
	Cawnpore	19 8	30 0	10 8	16 8	29 0	27 0	...	25 0	29 8	33 0	28 0	120 0	14 8	
	Fatehpur	15 4	23 8	14 0	17 0	...	23 0	...	...	25 0	...	25 8	160 0	11 0	
	Bánda	18 0	20 0	8 0	17 0	30 0	25 0	30 0	26 0	35 0	...	24 0	160 0	12 8	
	Allahabad	15 0	26 0	7 0	14 12	26 0	24 12	...	...	27 12	...	19 0	120 0	11 4	
	Hamírpur	18 15	...	10 0	16 0	26 12	26 11	...	...	32 0	...	...	140 0	13 0	
	Jaunpur	15 0	19 3	7 0	14 0	...	...	...	...	31 8	...	25 8	140 0	12 0	
	Gorakhpur	18 14½	28 13	10 5½	21 2½	...	25 3	30 9½	25 3	29 11	27 0	25 3	140 0	11 3	
	Basti	22 0	36 0	10 0	16 4	...	...	...	...	31 0	...	26 0	140 0	12 0	
	Azamgarh	17 11	26 9	10 5	19 3	...	20·10	...	...	25 7	31 4	17 8	177 8	11 2	
	Mirzapur	17 0	26 0	8 0	16 0	26 0	26 0	32 0	17 11	26 0	32 0	25 0	80 0	11 0	
	Benares	17 9½	25 4	11 15	20 1	25 8	26 0	23 14	24 0	25 0	28 3	24 11	110 0	11 13	
	Gházipur	19 5	30 14½	8 9	17 6½	30 14½	29 10	38 1½	22 12	28 5	36 1	23 13½	128 12	10 5	
	Balia	19 4	30 8	10 4	18 0	30 8	21 8	20 8	20 9½	29 8	30 8	21 8	100 0	12 0	
	Pilibhít	18 12	31 4	15 0	17 8	...	...	...	...	25 0	30 0	...	180 0	11 4	
	Sultánpur	18 0	32 0	10 0	18 0	30 0	24 0	40 0	20 0	34 0	31 0	32 0	160 0	11 8	
	Partábgarh	17 5	26 11	14 8	18 5	25 8	24 5	33 4	...	27 5	...	18 11	180 0	11 13	
	Fyzabad	18 8	32 0	9 8	19 0	27 8	24 0	37 0	20 8	36 0	33 0	25 0	100 0	11 8	
	Kheri	26 0	40 0	9 0	18 0	45 0	37 0	50 0	26 0	36 0	46 0	20 0	120 0	12 0	
	Lucknow	20 0	31 6	6 0	16 0	30 0	28 0	32 0	29 0	30 0	31 0	24 8	90 0	11 12	
	Bára Banki	20 0	32 0	9 0	13 0	33 0	32 0	33 0	20 0	32 0	37 0	29 0	120 0	12 0	
	Bahraich	22 0	48 0	14 0	18 0	40 0	22 0	40 0	...	36 0	37 0	30 0	160 0	12 0	
	Rai Barell	18 8	26 0	7 0	17 0	26 0	25 0	35 0	27 0	28 0	26 0	28 0	180 0	11 0	
	Sitápur	22 8	37 8	8 0	20 0	37 0	32 0	40 0	22 0	37 8	38 0	27 0	140 0	11 0	
	Gonda	22 6	36 0	17 6	19 14	37 12	33 0	38 0	25 8	39 8	40 0	30 8	200 0	12 0	
	Unáo	19 0	27 0	11 0	17 0	27 0	27 0	...	22 0	29 0	32 0	19 0	160 0	12 8	
	Hardoi	20 8	34 0	5 0	16 0	...	29 0	...	...	32 0	38 0	29 0	160 0	11 8	
Punjab.	Hissar	16 0	30 0	...	10 0	30 0	22 0	...	...	32 0	20 0	...	100 0	13 0	
	Rohtak	17 0	28 0	...	12 0	28 0	22 0	...	...	29 0	24 0	...	120 0	12 12	
	Gurgaon	19 0	28 0	...	10 0	25 0	23 0	...	...	28 0	24 0	30 0	140 0	12 0	
	Delhi	17 0	26 0	...	13 0	22 0	21 0	...	16 0	26 0	24 0	22 0	80 0	12 0	
	Karnál	17 0	26 0	...	12 0	24 0	20 0	22 0	16 0	26 0	25 0	27 0	160 0	13 0	
	Umballa	19 0	29 0	...	14 0	28 0	22 0	...	20 0	29 0	28 0	20 0	160 0	13 12	
	Simla	16 0	19 0	...	9 0	16 0	18 0	26 0	14 0	21 0	21 0	11 0	70 0	10 0	
	Kángra	18 0	29 0	...	14 0	...	...	36 0	20 0	22 0	25 0	15 0	120 0	12 8	
	Hoshiárpur	17 0	26 0	...	10 0	27 0	20 0	22 0	20 0	25 0	23 0	...	110 0	14 0	
	Jullundur	16 0	26 0	...	8 0	26 0	16 0	...	18 0	27 0	27 0	...	100 0	14 0	
	Ludhiána	19 0	32 0	...	12 0	27 0	21 0	...	18 0	31 0	28 0	16 0	100 0	15 0	

t 1 In sub-divisions retail prices of salt per rupee were:—Buxar 12-8 seers, Sasseram 12 seers and Bhabuah 11-8 seers.
u At Tajpore retail prices of salt 12 seers per rupee.
v In sub-divisions retail prices of salt per rupee were:—Seetamarhee 11 seers and Hajeepore 12 seers.
w At Sewan retail prices of salt 12 seers per rupee.
x At Bettiah retail price of salt 11-8 seers per rupee.
y In Begu Serai and Jamui sub-divisions retail price of salt 11 seers per rupee.
z In sub-divisions retail prices of salt per rupee were:—Banka and Soopole 11 seers and Maddapore 10-8 seers.
*a*1 In sub-divisions retail prices of salt per rupee were:—Deoghur and Jamtara 13 seers, Godda 11 seers, Pakour 12-8 seers and Rajmehal 12 seers.
*a*2 At Khoorda retail price of salt 14 seers per rupee.
*a*3 At Bhadruck retail price of salt 9 seers per rupee.
*a*4 At Gobindpore retail price of salt 11 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF DECEMBER 1886—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chola, Kadalay or Sunaga (*Cicer arietinum*.)	Maize (*Zea Mays*).	Arhar or Thur Cadian Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Punjab—*continued.*	Ferozepore	17 0	29 0	...	12 0	26 0	21 0	...	24 0	34 0	26 0	...	90 0	14 8	
	Mooltan	13 0	22 0	...	8 0	19 0	15 0	...	16 0	23 0	19 0	...	100 0	15 0	
	Jhang	15 0	27 0	...	10 0	20 0	16 0	16 0	18 0	24 0	18 0	10 0	200 0	14 0	
	Montgomery	15 0	23 0	...	11 0	20 0	...	...	20 0	25 0	20 0	12 0	200 0	12 0	
	Lahore	15 0	29 0	...	11 0	25 0	21 0	...	21 0	28 0	23 0	14 0	100 0	14 0	
	Amritsar	17 0	32 0	...	13 0	25 0	20 0	16 0	23 0	28 0	25 0	17 0	100 0	15 0	
	Gurdáspur	22 0	28 0	...	16 0	26 0	16 0	...	16 0	25 0	26 0	...	120 0	14 0	
	Siálkot	14 0	32 0	...	13 0	26 0	21 0	...	30 0	26 0	22 0	...	120 0	15 0	
	Gujrát	17 0	26 0	...	12 0	21 0	21 0	...	16 0	26 0	21 0	...	100 0	16 0	
	Gujránwála	15 0	28 0	...	15 0	22 0	20 0	...	10 0	27 0	22 0	...	80 0	15 0	
	Shahpur	15 0	23 0	...	12 0	20 0	17 0	24 0	18 0	21 0	18 0	14 0	240 0	16 0	
	Jhelum	17 0	28 0	...	13 0	25 0	20 0	...	24 0	27 0	23 0	16 0	140 0	16 8	
	Ráwalpindi	19 0	29 0	...	10 0	...	28 0	...	22 0	28 0	24 0	25 0	90 0	15 8	
	Hazára	16 0	22 0	...	13 0	...	20 0	...	...	21 0	25 0	...	120 0	12 0	
	Pesháwar	16 0	26 0	...	13 0	25 0	19 0	...	21 0	21 0	22 0	33 0	110 0	46 8	
	Kohát	15 0	24 0	...	13 0	20 0	21 0	...	15 0	20 0	22 0	...	160 0	60 0	
	Bannu	17 0	27 0		8 0	25 0	21 0	...	8 0	25 0	27 0	15 0	60 0	40 0	
	D. I. Khán	15 0	25 0		8 0	19 0	17 0	16 0	5 0	25 0	...	...	113 0	41 0	
	D. G. Khán	13 0	20 0	...	9 0	16 0	14 0	10 0	12 0	20 0	15 0	...	125 0	22 0	
	Muzaffargarh	13 0	19 0	...	12 0	20 0	15 0	...	16 0	20 0	...	...	100 0	14 0	
Central Provinces.	Saugor	19 5	...	7 15	9 4	...	...	...	...	27 5	...	14 0	160 0	10 0	
	Damoh	18 13	...	10 11	11 7	...	...	...	...	20 11	...	12 13	200 0	10 11	
	Jubbulpore	15 0	...	9 0	13 0	25 0	...	...	...	21 8	...	15 0	120 0	11 0	
	Mandla	19 0	...	11 0	17 0	...	...	...	...	27 8	...	13 0	256 0	11 0	
	Seoni	18 11	...	8 15	11 12	...	...	...	...	21 5	...	12 7	200 0	10 11	
	Narsinghpur	17 3	...	9 3	10 8	26 3	...	...	...	23 5	...	15 14	140 0	11 7	
	Hoshangabad	16 0	...	7 0	9 0	23 0	...	...	...	15 0	...	13 0	200 0	10 14	
	Nimár	14 4	...	7 8	11 7	30 8	...	...	...	17 4	...	10 4	120 0	11 15	
	Betul	16 12	...	8 12	9 10	20 3	...	...	...	16 2	...	9 8	320 0	9 1	
	Chhindwára	13 13	...	7 4	10 0	20 9	...	...	...	21 11	...	9 0	160 0	9 13	
	Wardha	19 3	...	8 12	12 0	24 0	...	...	...	14 12	...	12 14	160 0	10 1	
	Nágpur	20 10	...	8 12	12 3	24 6	...	...	...	20 10	...	14 1	130 0	11 7	
	Chánda	18 0	...	10 11	13 8	23 6	...	...	...	16 0	...	...	6 2 0	10 14	
	Bhandára	16 4	...	...	14 8	...	...	...	...	18 12	...	12 0	240 0	10 0	
	Bálaghát	17 1	...	13 2	16 9	...	...	...	...	16 13	...	15 0	144 0	11 0	
	Raipur	25 2	...	12 6	18 8	...	...	...	...	22 0	...	19 4	60 0	11 0	
	Bilaspur	26 10	...	14 10	18 0	...	...	...	...	25 2	...	21 14	128 0	9 0	
	Sambalpur	17 8	...	15 12	24 8	...	...	...	...	16 8	...	12 0	160 0	11 6	
Lower Burma.	*Arakan Division.*														
	Akyab	...	...	11 0	14 8	...	...	...	...	10 0	...	...	200 0	35 0	
	Kyoukpyu	...	...	16 13	18 5	...	...	...	...	4 0	...	...	50 0	42 0	
	Sandoway	...	...	19 2	22 14	...	...	...	...	...	...	...	469 11	22 13	
	Pegu Division.														
	Rangoon Town	11 0	...	11 2	12 6	...	...	...	...	15 2	...	...	320 0	29 2	
	Pegu	...	...	10 15	15 13	...	...	...	...	11 2	...	...	135 0	26 15	
	Tharrawaddy	...	...	11 14	12 15	...	...	...	...	11 1	...	...	535 11	25 1	
	Prome	12 2	...	12 12	16 2	...	...	...	...	11 13	33 9	...	167 9	18 10	
	Irrawaddy Division.														
	Bassein	...	...	13 9	16 4	...	...	...	...	10 5	...	...	245 14	28 6	
	Henzada	...	...	11 15	15 10	...	...	...	...	...	...	...	183 8	35 8	
	Thonegwa	...	...	...	...					...	...	...	...	...	
	Thayetmyo	10 0	...	10 10	13 13	...	...	...	...	10 9	...	...	245 0	18 15	
	Tenasserim Division.														
	Moulmein Town and Amherst	9 0	...	9 11	11 2	...	...	...	...	12 2	12 2	...	220 0	30 8	
	Tavoy	...	...	13 0	17 15	...	...	...	...	...	...	...	399 3	16 1	
	Mergui	...	...	15 6	16 10	...	...	...	...	...	...	...	428 0	14 9	
	Toungoo	...	...	10 10	12 13	...	...	...	...	8 11	...	...	27 0	18 12	
	Shwaygyin	...	...	9 13	11 9	...	...	...	...	...	...	...	250 0	22 10	
Hyderabad Assigned Districts.	Secunderabad	No return received.													
	Bolarum														
	Chadarghat														
	Amráoti	18 0	...	8 0	10 3	27 9	18 0	...	...	16 0	...	11 0	*	12 0	* Firewood is sold by head-load, bullock-load, and cart-load, and not by weight.
	Akola	18 0	...	7 0	10 0	26 0	22 0	...	...	16 0	...	16 0	*	12 0	
	Ellichpur	19 0	9 0	7 0	10 0	26 0	16 0	...	...	15 0	...	10 0	*	11 0	
	Buldana	17 0	...	8 0	12 0	34 0	28 0	...	...	18 0	...	9 0	*	12 0	
	Wun	19 0	...	9 0	12 0	33 0	14 0	...	...	17 0	...	20 0	*	11 8	
	Basim	20 5	...	7 2	11 0	39 5	28 0	...	...	17 10	...	...	*	10 0	
Mysore.	Bangalore	No return received.													
	Kolar														
	Tumkúr														
	Mysore														
	Hassan														
	Shimoga														
	Kadur														
	Chitaldroog														
Coorg	Coorg	No return received.													
Rajpootana.	Jeypore	13 4	29 8	4 12	9 0	31 0	24 0	...	23 0	30 0	31 0	33 0	120 0	14 0	
	Kishengurh	15 0	30 0	9 0	10 0	35 0	23 8	...	...	30 8	27 8	...	...	10 0	
	Kerrowlee	18 3	27 8	10 0	14 6	26 4	23 12	...	27 8	30 0	...	37 8	200 0	13 2	
	Ulwur	18 6	26 9	7 14	11 8	26 4	21 12	...	21 0	27 8	27 7	35 0	200 0	15 0	
	Bhurtpore (City)	16 12	24 2	7 0	8 4	22 2	20 6	...	13 8	24 12	24 12	23 12	160 0	12 4	
	Ajmere	14 0	26 0	3 0	8 0	30 0	20 0	...	...	27 0	28 0	...	70 0	15 0	
	Deoli Cantonment	19 11	32 13	5 8	9 0	32 0	25 13½	...	...	34 14½	...	...	230 0	13 8	
	Erinpura	No return received.													
	Sirohee														
	Abu														
	Anadra														
	Bálanere														
	Jeysalmere														
	Hilly Tracts of Meywar	22 0	26 0	...	16 0	...	...	...	...	25 0	42 0	...	†	11 11	† Eight pies per bundle.
	Meywar (Oodeypore)	14 1	21 1½	9 6	10 2½	21 1½	14 13½	...	17 3	21 1½	22 10½	10 2½	200 0	11 11½	
	Bánswára (Meywar Agency)	22 8	22 8	8 12	18 12	21 4	...	...	...	35 0	38 12	...	...	12 8	
	Partábgarh (")	15 0	13 12	9 6	11 4	25 0	18 12	...	...	28 12	30 0	21 14	...	17 9	
	Marwar (Jodhpore)	No return received.													

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF DECEMBER 1886 —*concluded.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, millet (*Setaria italica*).	Gram, Chenna, Cholla, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Rajpootana—*contd.*	Bikaneer	11 14	...	3 9	7 3	...	16 14	...	...	22 1	...	8 8	100 0	14 0	
	Boondee	No return	received.												
	Kotah	21 0	20 0	7 8	10 8	27 8	20 0	...	...	35 0	27 8	20 0	240 0	13 0	
	Tonk	No return	receivod.												
	Jhallawar	21 0	23 14	9 7	11 13	33 2	19 7½	...	17 11	37 10	32 10	11 13	175 0	11 13	
	Shahpoora	No return	received.												
	Dholpur	18 12	22 8	...	9 10	25 3	23 12	...	19 4	25 6	...	30 15	90 0	13 8	
Central India.	Indore	15 0	18 0	8 8	10 0	30 0	17 2	*	*	21 4	34 4	10 0	100 0	12 0	
	Gwalior	19 2	19 0	7 4	9 15	23 13	20 15	*	17 3	24 11	27 11	29 8	126 4	11 9	
	Goona	29 0	20 0	10 0	11 0	40 0	20 0	*	*	43 0	50 0	17 0	200 0	12 0	
	Baghelkhand (Sutna)	18 0	28 0	8 0	16 0	28 0	22 0	*	*	24 8	*	31 8	160 0	12 0	

* Not sold.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENT OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF NOVEMBER 1886, PUBLISHED IN PAGE 1618 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 25th DECEMBER 1886.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													
Province.	District.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Bombay.	Bijapur	17 2	14 10	7 1	9 12	35 7	27 3	...	...	15 11	...	11 3½	100 0	11 4	

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXVI OF 1886-87.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 12th December, 1885. Total.	Per mile open.	Total mean length open.	Receipts for week ending 11th December, 1886. Total.	Per mile open.	Total receipts from 1st April to 12th December, 1885. Total.	Per mile open per week.	Total receipts from 1st April to 11th December, 1886. Total.	Per mile open per week.	Total Increase in 1886-87.	Total Decrease in 1886-87.
			₹	₹		₹	₹	₹	₹	₹	₹	₹	₹
	Lines worked by Guaranteed Companies.												
11th Dec., 1886	Oudh and Rohilkhand	608	98,871	163	689	1,22,504	178	30,10,807	176	44,94,783	181	5,83,976	...
18th ditto	Madras	861	1,44,088	168	831	1,46,012	176	52,86,070	168	54,20,413	179	1,34,343	...
18th ditto	South Indian	654	79,821	122	654	85,953	131	31,35,230	131	35,28,545	148	3,93,315	...
18th ditto	Great Indian Peninsula	1,504	7,99,168	532	1,504	8,94,318	595	2,38,44,314	433	2,60,92,680	476	22,48,366	...
18th ditto	Bombay, Baroda and Central India	461	2,61,105	566	461	2,61,000	566	88,11,803	523	92,18,556	549	4,06,663	...
	TOTAL	4,088	13,83,953	338	4,139	15,09,787	365	4,49,88,314	301	4,87,54,977	324	37,66,663	...
	State Lines worked by Guaranteed Companies.												
18th Dec., 1886	East Indian	1,515	9,04,510	597	1,515	9,35,409	617	3,23,20,715	583	3,16,68,235	572	...	7,12,480
18th ditto	Patna-Gya	57	7,123	125	57	8,578	150	3,47,102	160	3,75,590	180	28,488	...
18th ditto	Dildarnagar-Ghazipur	12	1,049	87	12	1,051	88	32,386	74	32,692	75	306	...
18th ditto	Sindia	75	6,377	85	75	7,822	105	2,49,800	91	2,60,158	95	10,358	...
18th ditto	Rajputana-Malwa (*a*)	1,660	3,63,359	218	1,664	3,58,000	215	1,16,73,307	192	1,23,69,331	204	6,99,024	...
25th ditto	Southern Mahratta	315	23,220	74	476	36,080	76	6,65,212	58	11,08,478	91	5,33,266	...
18th ditto	Indian Midland	...	...	...	42	2,273	54	...	...	82,484	54	82,484	...
	TOTAL	3,634	13,05,638	359	3,841	13,49,303	351	4,52,85,522	341	4,59,26,968	340	6,41,446	...
	State Lines worked by Government.												
18th Dec., 1886	Eastern Bengal	233	1,14,419	491	234	1,10,774	473	30,52,991	360	36,67,068	430	6,14,077	...
18th ditto	Nalhati	27	1,492	55	27	1,779	65	54,023	54	57,497	58	3,474	...
18th ditto	Northern Bengal	249	65,435	264	249	50,700	240	14,03,053	164	18,17,150	200	3,24,097	...
18th ditto	Kaunia-Dharla	37	2,333	63	37	2,000	56	87,600	64	70,640	58	...	7,960
18th ditto	Tirhoot	226	30,071	137	246	30,869	125	8,81,300	107	10,69,431	110	1,88,062	...
18th ditto	Wardha Coal	45	19,058	424	45	10,003	222	3,81,302	232	4,52,518	276	71,156	...
18th ditto	Nagpur and Chattisgarh	149	25,707	173	149	20,486	137	8,62,486	158	8,00,528	147	...	61,958
18th ditto	Burma	327	27,603	84	327	44,900	137	13,75,477	124	15,83,059	131	2,07,582	...
4th ditto	Cherra-Companyganj	...	...	...	...	(*b*)	...	...	...	(*c*)1,104	0	1,104	...
18th ditto	North-Western (*d*)	1,869	5,34,266	286	1,869	4,31,780	231	2,08,13,840	304	1,73,97,529	255	...	34,16,311
11th ditto	Bareilly-Pilibhit	36	2,646	73	36	1,648	46	48,332	37	61,160	47	12,828	...
18th ditto	Dacca	86	2,422	28	86	5,535	64	65,514	30	1,74,937	53	1,09,423	...
11th ditto	Jorhat	30	776	26	30	1,454	48	25,539	28	28,565	25	3,026	...
18th ditto	Bilaspur-Etawah (Kutni-Umaria Section)	...	...	...	38	525	14	...	...	(*e*)5,779	25	5,779	...
	TOTAL	3,314	8,27,418	250	3,373	7,21,543	214	2,91,41,586	244	2,71,95,965	221	...	19,45,621
	GRAND TOTAL (GUARANTEED AND STATE)	11,036	35,17,009	319	11,353	35,80,633	315	11,04,15,422	297	12,18,77,910	298	24,62,488	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	6,03,88,814	150	6,11,53,812	150	...	...
	NET RECEIPTS	...	...	...	...	...	...	5,90,26,608	147	6,07,24,098	149	16,97,490	...
	Assisted Companies.												
18th Dec., 1886	Bengal Central	125	8,754	70	125	9,486	76	3,49,670	76	3,90,165	86	40,495	...
11th ditto	Rohilkhand-Kumaon	67	4,456	67	67	4,589	68	1,65,509	68	2,21,982	91	56,473	...
11th ditto	Assam	78	6,010	77	78	5,614	72	1,78,261	60	2,38,074	80	59,813	...
18th ditto	Bengal and North-Western	303	24,889	82	303	36,480	120	(*i*)8,05,659	81	13,52,245	122	4,56,586	...
18th ditto	Tarakessur	22	3,732	168	22	3,657	164	1,73,630	216	1,67,903	207	...	5,646
	TOTAL	595	47,841	80	595	59,826	101	17,62,738	81	23,70,459	109	6,07,721	...
	Native States.												
11th Dec., 1886	Bhavnagar-Gondal	193	20,348	105	193	17,620	91	6,64,979	94	6,83,749	97	18,770	...
18th ditto	Jodhpore	64	4,470	70	64	4,300	67	1,24,171	53	1,48,420	64	24,249	...
18th ditto	Nizam's	...	...	...	...	(*f*)	...	(*g*)7,82,765	181	(*h*)9,79,432	133	1,96,667	...
11th ditto	Mysore	140	11,427	82	140	8,042	58	3,15,053	62	3,36,427	66	21,374	...
18th ditto	Rajpura-Patiala	16	1,281	80	16	752	47	31,643	54	39,119	67	7,476	...
11th ditto	Morvi	...	...	...	51	1,380	27	...	..	29,192	31	29,192	...
	TOTAL	413	37,526	91	464	32,094	69	19,18,611	98	22,16,339	93	2,97,728	...

(*a*) Including the Cawnpore-Achnera State Railway.
(*b*) Return not received.
(*c*) Receipts from 16th June to 4th December, 1886.
(*d*) Including the Amritsar-Pathankot State Railway.
(*e*) Receipts from 31st October to 11th December, 1886.
(*f*) Return not received.
(*g*) Receipts from 1st April to 5th December, 1885.
(*h*) Receipts from 1st April to 4th December, 1886.
(*i*) In the line return for week ending 23rd October, 1886, owing to a clerical error, the receipts for the period from 1st April to 24th October, 1885, were shown ₹1,82,700 in excess of actuals. The weekly returns from then to the week ending 27th November, 1886, were incorrect to the same extent.

R. GARDINER, *Captain, R.E.*,
Offg. Under-Secretary.

FORT WILLIAM,
The 6th January, 1887.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 5th JANUARY 1887.

GENERAL REMARKS.—Except in the North-Western Provinces and Oudh, the Punjab, Rajputana and Assam, where there were slight showers in a few places, the week under report has been rainless.

The *kharif* harvest still proceeds in Bombay and Berar, but in all other parts of the country it has been completed. In Madras the paddy crop is being cut with generally an average outturn. In Mysore and Coorg the standing crops continue in good condition.

The rice harvest is approaching completion in Bengal, Assam and Burma, and good outturns are expected. In the Central Provinces the crop is being threshed, and in Bombay and Coorg the crop is being harvested.

In Bombay and Berar cotton-picking is in progress. The prospects of the poppy crop continue generally favourable in Bengal and the North-Western Provinces and Oudh.

The prospects of the *rabi* crop are generally very favourable throughout the country, though in the Punjab and the North-Western Provinces and Oudh more rain would be beneficial.

The public health is good in all Provinces.

Prices are generally stationary everywhere, except in the Punjab where they are rising in four districts.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Jan. 6th)		
Bellary		Standing crops generally fair; in parts *dholl* affected by insects and cotton by disease. Harvest wet and dry crops, yield about average. Fever and cattle-disease in two taluks.
Kurnool		Standing crops good. Harvest paddy, outturn average. Smallpox in one and cattle-disease in four taluks.
Ganjam		Harvest paddy, yield average. Slight smallpox in three; fever and cattle-disease in two taluks. Cholera exists.
Kistna		Standing crops generally good. Harvest paddy, outturn below average. River 3·25 feet over Anicut. Fever in seven and slight cholera in parts. Cattle-disease in one taluk.
Chingleput (Madras)		Standing crops good, but in parts of one taluk suffering slightly from want of water. Harvest outturn below average. Fever and cattle-disease in one taluk.
Coimbatore		Standing crops generally good, but require more rain. Harvest wet and dry grains, outturn generally about average. Fever, smallpox, and cattle-disease in two taluks.
Tanjore	(Average) ·05	Standing crops generally good, but require more rain, especially in parts of three taluks. Harvest wet and dry grains, outturn up to average. Cattle-disease in two taluks.
Madura	(Average) ·03	Cattle-disease in one taluk.
Malabar		Standing crops second crop paddy earing. Harvest paddy, outturn average. Slight fever in two and slight smallpox in eight taluks.
Travancore		Second crop paddy ripening. Smallpox in parts. *General Remarks.*—General prospects good.
Bombay—(Jan. 5th)		
Karachi	*Nil*	Rain at Kotri on 1st 3 feet 1 inch, against 4 feet 6 inches on same date last year. Fever in twelve and cattle-disease in two taluks. Wheat, red rice and *bajri* in Karachi 24, 30, and 32, and in Sujawal 28, 44, and 44 pounds per rupee, respectively.
Hyderabad	*Nil*	*Kharif* harvesting still continues. Cotton and *rabi* cultivation injured by frost in Hyderabad, Guni, Badin and Sakrand talukas. River at Kotri on 3rd 3 feet, against 4 feet 3 inches on same date last year. Fever in six and cattle-disease in three talukas. Wheat 25, *bajri* 37, *jowari* 41, white rice 20, and red rice 28 pounds per rupee.
Ahmedabad	*Nil*	Standing crops good. Public health good. Wheat 31 and *bajri* 33 pounds per rupee.
Baroda	*Nil*	Public health fair. *Rabi* and *kharif* crops in fair condition. *Bajri* 34, wheat 18, and rice 23 pounds per British rupee.
Surat	*Nil*	Reaping of *jowari* continues. Slight fever and smallpox in Bardoli and Bulsar talukas. *Jowari* 38 and *nagli* 44 pounds per rupee.
Nasik	*Nil*	*Kharif* threshing commenced. *Rabi* sowing finished. Standing crops in good condition except *alsi* which is blighted generally throughout the district owing to recent cloudy weather. Public health generally good, except in Chandor and Peint talukas, where ague and fever prevail. Wheat 25⅞, *bajri* 33 5/16, and rice 19 11/16 pounds per rupee.
Colaba (Bombay)	*Nil*	Abnormal temperature rose from 1° cool on 29th to *nil* on 1st, was *nil* on 2nd, 1° cool on 3rd and 4th. Vapour in air excess of normal on all days. Wind normal.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Poona		Gram in Junnar taluka, and gram and *kardi* in Indapur are suffering from blight. Wheat and gram in Petha Baramati are slightly injured by rust. In other talukas *rabi* crops are doing well. Public health generally good. *Bajri* 43 and *jowari* 60 pounds in the district, and *bajri* 37 and *jowari* 43 pounds per rupee in Poona City.
Ahmednagar	*Nil*	Growing crops have suffered in some places from heavy rain and clouds, but are generally good. Health good. *Bajri* 54 and *jowari* 69 pounds per rupee.
Sholapur	*Nil*	Cotton, linseed, gram and *kardi* and in places wheat crops suffering from blight. Public health good. *Jowari* 91½ and *bajri* 52⅔ pounds per rupee.
Dharwar	*Nil*	Harvesting of rice and *jowari* in progress. Cotton, exotic and indigenous, generally good. Wheat good except in Nawalgand, Nargund, Gadag, and Ron, where it is damaged by rats. Public health generally good. Slight cattle-disease in Kod. *Jowari* 50¾ and rice 24 pounds per rupee.
Kanara	*Nil*	Rice and betel-nut harvest nearly completed above Ghats Slight fever in five and cattle-disease in four talukas. Common rice in Karwar and in district average 13 seers per rupee.
Rajkot	*Nil*	Weather cold. Health generally good. Prevailing diseases—bowel complaints, fever and measles. *Rabi* crops in good condition. Cotton-picking commenced in some places. Wheat 25, *bajri* 26, and *jowari* 35 pounds per rupee.
		General Remarks.—Standing crops generally in good condition everywhere, but in parts of nine districts slight damage was done by blight, cloudy weather, and insects. Fever in parts of eleven, cattle-disease in parts of eight, and smallpox in parts of three districts.
Bengal—(Jan. 5th).		
Chittagong (Jan. 4th)	*Nil*	Weather seasonable. Harvesting of *aman* continues; twelve annas outturn expected. Winter crops doing well. Prices stationary. Public health good.
Dacca	*Nil*	Harvesting of *mung* and *til* commenced. Planting of *boro* paddy going on. Winter crops doing well. Prospects good. Sporadic cholera prevalent.
24-Pergunnahs	*Nil*	Prospects generally satisfactory. Harvesting of *aman* still continues. Sugarcane being cut, and manufacture of sugar has begun. Fever prevalent. Isolated cases of cholera reported.
Khoolna	*Nil*	Weather clear. *Aman* harvest nearly complete; outturn good. Winter crops doing well. Public health has improved.
Moorshedabad	*Nil*	Weather somewhat warm. *Aman* still being harvested. Prospects of other crops good. Public health good.
Pubna	Serajgunje 0·35.	Weather seasonable. *Aman* nearly harvested; outturn excellent. Winter crops promising. Public health fair.
Dinagepore	*Nil*	Weather fine and cold. Harvesting of rice nearly finished. Prospects of *rabi* crops good. Cholera reported from two thanas, and cattle-disease from one.
Rungpore	*Nil*	Harvesting of *aman* in progress. Other crops good. Public health improving.
Midnapore	*Nil*	Rice harvest good. Public health fair.
Burdwan	*Nil*	Rice harvest nearly completed, a bumper crop everywhere, except in low lands. Fever prevails in most thanas, and cholera in some.
Bhagulpore	*Nil*	Harvesting of late rice nearly over; outturn satisfactory. *Rabi* prospects good. Cholera has nearly disappeared.
Monghyr		Poppy looks healthy and prospects good.
Purneah	*Nil*	*Aghani* harvest nearly over with good outturn. *Rabi* crops promise very well. Health of people and cattle fair.
Durbhanga	*Nil*	Harvesting of paddy nearly completed. Prospects of *rabi* continue very promising. Poppy and tobacco doing well. Prices almost stationary. Public health generally good.
Mozufferpore		Poppy prospects continue promising.
Sarun		Condition of poppy good. Weather favourable.
Chumparun	*Nil*	Rice harvesting nearly completed. Prospects of *rabi* and poppy continue favourable. Fields being prepared for indigo. Prices stationary. Public health fair.
Patna	*Nil*	Prospects of *rabi* excellent. Poppy and cotton growing well. Public health generally good.
Gya	*Nil*	*Rabi* prospects good. Recent bad weather has slightly injured poppy. Fever still reported.
Shahabad		Some damage to poppy by caterpillars.
Hazareebagh	*Nil*	Weather seasonable. All crops on the ground, especially poppy, doing well. Public health good. A few cases of cattle-disease still reported.
Cuttack	*Nil*	Rice being reaped, outturn fair. *Rabi* ripening. *Dalua* rice being planted. Fever prevails.
		General Remarks.—No rain reported during the week, except a light shower at Serajgunje. Harvesting of rice is being rapidly completed with good outturn. Prospects of *rabi* crops and poppy continue to be generally favourable, but in Gya and Shahabad poppy has been slightly injured by recent cloudy weather. Transplanting of *boro* paddy is in progress. Fever and cholera have much abated, and the general health is fair.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
N.-W. Provinces and Oudh—(Jan. 5th, 1887)		
Benares (Jan. 4th)		Weather clear and cold increasing. *Kharif* harvest has nearly been reaped; outturn average. *Rabi* prospects favourable. Poppy promises well. Sugarcane-pressing going on. Supplies ample. Prices steady. Public health good. Some cases of cattle-disease are reported from Sadr.
Gorakhpore („ 3rd)		Weather cloudy. *Rabi* looking well. Prices stationary. Health fair. Some cases of cholera reported.
Fyzabad („ 4th)		Weather clear. Irrigation of *rabi* going on. Poppy being weeded. Prospects continue good. Cholera in part of district.
Lucknow („ 3rd)	·20 on the 29th Dec. 1886.	Weather often cloudy. Condition of *rabi* crops good. Poppy plant healthy. Irrigation and weeding progressing. Markets well supplied, but price of wheat still shows a tendency to rise. Public health fair. Cattle-disease fading away.
Rai Barelli („ „)		Weather cloudy. *Rabi* prospects good. Irrigation going on. Supplies abundant. Prices somewhat risen. Health fair.
Pertabgarh („ 4th)		State of the crops continues good, except *arson* which is reported to be injured by insects. Prices almost stationary. Health of people and cattle good.
Allahabad („ „)	*Nil*	Weather seasonable. *Sarson* reported attacked by insects in tahsil Karchana on account of recent cloudy weather; other crops doing well. Markets full. Prices stationary. General health good.
Cawnpore („ „)	·10 in two Tahsils	Weather generally cloudy. *Rabi* being irrigated and thriving. Poppy plants coming on nicely. Prices slightly risen. Cattle-disease in one pargana.
Farakhabad („ „)		Weather continues cloudy. *Rabi* prospects good, but rain is now wanted. Poppy looks well. Markets well supplied. Health of people fair.
Sitapur („ „)		The rain in Sidhauli has done much good to *rabi* crops. Weather cloudy still. Crops thriving. Poppy crops continue favourable.
Bareilly („ „)		Want of rain general. Condition of crops good.
Banda	*Nil*	Weather cold and seasonable. *Rabi* crops flourishing. Prices steady. Public health and condition of cattle good.
Kumaon („ 4th)	*Nil*	Weather cloudy. Rain is required for *rabi*. Crops springing up. Prices stationary. General health good. Cattle-disease very little.
Agra („ 3rd)	*Nil*	Weather cloudy. Irrigation continues. Prices steady. Fever decreasing.
Jhansi („ 3rd)		Weather alternately fair and cloudy. *Rabi* prospects favourable. Poppy crops healthy and vigorous. Prices fluctuating. Public health generally good. Slight cattle-disease continues.
Ballia („ 3rd)		Weather fair and cold. Standing crops being irrigated and thriving. Prospects generally good. Markets steady. Public health good.
Meerut („ 4th)	Good rain on 4th	*Rabi* flourishing so far. Supplies sufficient. Prices easier. Health good.
		General Remarks.—Slight showers in some districts which have benefited crops. More rain wanted. Cloudy weather has injured *sarson* crop in two districts. Prospects of *rabi* and poppy continue favourable. Markets well supplied and prices generally steady. Public health good.
Punjab—(Jan. 5th)		
Delhi (Jan. 4th)	Slight rain	Health good. Prices fluctuating. *Rabi* crops good.
Hissar		Health good. Prices stationary.
Umballa		Health fair. Prices rising. *Rabi* crops fair.
Jullundur		Health good. Prices stationary. *Rabi* weeding commenced.
Amritsar		Health good. Prices stationary.
Sialkot	·30	Health good. Prices stationary.
Ferozepore		Health good. Prices rising.
Lahore		Health good. Prices rising.
Rawalpindi	·30	Health good. Prices rising. *Rabi* crops average.
Shahpur		Health generally good. Prices high and stationary. *Rabi* crops suffering from drought.
Moolan		Health good. Prices almost stationary. *Rabi* crops progressing.
Dera Ismail Khan		Health good. Prices stationary. *Rabi* sowings completed.
Peshawar		Smallpox decreasing. Prices almost stationary.
		General Remarks.—Rain has fallen in Delhi, Sialkot, and Rawalpindi districts; wanted in Amballa, Ferozepore, Sialkot, Lahore, and Peshawar districts. Smallpox decreasing in Peshawar, elsewhere health good. Foot-and-mouth disease has appeared among cattle in Tahsil Shahpur, and smallpox among sheep in Tahsil Khushab. Prices rising in Amballa, Ferozepore, Lahore, and Rawalpindi districts, fluctuating in Delhi, stationary elsewhere. *Rabi* progressing.
Central Provinces—(Jan. 5th).		
Nagpur	*Nil*	Weather cloudy. *Jowari* being threshed. *Rabi* promises well. Fever prevalent. Prices steady.
Jubbulpore	*Nil*	Weather cloudy. Crops thriving. Health fair. Prices steady.
Saugor (Jan. 3rd)	*Nil*	Weather cloudy and close. Prospects favourable. Health good. Prices steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Central Provinces—*contd.*		
Seoni	*Nil*	Weather cloudy. Prospects favourable. Health good. Prices steady.
Hoshangabad	*Nil*	*Rabi* crops thriving. Fever in places. Prices stationary.
Khandwa	*Nil*	Weather cloudy and close. *Rabi* likely to be injured by clouds. Prices slightly fallen. Health good.
Raipur	*Nil*	Weather cloudy. Threshing of rice and *kodo* continues. *Rahar* slightly damaged by clouds. Other *rabi* crops good. Prices steady.
Bilaspur	*Nil*	Threshing continues. *Rabi* crops injured in places by clouds. Cholera and cattle-disease in parts.
Sambalpur (Jan. 1st)		Weather clear. Threshing of rice and pressing of sugarcane in progress. Cholera in places.
		General Remarks.—Weather rather cloudy and is likely to damage the *rabi* crops. Threshing of *kharif* still continues. Fever and cholera in places. Prices steady.
Burma—(Jan. 5th.) (Report for week ending 1st January 1887.)		
Akyab	*Nil*	A few cases of cholera in town and district: some fatal. Cattle healthy. Crops good. Reaping progressing.
Bassein	*Nil*	Public health and health of cattle good. Reaping going on.
Rangoon	*Nil*	Two fatal cases of cholera in town. Otherwise public health good.
Amherst (Moulmein)	*Nil*	Public health and health of cattle good. Reaping nearly completed.
Pegu	*Nil*	Public health and health of cattle good. Reaping progressing throughout the district.
Henzada	*Nil*	Public health and health of cattle good. Reaping almost completed.
Prome	*Nil*	Public health and health of cattle good. Crops gathered in one township. In other townships harvest nearly over.
Toungoo	*Nil*	One death from cholera in town. Otherwise public health good. Cattle healthy. Reaping going on.
Thayetmayo	*Nil*	Public health and health of cattle good. Reaping nearly completed.
		General Remarks.—A few cases of cholera in Akyab, Rangoon, Toungoo and Tharawaddy and fever in Kyaukpyu. Cattle everywhere healthy. Harvest nearly completed in six districts, and progressing satisfactorily elsewhere.
Assam—(Jan 5th.)		
Gauhati	*Nil*	Weather seasonable. Public health fair. Reaping of *rabi* nearly finished. Prospects of crops good.
Cachar	·11	Weather very cold. Reaping of *sali* crops finished. Common rice 16 seers per rupee. Health good.
Sylhet	0·28	Reaping of *aman* will shortly be finished. Crushing of sugarcane in progress. Prospects favourable.
Dibrugarh	·52	Weather seasonable. Reaping of *sali* nearly over. Public health fair.
Mysore and Coorg—(Jan. 5th)		
Bangalore	*Nil*	Crops in good condition. Prospects fair. Public health good. Prices stationary.
Coorg	*Nil*	Reaping of rice crop commenced. Season and crop prospects favourable.
Berar and Hyderabad—(Jan. 5th)		
Amraoti		Weather clear. Cotton-picking and *kharif* harvesting nearly completed. *Rabi* crops in good condition. Wheat 20 and *jowari* 26 seers per rupee.
Akola		Weather clear and cool. *Jowari* thriving. Cotton-picking over. *Rabi* crops doing well.
Hyderabad	*Nil*	Sowing of *tabi* crops in progress. *Rabi* crops prospering. Fever and ague mitigated to some extent. Prices—wheat 13¾, coarse rice 12, white *juar* 17, yellow *juar* 21¾ and *tur* 14¼ seers per current sicca rupee.
Central India States—(Jan. 5th)		
Indore		Weather warm and cloudy.
Morar (Gwalior)		Health and prospects good. Weather seasonable.
Neemuch		Health and prospects good. Weather cloudy.
Goona		Health and prospects good.
Sutna		Health and prospects good.
Agar		Health and prospects good.
Sehore		Weather clear. Crops good.
Nowgong		Weather cold. *Rabi* prospects excellent. Health good. Prices steady.
Bhopawar		Weather cloudy. Prospects and health good. Prices stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana—(Jan. 5th)		
Abu (Jan. 5th)	*Nil*	Weather seasonable but not so cold as usual and cloudy.
Sirohi („ 2nd)	*Nil*	Tanks drying; wells good. Health good. Crops good. Weather fine and cool.
Marwar („ 1st)	*Nil*	Tanks nearly full. Health good. Crops good. Weather slightly cloudy. Prices rising.
Kherwara („ 2nd)	*Nil*	Tanks and wells increasing slightly. Crops progressing favourably. Health good. Prices rising. Weather cold and seasonable.
Meywar („ 1st)	*Nil*	Water in tanks and wells decreasing. *Rabi* sown. Health good. Prices stationary. Weather fine and cold.
Harowti („ 1st)	*Nil*	Weather cloudy. Crops thriving. Health good.
Jhallawar („ 3rd)	*Nil*	Health and prospects good. Weather warm and cloudy.
Kotah („ 1st)	*Nil*	Health good. Crops promising. Weather seasonable.
Ajmere („ 4th)	Slight drizzling rain	Weather cloudy. Health fair. Crops slightly injured by frost in Beawar. Weeding in progress.
Jeypore („ „)	*Nil*	Weather cloudy. Rain wanted.
Kerowlee („ 1st)	*Nil*	Tanks dry. Wells drying. Prospects uncertain. Rain most urgently wanted. Smallpox very prevalent among children. Prices rapidly rising. Weather cool.
Dholepore („ „)	*Nil*	Weather cloudy. Tanks and wells low. Prospects fair. Health good. Prices high. Weather cool and windy.
Bhurtpore („ 4th)	*Nil*	Crops thriving. Health good. Prices rising. Weather cloudy.
Ulwar („ „)	*Nil*	Weather cloudy. Health good. Prices steady.
Bikanir („ 1st)	Rain drops in district.	Slight cholera in Churu. Prices stationary.
Nepal—(Dec. 30th)		
Katmandu (Dec. 31st)	*Nil*	Prospects fair. Prices still high.

E. C. BUCK,
Secretary to the Government of India.

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SUPPLEMENT TO

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OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 12TH JANUARY 1887.

GENERAL REMARKS.—With the exception of Madras, Mysore and Coorg, Bombay and Burma, slight showers have fallen in most places.

The *kharif* harvest has been brought to a close in all parts of the country except Bombay, and the *rabi* sowings which have been completed everywhere are coming up well. Prospects of the harvest are generally very favourable. In parts of Bombay and the Central Provinces blight and hail have damaged the crops, but not seriously.

In Madras the standing crops are doing well, and the harvest in progress continues to give an average yield. In Mysore the season promises favourably.

The rice harvest is almost over in Bengal and Assam and is well advanced in Lower Burma. In Bengal there has been a good general outturn.

Poppy has been affected by cloudy weather and caterpillars in parts of Bengal, but in the North-Western Provinces and Oudh the crop is flourishing.

The public health continues generally satisfactory.

Prices are rising in four districts of the Punjab, showing an upward tendency in the North-Western Provinces and Oudh, fluctuating in Mysore, and falling in Coorg. Elsewhere they remain generally stationary.

Presidency or Province and District.	Rainfall during week under report.	Gist of agricultural prospects.
Madras—(Jan. 12th)		
Bellary		Standing crops generally fair, but in parts *dholl* affected by insects and white *cholum* and cotton by disease. Rain wanted in two taluks. Harvest wet and dry crops, yield about average. Fever in two and cattle-disease in three taluks.
Kurnool		Standing crops good. Harvest paddy, yield average. Small-pox in three and cattle-disease in five taluks.
Ganjam		Slight small-pox in two, fever in four, and cattle-disease in three divisions. Cholera exists.
Kistna		Standing crops generally good. Harvest paddy, outturn below average. River 3·4 feet over anicut. Fever and cholera exist in parts. Cattle-disease in one taluk.
Chingleput (Madras)		Standing crops generally fair, but in one taluk require more rain. Harvest paddy and *ragi*, outturn below average. Small-pox in one and cattle-disease in three taluks.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—*contd.*		
Coimbatore		Standing crops good, but paddy in want of rain in four taluks. Harvest wet and dry grains, outturn paddy and *ragi* average, rest poor. Fever in two, slight smallpox in three, and cattle-disease in two taluks.
Tanjore		Standing crops good, but rain much wanted in parts of four taluks. Harvest paddy and *varagu*, outturn up to average. Cattle-disease in two taluks.
Madura	Average last week since revised ·12	Standing crops in four taluks unsatisfactory for want of rain.
Malabar		Standing crops second crop paddy ripening. Harvest paddy, outturn average. Fever in one and slight smallpox in eight taluks.
Travancore		Second crop paddy ripening. Smallpox in parts.
Bombay—(Jan. 12th)		
Karachi	At Sehwan on 9th 1·0	Weather cloudy. River at Kotri on 9th 3 feet 7 inches against 3 feet 10 inches on same date last year. Fever in twelve and cattle-disease in one taluka. Wheat, red rice and *bajri* in Karachi 24, 30 and 32 and in Kotri 24, 30 and 38 lbs. per rupee respectively.
Hyderabad	In Hyderabad on 10th ·93	Weather cloudy. Cotton crops injured by frost in Hyderabad, Mirpur, and Naushahro talukas, and *rabi* cultivation in Hyderabad, Guni, Badin, Tando, Bago, and Dero Mohbat talukas. River at Kotri on 10th 3 feet 9 inches against 3 feet 10 inches on same date last year. Fever in six, smallpox in one, and cattle-disease in two talukas. Wheat 25, *bajri* 37¼, *jowari* 41½, white rice 20, and red rice 28 lbs. per rupee.
Ahmedabad		Standing crops good. Public health good. Wheat 29 and *bajri* 33 lbs. per rupee.
Baroda		Public health fair. *Rabi* and *kharif* crops in good condition. *Bajri* 34, wheat 18, and rice 23 lbs. per British rupee.
Surat		Crops healthy. Reaping of *jowari* nearly completed. Fever, smallpox, and cough in Bardoli, and fever in Mandvi. *Jowari* 38 and *nagli* 48 lbs., per rupee.
Nasik	*Nil*	*Kharif* threshing in progress. *Rabi* sowing completed. Standing crops in good condition, except *alsi* (linseed) which is blighted throughout the district owing to cloudy weather. Public health generally good, except in Kalwan and Peint talukas, where ague and fever prevail. Wheat 25⅞, *bajri* 33 1/16 and rice 19 13/16 lbs. per rupee.
Colaba (Bombay)		Abnormal temperature *nil* on 5th, 1° warm on 6th, fell to 2° cool by 9th, and then rose to 1° cool by 11th. Vapour in air in excess of normal on 5th and 6th, in defect of normal on 7th to 9th, and normal on 10th and 11th. Wind normal.
Poona		*Rabi* crops, except gram, *kardi* and wheat which are slightly injured by blight and rust in Junnar, Indapur, Khed, and Bhimthari talukas, are doing well. Public health generally good. *Bajri* 43 and *jowari* 60 lbs. per rupee in the district, and *bajri* 37 and *jowari* 43 lbs. per rupee in Poona City.
Ahmednagar		Wheat and gram injured by clouds and late rain in eight talukas. Smallpox in Shrigonda. *Bajri* average 58 and *jowari* 68 lbs. per rupee.
Sholapur		Linseed, gram, and *kardi* and in places wheat and cotton crops suffering from blight. Some injury by rats to gram, wheat and *chaimug* in Pandharpur taluka, other *rabi* crops ar doing well. Public health good. *Jowari* 70½ and *bajri* 54½ lbs. per rupee.
Dharwar		Harvesting of rice and early *jowari* in progress. Indigenous cotton good, exotic cotton blighted in Bankapur. Wheat good, except in Nargund and Ron, where it is damaged by rats. Slight fever in Mugud, Mundargi, Hangal, Kalghatgi, and Kod. *Jowari* 59½ and rice 24½ lbs. per rupee.
Kanara		Harvest nearly completed. Second crop thriving in talukas below Ghâts. Slight fever in four and cattle-disease in three talukas. Common rice in Karwar and in district average 13 seers per rupee.
Rajkot		General health fair. Measles in parts of Sorath and Haltar. Crops in good condition. Wheat 25, *bajri* 26, and *jowari* 35 lbs. per rupee.
		General Remarks.—Rain in parts of Sindh. Standing crops slightly injured by blight and rats in parts of the Deccan and of Dharwar and Bijapur and by frost in the Hyderabad district. Fever in parts of twelve, cattle-disease in parts of eight and smallpox in parts of four districts.
Bengal—(Jan. 12th)		
Chittagong (Jan. 11th)	0·03	Weather variable. Reaping of *aman* nearly over. Winter crops promising. Prices steady. Public health good.
Dacca	0·18	Winter crops doing well. Prospects good. Pressing of sugarcane has commenced. Planting of *boro* paddy going on. Sporadic cholera still prevailing.
24-Pergunnahs	1·28	Harvesting of *aman* still continues; outturn expected to be above the average. Prospects of winter crops favourable. Public health generally better than last week.
Khoolna	0·12	Weather cool. Harvesting of *aman* nearly finished; outturn good. Winter crops doing well. Public health has improved.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Moorshedabad	0·49	Weather seasonable. *Aman* is still being harvested; outturn good. Prospects of winter crops good.
Pubna	0·52	Weather seasonable. Crops excellent. *Aman* nearly harvested. Public health good.
Dinagepore	*Nil*	Weather clear and very cold. Prospects of *rabi* good. Harvesting of *aman* and sugarcane finished. Cholera reported from two thanas, and cattle-disease from one.
Rungpore	1·59	Weather very cold. Harvesting of *aman* nearly finished. Heavy hailstones on morning of 8th have done considerable damage to crops. Public health good.
Midnapore	0·72	Rice harvest nearly over; yield full average. Public health improving.
Burdwan	0·15	*Rabi* prospects good. Public health fair.
Bhagulpore	0·23	Rice harvest nearly completed. Outturn of *kurthi* rather short. *Rabi* crops benefited by rain. Public health good.
Monghyr		Prospects of poppy continue favourable. Rain on morning of 7th has done much good.
Purneah	*Nil*	Prospects of crops excellent. *Aghani* harvest nearly over; outturn good. Cutting of sugarcane and gathering of potatoes commenced. Health of people and cattle good.
Durbhanga	*Nil*	Harvesting of paddy almost finished. Prospects of *rabi* and poppy continue favourable. Prices stationary. Public health generally good.
Mozufferpore		Poppy in excellent condition.
Sarun		Weather favourable though cloudy. Prospects of poppy excellent.
Chumparun	*Nil*	Weather cloudy. Rice harvesting nearly completed. Poppy and *rabi* prospects favourable. Indigo fields being prepared. Prices stationary. Public health fair.
Patna	0·08	*Rabi* crops promising. Poppy and cotton look well. Public health good.
Gya	0·15	Prospects of *rabi* good. Condition of poppy generally good, but some damage has been done by grubs. General health good.
Shahabad		Damage to poppy apprehended from easterly winds and cloudy weather.
Hazareebagh	1·10	Rain in early part of week. Weather now clear and cold. Prospects of *rabi* excellent. Caterpillars reported to have appeared on poppy plants. Fever in places, otherwise general health good.
Cuttack	0·02	Reaping of rice continues with fair outturn. Price of rice falling Fever still prevals
		General Remarks.—Rain has fallen in most parts of the Lower Provinces, except North Behar, and has been very beneficial to *rabi* crops. In Rungpore hail has done damage to crops. In Gya, Shahabad, and Hazaribagh cloudy weather bringing caterpillars has been somewhat injurious to poppy; elsewhere this crop is in good condition. Rice harvest is almost closed with good general outturn. Transplanting of *boro* rice is in progress. Public health has generally improved, fever and cholera being less prevalent.
N.-W. Provinces and Oudh—		
Benares (Jan. 11th)	1·20 at Sadr	Weather very cold. Wind westerly. Agricultural prospects favourable, though peas, *kusum* and *arhar* have somewhat suffered from frost. Sugarcane being cut and pressed. Supplies plentiful. Slight rise in prices. Public health good. Some cases of cattle-disease are reported from the Sadr.
Gorakhpore („ 10th)		*Rabi* looking well. Prices stationary. Health fair. Some cases of cholera reported.
Fyzabad („ 11th)		Weather cloudy. Prospects of *rabi* crops good. Poppy plants coming on nicely. Cholera and cattle-disease in one tahsil.
Lucknow („ 10th)		Weather continues cloudy. Cold increasing. *Rabi* promisings Poppy looks well. Sugarcane pressing commenced. Supplies abundant. Prices fluctuating. Public health good. Slight cattle-disease.
Rai Bareli („ „)	·10	Weather cold and seasonable. *Rabi* prospects good. Irrigation going on. Supplies abundant. Prices rising. General health of people and cattle fair.
Pertabgarh („ 11th)		Propects generally good. Poppy is in a flourishing state. Prices stationary. Health of the people and cattle good.
Allahabad („ „)	Slight rain, averaging ·30 in five tahsils.	Weather cool with occasional clouds. Crops generally good Poppy flourishing. Markets well supplied. Prices almost stationary. Health generally good. A few cases of cattle-disease reported in Barah and Phulpur.
Cawnpore („ „)	·10 to ·30 in seven tahsils.	Weather cloudy. *Rabi* coming on well, Poppy healthy and vigorous everywhere. Prices steady. Cattle-disease in two parganas.
Farukhabad („ „)	*Nil*	Weather continues cloudy. *Rabi* prospects good. Poppy promises well. Prices steady. Health of people fair.
Sleeper („ „)	·20	Weather cloudy and cold. Irrigation of *rabi* pushed on. Poppy crops continue satisfactory. Markets well supplied, but prices have a tendency to rise. No disease.
Bareilly („ „)		Rain required. Crops including poppy doing fairly well. Health good.
Ballia („ 10th)		Weather clear and seasonable. Irrigation going on. Prospects favourable. Supplies ample. General health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
N.-W. P. & Oudh—*contd.*		
Kumaon (Jan. 11th)	Good fall of rain	Weather cloudy. *Rabi* crops making progress. Prices stationary. Health good. Cattle-disease much on decrease.
Agra („ 10th)	Slight in two parganas on 5th.	Weather cloudy. Irrigation going on. Prices steady. Health good.
Jhansi („ „)	Average ·30	Weather cold. Hailstorm occurred in parganas Mau and Garotha, but no injury done. Gram and oil-seed flowering, the latter reported to have been slightly affected by blight.
Banda („ 11th)	On 5th, 6th, and 7th.	The rain did some good to *rabi* crops. Prices steady. Public health good. Cattle-disease in three villages.
Meerut („ „)	Good rain on 10th all over the district.	Rain most beneficial to crops on unirrigated lands. Supplies sufficient. Prices half a seer lower. Health good.
		General Remarks.—Rain has fallen in some districts benefiting standing crops. Prospects of *rabi* continue favourable. Poppy is flourishing. Markets well stocked though prices shew a tendency to rise. Public health good. Slight cattle-disease reported.
Punjab—(Jan. 12th)		
Delhi (Jan. 11th)	·10	Health good. Prices fluctuating. *Rabi* prospects good.
Hissar		Health good. Prices stationary.
Umballa	·20	Health fair. Prices rising. *Rabi* prospects fair. More rain wanted.
Jullundur	·10	Health good. Prices stationary. *Rabi* weedings commenced.
Amritsar		Health good. Prices stationary.
Sialkot	Slight rain	Health good. Prices rising. *Rabi* crops much benefited, but more rain wanted.
Ferozepore		Health good. Prices stationary. Rain wanted for *rabi* crops.
Lahore		Rain wanted. Health good. Prices stationary *Rabi* prospects good.
Rawalpindi		Health good. Prices rising. *Rabi* prospects average.
Mooltan		Health good. Prices stationary. *Rabi* crops flourishing.
Shahpur		Health good. Prices high and rising.
Dera Ismail Khan	Slight rain	Prices stationary. *Rabi* sowings completed.
Peshawar		Smallpox decreasing. Prices almost stationary. *Rabi* sowings good. Rain wanted.
		General Remarks.—Rain has fallen in the Delhi, Umballa, Jullundur, Sialkot, and Dera Ismail Khan districts, and is wanted in the Umballa, Sialkot, Ferozepore, and Peshawar districts. Smallpox decreasing in Peshawar, elsewhere health is good, except in Umballa where it is fair. Smallpox among sheep in Tahsil Khushab. Prices rising in Umballa, Sialkot, Rawalpindi, and Shahpur, fluctuating in Delhi; elsewhere they are stationary. *Rabi* progressing.
Central Provinces—		
Nagpur		Weather cloudy. Prospects of *rabi* favourable. Fever and cattle-disease in places. Prices steady.
Jubbulpore	·06	Weather cloudy. Crops thriving. Health fair. Prices rising.
Saugor (Jan. 11th)	Rain throughout district. Hail in places.	Health good. Prices steady.
Seoni	·11	Weather cloudy. Prospects of *rabi* crops good. Health good. Prices steady.
Bilaspur	·76	*Rabi* somewhat injured in places by hail. Cholera and fever in places.
Hoshangabad		*Rabi* thriving. Fever in places. Price of wheat slightly risen.
Khandwa	·05	Weather cloudy and close. Linseed attacked by rust in parts. Prospects of *rabi* good. Prices steady.
Raipur	·38	Weather cloudy and cool. *Kharif* threshing nearly completed. *Rabi* crops benefited by rain. Fever prevalent.
Sambalpur (Jan. 8th)	·18	Weather close. Rice threshing in progress. Cholera in places.
		General Remarks.—The weather continues cloudy, and there has been slight rain in most districts with falls of hail in two. *Rabi* crops have suffered slight damage from hail. Fever and cholera in places. Prices steady.
British Burma—		
(Jan. 12th.)		
Akyab (Jan 8th)	*Nil*	Some cases of cholera in town and district. Cattle healthy. Crops good. Reaping progressing.
Bassein	*Nil*	Some cholera in district. Slight cattle-disease in two townships. Reaping well advanced.
Rangoon	*Nil*	Four fatal cases of cholera in town, otherwise public health good.
Amherst (Moulmein)	*Nil*	Public health and health of cattle good. Reaping completed.
Tavoy (for weeks ending 1st and 8th.)	*Nil*	Public health and health of cattle good. Reaping and harvesting in progress.
Pegu	*Nil*	Public health and health of cattle good. Reaping progressing.
Henzada	*Nil*	Public health and health of cattle good. Reaping finished.
Prome	*Nil*	Public health and health of cattle good. Reaping almost over.
Toungoo	*Nil*	Public health and health of cattle good. Reaping progressing.
Thayetmyo	*Nil*	Two fatal cases of cholera in town. Cattle healthy. Reaping nearly finished.
		General Remarks.—Slight cholera in Akyab, Rangoon, Tharrawaddy, Bassein, and Thayetmyo districts. A little cattle-disease in two districts. Harvest over in Moulmein and Henzada, and well advanced elsewhere.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Assam—(Jan 12th)		
Gauhati (Jan. 11th)	1·07	Weather seasonable. Public health fair. Reaping of *sali* almost finished.
Sylhet	·04	Reaping of *sali* and *aman* finished. Transplanting of *bora* in the western part of the district continues. Crushing of sugarcane in progress. Prospects of tea and other winter crops favourable.
Cachar	1·28	Weather very cold. Prospects of winter crops good. Common rice 16 seers per rupee. Public health good.
Dibrugarh	1·20	Weather seasonable. Reaping of *sali* nearly finished. Prospects good, except in some parts of North Lakhimpur. Gathering of mustard commenced. Tea being pruned.
Mysore and Coorg—		
		General Remarks.—General prospects good.
Bangalore (Jan. 12th)		Standing crops in good condition, except in parts of the Tumkur district where blight has appeared. Prospects of season generally favourable. Public health good. Prices slightly risen in Bangalore, Kolar and Tumkur districts, and fallen in Mysore and Hassan districts.
Mysore		
Mercara („ „)		Weather favourable for rice harvest and coffee-picking. Prices slightly fallen.
Berar and Hyderabad—		
(Jan. 12th)		
Amraoti	·30	Weather cloudy. Threshing of *jowari* progressing. *Rabi* crops in good condition. Wheat 20 and *jowari* 26 seers per rupee.
Akola		Weather clear and cool. Threshing of *kharif* continues. *Rabi* doing well.
Hyderabad	*Nil*	Sowing of *tabi* crops concluded. Weeding commenced. *Rabi* crops prospering. Fever and ague abated. Cattle-disease prevails. Prices—wheat 12½, coarse rice 12, white *juar* 18, yellow *juar* 21½, and *tur* 14 seers per current sicca rupee.
Central India States—		
(Jan. 12th)		
Indore		Weather sometimes clear and sometimes cloudy. Health good.
Morar (Gwalior)	·37 (Total 29·15)	Health and prospects good. Weather cloudy.
Neemuch		Weather seasonable. Health and prospects good.
Goona		Health and prospects good.
Sutna	·27	Health and prospects good.
Agar		Health and opium prospects good.
Sehore		Weather clear. Crops and health good.
Nowgong	8·54 (Total 48·77)	Weather cold. *Rabi* prospects excellent. Health good. Prices steady.
Bhopawar		Prospects good. Weather fair. Health good. Prices steady except wheat.
Rajputana—(Jan. 12th)		
Abu (Jan. 12th)		Weather cloudy. Health good.
Sirohi („ 9th)	Slight in neighbourhood.	Tanks drying. Wells good. Health and crops good. Weather cool and cloudy.
Marwar („ 8th)		Tanks almost full. Health and crop prospects good. Weather slightly cloudy. Prices rising rapidly.
Meywar („ „)		Weather cloudy and cold. Water in tanks and wells decreasing. Health good. Prices stationary.
Harowti („ 10th)		Weather cloudy and windy. Health and prospects good.
Jhallawar („ „)		Smallpox epidemic reported in Shahabad. Prospects good.
Kotah („ 8th)	·07	Health and crops continue good. Weather cloudy
Ajmere	·4	Weather still cloudy. General health fair. Prices of wheat rising.
Jeypore	·20	Cloudy weather.
Kishengarh („ „)		Tanks dry, wells drying. Rain urgently wanted. Smallpox very prevalent. Prices daily rising. Weather cloudy.
Bhurtpore	Slight drizzling	Crops thriving. Prices rising. Health good.
Ulwar		Weather cloudy. Health good. Prices steady.
Dholpore („ „)	Averaging ·02 to ·06	Tanks and wells low. Crop prospects fair, though slightly injured by frost. Health good. Prices stationary. Weather cold.
Kherwara („ 10th)		Tanks and wells decreasing slightly. Crops progressing favourably. Health good. Prices rising. Weather cold and seasonable.
Bikanir („ 8th)		Weather cloudy and cold. Prices stationary.
Nepal—(Jan. 6th)		
Katmandu (Jan. 7th)	*Nil*	Prospects fair.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENT OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 1st HALF OF DECEMBER 1886, PUBLISHED IN PAGES 49 AND 50 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 8th JANUARY 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
						QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.									
PROVINCE.	DISTRICT.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Maize (*Zea Mays*).	Gram, Channa, Cholai, Kadalay or Sunaga (*Cicer arietinum*).	Mhar or Tuhr (Indian Pea (*Cajanus indicus*).	Firewood.	Salt.	REMARKS.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
MYSORE.	Bangalore	10 10	11 5	9 10	10 10	24 13	...	34 4	...	...	11 2	15 0	84 0	11 0	
	Kolar	...	12 4	12 4	14 0	...	...	43 0	...	...	12 3	12 12	144 0	11 0	
	Tumkur	12 8	11 8	12 0	13 8	...	...	48 0	...	...	12 0	16 0	336 0	10 12	
	Mysore	12 0	10 0	10 8	13 8	44 0	32 0	33 0	12 8	...	12 0	11 0	81 0	9 8	
	Hassan	...	11 0	13 0	15 0	...	...	40 0	...	...	11 0	11 0	96 0	11 0	
	Shimoga	...	14 11	12 10	14 15	33 10	...	42 0	...	...	12 10	...	480 0	10 8	
	Kadur	10 0	12 0	16 0	18 0	...	...	42 0	...	...	12 0	10 0	64 0	11 0	
	Chitaldroog	15 0	15 0	11 0	13 0	40 0	20 0	50 0	40 0	...	12 0	15 0	320 0	11 4	
COORG.	Coorg	10 4	9 12	13 7	16 8	...	...	40 11	...	...	30 6	...	110 0	12 5	
RAJPUTANA.	Erinpura	17 0	28 8	...	9 0	23 0	23 0	...	...	...	26 8	15 0	255 0	14 0	
	Sirohi	16 0	30 0	6 0	8 0	28 0	28 0	20 0	20 0	25 0	22 0	10 0	200 0	15 0	
	Abu	13 12	23 0	5 8	7 0	19 0	19 0	...	...	...	18 0	...	...	13 1	
	Anadra	15 4	26 0	5 0	8 0	...	22 0	...	...	...	20 0	12 0	260 0	13 14	
	Balmere	17 0	...	5 0	9 0	18 8	28 0	...	...	...	19 4	...	...	18 0	
	Jeysalmere	13 4	...	10 8	13 8	18 8	18 0	...	...	...	16 0	...	...	25 9	
	Marwar (Jodhpore)	15 15	27 8	6 4	8 12	27 8	21 4	...	...	21 4	25 0	...	200 0	16 4	
	Boondee	28 0	34 8	11 0	11 8	31 4	...	...	...	34 8	38 8	15 0	90 0	13 0	
	Tonk	18 6	35 8	8 8	10 12	35 4	24 0	...	...	30 12	35 8	...	90 0	13 12	
	Shahpoora	17 12	27 6	10 8	13 8	29 0	24 0	...	...	33 0	27 0	...	160 0	13 12	

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXVI[I] OF 1886-87.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	RAILWAYS.	Total mean length open.	RECEIPTS FOR WEEK ENDING 19TH DECEMBER, 1885. Total.	RECEIPTS FOR WEEK ENDING 19TH DECEMBER, 1885. Per mile open.	Total mean length open.	RECEIPTS FOR WEEK ENDING 18TH DECEMBER, 1886. Total.	RECEIPTS FOR WEEK ENDING 18TH DECEMBER, 1886. Per mile open.	TOTAL RECEIPTS FROM 1ST APRIL TO 19TH DECEMBER, 1885. Total.	TOTAL RECEIPTS FROM 1ST APRIL TO 19TH DECEMBER, 1885. Per mile open per week.	TOTAL RECEIPTS FROM 1ST APRIL TO 18TH DECEMBER, 1886. Total.	TOTAL RECEIPTS FROM 1ST APRIL TO 18TH DECEMBER, 1886. Per mile open per week.	Total Increase in 1886-87.	Total Decrease in 1886-87.
			₹	₹		₹	₹	₹	₹	₹	₹	₹	₹
	Lines worked by Guaranteed Companies.												
25th Dec., 1886	Oudh and Rohilkhand	608	81,746	134	689	1,25,919	183	39,92,553	175	46,17,604	181	6,25,051	...
25th ditto	Madras	861	1,45,289	169	831	1,50,473	181	54,31,359	168	55,76,844	180	1,45,485	...
25th ditto	South Indian	654	88,785	136	654	89,542	137	32,24,015	131	36,18,473	148	3,94,458	...
Last 6 days of Dec., 1886.	Great Indian Peninsula	1,504	6,50,331	433	1,504	8,14,977	542	2,44,94,645	433	2,69,15,309	478	24,20,664	...
25th Dec., 1886	Bombay, Baroda and Central India	461	2,73,965	594	461	2,67,000	579	90,85,858	525	95,02,072	551	4,16,214	...
	TOTAL	4,088	12,40,116	303	4,139	14,47,911	350	4,62,28,430	301	5,02,30,302	324	40,01,872	...
	State Lines worked by Guaranteed Companies.												
Last 13 days of Dec., 1886.	East Indian	1,515	7,85,812	519	1,515	9,49,487	627	3,31,06,527	582	3,25,57,722	574	...	5,48,805
Ditto	Patna-Gya	57	7,650	134	57	8,213	144	3,54,752	165	3,83,803	180	29,051	...
Ditto	Dildarnagar-Ghazipur	12	713	59	12	958	80	33,099	73	33,650	75	551	...
Ditto	Sindia	75	6,405	86	75	7,792	104	2,56,205	91	2,67,950	96	11,745	...
1st Jan., 1887	Rajputana-Malwa (*a*)	1,660	3,60,350	216	1,664	4,06,000	244	1,20,30,657	192	1,27,75,331	205	7,44,674	...
Last 6 days of Dec., 1886.	Southern Mahratta	315	20,195	64	476	41,171	86	6,85,013	58	12,37,594	96	5,52,581	...
Last 13 days of Dec., 1886.	Indian Midland	...	...	...	42	2,504	60	...	...	84,988	54	84,988	...
	TOTAL	3,634	11,81,125	325	3,841	14,16,125	369	4,64,66,253	340	4,73,41,038	341	8,74,785	...
	State Lines worked by Government.												
25th Dec., 1886	Eastern Bengal	233	1,00,584	432	234	94,921	406	31,53,575	360	37,61,989	429	6,08,414	...
Last 13 days of Dec., 1886.	Nalhati	27	1,465	54	27	1,597	59	55,488	54	59,218	58	3,730	...
18th Dec., 1886	Northern Bengal	249	58,190	234	249	47,520	191	15,51,243	165	18,77,930	201	3,26,687	...
18th ditto	Kaunia-Dharia	37	2,330	63	37	2,731	74	89,930	64	83,834	60	...	6,096
Last 13 days of Dec., 1886.	Tirhoot	226	25,849	114	246	29,893	122	9,07,217	107	11,00,302	119	1,93,085	...
25th Dec., 1886	Wardha Coal	45	17,379	386	45	10,021	223	3,98,742	236	4,64,162	275	65,420	...
25th ditto	Nagpur and Chattisgarh	149	18,649	125	149	24,742	166	8,81,135	157	8,25,100	148	...	56,035
25th ditto	Burma	327	30,278	93	327	50,836	155	14,05,755	123	16,37,133	132	2,31,378	...
11th ditto	Cherra-Companyganj	...	...	...	...	(*b*)	...	...	...	(*c*)1,136	7	1,136	...
Last 6 days of Dec., 1886.	North-Western (*d*)	1,869	4,59,247	246	1,869	4,04,587	217	2,12,73,087	303	1,75,48,456	251	...	37,24,631
18th Dec., 1886	Bareilly-Pilibhit	36	2,380	66	36	1,662	46	50,712	37	62,822	46	12,110	...
Last 13 days of Dec., 1886.	Dacca	86	2,822	33	86	5,396	63	68,336	30	1,80,333	55	1,11,997	...
25th Dec., 1886	Jorhat	30	801	27	30	1,337	45	26,340	27	29,902	26	3,562	...
25th ditto	Bilaspur-Etawah (Kutni-Umaria Section)	...	...	...	38	487	13	...	...	6,266	24	6,266	...
	TOTAL	3,314	7,19,974	217	3,373	6,75,730	200	2,98,61,560	244	2,76,38,583	219	...	22,22,977
GRAND TOTAL (GUARANTEED AND STATE)		11,036	31,41,215	285	11,353	35,39,766	312	12,25,56,243	297	12,52,09,923	298	26,53,680	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	(*e*)6,34,10,252	154	6,28,88,297	150	...	...
NET RECEIPTS		...	...	...	...	...	...	5,91,45,991	143	6,23,21,626	149	31,75,635	...
	Assisted Companies.												
25th Dec., 1886	Bengal Central	125	8,744	70	125	9,253	74	3,58,414	76	3,99,417	85	41,003	...
18th ditto	Rohilkhand-Kumaon	67	3,965	59	67	4,195	63	1,69,474	67	2,26,177	90	56,703	...
18th ditto	Assam	78	5,856	75	78	5,865	75	1,84,118	63	2,43,939	83	59,821	...
Last 13 days of Dec., 1886.	Bengal and North-Western	303	24,781	82	345	32,460	94	9,20,440	81	13,84,705	107	4,64,265	...
Ditto	Tarakessur	22	2,247	101	22	3,149	142	1,75,886	210	1,71,142	205	...	4,744
	TOTAL	595	45,593	77	637	54,921	86	18,08,332	81	24,25,380	108	6,17,048	...
	Native States.												
25th Dec., 1886	Bhavnagar-Gondal	193	18,891	98	193	19,257	100	6,83,870	94	7,02,868	97	18,998	...
1st Jan., 1887	Jodhpore	64	3,435	54	64	5,000	78	1,27,606	53	1,53,420	64	25,814	...
18th Dec., 1886	Nizam's	121	22,567	186	208	32,271	155	8,28,524	182	10,41,363	134	2,12,839	...
18th ditto	Mysore	140	8,460	60	140	7,903	56	3,23,513	61	3,44,674	66	21,161	...
Last 6 days of Dec., 1886.	Rajpura-Patiala	16	1,300	81	16	754	47	32,943	55	40,958	68	8,015	...
18th Dec., 1886	Morvi	...	...	...	51	1,685	33	...	...	30,877	31	30,877	...
	TOTAL	534	54,653	102	672	66,870	100	19,96,456	100	23,14,160	95	3,17,764	...

(*a*) Including the Cawnpore-Achnera State Railway.
(*b*) Return not received.
(*c*) Receipts from 16th June to 11th December, 1886.
(*d*) Including the Amritsar-Pathankot State Railway.
(*e*) Corrected by actuals.

R. GARDINER, *Captain, R.E.,*
Offg. Under-Secretary.

FORT WILLIAM,
The 13th January, 1887.

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SUPPLEMENT TO

The Gazette of India.

No. 4.} CALCUTTA, SATURDAY, JANUARY 22, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Irrigation.

ADMINISTRATION REPORT OF IRRIGATION WORKS IN THE MADRAS PRESIDENCY FOR 1885-86.

No. 11 I., dated Fort William, 21st January, 1887.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Administration Report of Irrigation Works in the Madras Presidency for 1885-86.

OBSERVATIONS.—The final grant and direct Capital outlay are compared below :—

	Number of works on which expenditure was incurred.	Final grant.	Expenditure.
MAJOR WORKS.		Rs.	Rs.
Productive Public Works	8	15,53,000	15,15,215
Protective Works (Rushikulya Project) . .	1	1,87,742	1,83,191
MINOR WORKS AND NAVIGATION.			
Ordinary Irrigation Works for which Capital and Revenue Accounts are kept . . .	11	5,58,171	6,13,815

The figures for Minor Works and Navigation include a grant-in-aid from Protective funds of Rs. 1,60,000 for the construction of the Buckingham Canal, which was fully utilized. There was short outlay on Productive Works owing to the prevalence of cholera in some districts, and to scarcity of labor in others.

2. The total of the direct and indirect Capital outlay on Productive Public Works amounted at the close of the year to Rs. 4,93,64,443, which includes a sum of nearly Rs. 41 lakhs on account of loss by exchange on the purchase-money of the Kurnool Canal; the gross revenue, after deducting the portion due to old irrigation, was Rs. 42,32,901; the maintenance and collection charges Rs. 13,84,194; the net revenue was therefore Rs. 28,48,707, giving a return of 5·77 per cent. on the Capital outlay. In the previous year the profit on outlay was 5·05 per cent. If the outlay on the Kurnool Canal, which is unremunerative, and on the Barur Tank, which is still under construction, were omitted, the profit for the year under review would have been 10·37 per cent. on the remaining Capital outlay.

There was an increase in the maintenance charges on the Godavari Delta for special repairs to the Gunnaram Aqueduct, and for general improvements to the works of the Cauvery Delta System.

3. In the following table are given the more important items of information for the Productive Irrigation Works in operation:—

Systems.	Capital outlay, direct and indirect.	Acres irrigated.	Revenue from all sources.	Charges including collection.	Net revenue.	Percentage of Net Revenue on Capital outlay.
	Rs.		Rs.	Rs.	Rs.	
Godavari Delta	1,21,67,097	588,381	19,35,754	6,84,040	12,51,714	10·29
Kistna	75,55,996	330,213	11,99,347	3,67,093	8,32,254	11·01
Cauvery	16,59,254	1,005,379	7,33,005	86,183	6,46,822	38·98
Penner Anicut	16,81,289	63,800	1,32,261	18,532	1,13,729	6·76
Srivaikuntham	14,12,187	42,205	1,15,613	24,763	90,850	6·43
Kurnool Canal	2,16,59,353	22,801	85,000	1,96,420	—1,11,420	—0·51
Sangam Anicut	29,82,094	45,444	31,921	7,163	24,758	+0·83

With the exception of the Kurnool, there was an increase in the area irrigated by all the systems classed as Productive. The seasons were favorable to irrgation, and the increase in net revenue is satisfactory. The Sangam Anicut system is now shown for the first time as in operation.

The increase in irrigated area amounted to 304,528 acres, and in net revenue to Rs. 6,62,063.

4. Similar information is given in the statement below for Ordinary Irrigation Works for which Capital and Revenue Accounts are kept:—

Systems.	Capital outlay, direct and indirect.	Acres irrigated.	Revenue from all sources.	Charges including collection.	Net Revenue.	Percentage of Net Revenue on Capital outlay.
IMPERIAL.	Rs.		Rs.	Rs.	Rs.	
Chambrambakam Tank	7,36,589	17,623	36,784	18,319	18,465	2·50
Palar Anicut	17,40,398	88,788	1,23,755	65,516	58,239	3·34
Pelandorai Anicut	4,16,899	3,115	3,938	34,063	—30,125	—7·22
PROVINCIAL.						
Madras Water-supply	17,54,045	8,754	12,405	1,71,547	—1,59,142	—9·07
Buckingham Canal	62,69,928	*Nil*	54,598	1,34,454	—79,861	—1·27

The returns from Ordinary Irrigation Works, classed as Imperial, were less by Rs. 53,993 than in the previous year, owing to large expenditure on special repairs at the Chambrambakam Tank and Palar Anicut. There was also a decrease of 1,414 acres in the area watered by these works.

From Provincial Works under the same main head of charge, the deficit was greater than in the previous year. This was due to exceptional charges for repairs to the Red Hills Tank in connection with the Madras Water-supply project, and for repairs to the Buckingham Canal which had been seriously damaged by floods in the previous year. The revenue collected from the Madras Water-supply was Rs. 759 less, and from the Buckingham Canal Rs. 7,405 more than in 1884-85—there was an increase in traffic, but the increase in revenue from this canal was principally under the head of wharfage collections.

5. The River Godavari was above the crest of the Dowlaishweram Anicut from the 18th June 1885 to the 1st March 1886. A flood on the 22nd July 1885 rose to a height of 11·5 above the crest of the anicut, and although by no means an unusual flood, it either overtopped or breached several embankments and caused considerable damage. It had not been possible to complete the improvements to the Gunnaram Aqueduct in the Central Delta before the commencement of the irrigation season, and a length of 200 feet of the right hand trough wall gave way on the 16th July. Temporary repairs were executed and navigation was resumed on the 4th August.

6. At the Kistna the river topped the anicut on the 5th June, a month earlier than in the previous year. The floods were moderate, the greatest height was attained on the 7th October, when the water rose to 14 feet over the crest of the anicut. The supply was unequal to the requirements of the canals for a fortnight in September. The canals worked well.

7. The following table compares the navigation receipts and charges for the present and past years on the Godavari and Kistna Canals:—

Year.	Canals.	Receipts.	Charges.	Balance.
		Rs.	Rs.	Rs.
1884-85	Godavari	80,730	1,47,261	—66,531
	Kistna	19,160	61,819	—42,659
	Total	99,890	2,09,080	—1,09,190
1885-86	Godavari	89,976	78,413	11,563
	Kistna	26,650	67,079.	—40,429
	Total	1,16,626	1,45,492	—28,866

There is a satisfactory increase in receipts on both systems.

8. The Cauvery System has now fully recovered from the effects of the bad season of 1884-85. The season of 1885-86 was an ordinary one. Between the 26th June and the end of December 1885 the water flowed over the crest of the anicut for 74 days.

9. The result of the working of the Penner Anicut System was good. There were no high floods, and the supply to the canals was not always good. Several of the tanks breached from want of sufficient escapes.

10. The seasons were favorable for irrigation at the Srivaikuntham and Sangam Anicut Systems; but there was a decrease both in area irrigated and revenue assessed to the Kurnool Canal; it is mentioned that the Sunkesala Anicut was breached by an unprecedented flood, and that it has been decided to lower its crest by 3 feet with the object of lessening the strain on the work.

11. The net receipts from the Chambrambakam Tank were reduced by the increased expenditure on special repairs. The area irrigated was about the same as in previous years. The above remarks apply equally to the Palar Anicut System where considerable expenditure was incurred in repairs to the anicut and to several of the tank bunds which had been severely damaged by floods and heavy rain in 1884. At the Pelandorai Anicut also the exceptional floods of the same year severely damaged the anicut, the repairs of which were debited to the maintenance grant, and thus increased the deficit of previous years.

12. The final grant for Minor Works and Navigation, for which neither Capital nor Revenue Accounts are kept, was Rs. 17,97,240, and the direct expenditure Rs. 17,91,445. Of this sum Rs. 3,50,472 was spent on the old maintenance charges of works for which Capital and Revenue Accounts are kept, Rs. 1,83,690 on extensions and improvements, Rs. 3,34,975 on "Tank Maintenance" schemes, and the remainder Rs. 9,22,308 on repairs and establishment. The total expenditure was Rs. 1,48,159 less than in the previous year. The area irrigated was 2,590,106 acres of rice in the first crop and 779,698 acres in the second crop; the share of revenue credited to Irrigation for both crops was Rs. 86,28,335.

Excluding the old maintenance charges for works for which Capital and Revenue Accounts are kept, the expenditure amounted to 16·70 per cent. on the Irrigation receipts. In 1884-85 the percentage was 19·51.

13. The direct outlay on agricultural works in 1885-86 was Rs. 3,91,306, and the allotment Rs. 4,16,060. The outlay in 1884-85 was Rs. 4,15,131.

14. The final grant for Protective Works amounted to Rs. 3,47,742. The expenditure on the Rushikulya Project was Rs. 1,83,191 and on the Buckingham Canal Rs. 1,60,000, and the total outlay during the year Rs. 3,48,191.

15. The expenditure on the Tank Maintenance scheme was nearly equally divided between the execution of works on sanctioned estimates and the investigation of new proposals. Considerable progress was made on works in the Madura and Chingleput Divisions, and estimates had been sanctioned for the Kurnool Division, but too late for work to be commenced during the year under review.

16. The average rainfall on the whole Presidency was 32·42 inches against 37·60 inches in 1884-85, the distribution of the rainfall was more equal over the country and between the seasons, being 18·14 inches in the north-east and 14·28 inches in the south-west monsoons. The accidents to the Irrigation Works during the year were few and of no great importance.

ORDER.—Ordered, that a copy of the Resolution be forwarded to the Government of Madras for information.

Also, that a copy of the Resolution be forwarded to the Local Governments and Administrations marginally noted, for information.

The Governments of Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab, in the Public Works Department.
The Chief Commissioner of the Central Provinces.
The Agent to the Governor General for Rajputana.

Also, that a copy be forwarded to the Publisher of the *Gazette of India*, for publication in the Supplement to the *Gazette*.

R. HOME, *Colonel, R.E.*,
Deputy Secy. to the Govt. of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXVIII OF 1886-87.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 26th December, 1885. Total.	Per mile open.	Total mean length open.	Receipts for week ending 25th December, 1886. Total.	Per mile open.	Total receipts from 1st April to 26th December, 1885. Total.	Per mile open per week.	Total receipts from 1st April to 25th December, 1886. Total.	Per mile open per week.	Total Increase in 1886-87.	Total Decrease in 1886-87.
	Lines worked by Guaranteed Companies.		₹	₹		₹	₹	₹	₹	₹	₹	₹	₹
For last 6 days of Dec., 1886.	Oudh and Rohilkhand	608	91,304	150	689	1,24,447	181	40,83,856	174	47,42,051	181	6,58,195.	...
1st Jan., 1887	Madras	861	1,57,150	183	831	1,70,526	205	55,88,509	168	57,52,062	180	1,63,553	...
1st ditto	South Indian	654	1,02,326	156	654	90,248	138	33,26,341	132	37,09,162	147	3,82,821	...
For first 8 days of Jan., 1887.	Great Indian Peninsula	1,504	7,47,078	497	1,504	7,72,802	514	2,52,41,723	435	2,76,95,525	479	24,53,802	...
1st Jan., 1887	Bombay, Baroda and Central India	461	2,62,619	570	461	2,51,000	544	93,48,477	526	97,65,412	551	4,16,935	...
	TOTAL	4,088	13,60,477	332	4,139	14,09,023	340	4,75,88,906	302	5,16,64,212	325	40,75,306	...
	State Lines worked by Guaranteed Companies.												
For first 8 days of Jan., 1887.	East Indian	1,515	7,68,026	507	1,515	9,22,774	609	3,38,53,314	579	3,36,01,103	577	...	2,52,211
Ditto	Patna-Gya	57	8,731	153	57	9,727	171	3,63,958	165	3,94,074	180	30,116	...
Ditto	Dildarnagar-Ghazipur	12	718	60	12	835	70	33,774	73	34,601	75	827	...
Ditto	Sindia	75	5,531	74	75	8,223	110	2,61,877	91	2,76,806	96	14,929	...
1st Jan., 1887	Rajputana-Malwa (*a*)	1,660	3,13,170	188	1,664	3,31,000	199	1,23,43,827	193	1,31,06,331	205	7,62,504	...
For first 8 days of Jan., 1887.	Southern Mahratta	315	23,302	74	476	34,327	72	7,02,797	58	12,75,008	95	5,72,211	...
Ditto	Indian Midland	...	...	...	42	4,488	107	...	...	89,852	56	89,852	...
For last 6 days of Dec., 1886.	Lucknow-Sitapur and Seramao.	...	...	...	56	3,545	63	...	...	(*b*) 15,127	47	15,127	...
	TOTAL	3,634	11,19,478	308	3,897	13,14,919	337	4,75,59,547	339	4,87,92,902	337	12,33,355	...
	State Lines worked by Government.												
For first 8 days of Jan., 1887.	Eastern Bengal	233	1,23,799	531	234	1,20,137	513	32,77,374	365	38,95,323	433	6,17,949	...
Ditto	Nalhati	27	1,484	55	27	1,536	57	57,110	56	60,816	59	3,706	...
Ditto	Northern Bengal	249	67,442	271	249	54,255	218	16,18,685	168	19,44,312	203	3,25,627	...
Ditto	Kaunia-Dharla	37	2,801	76	37	2,425	66	92,731	65	87,206	61	...	5,525
Last 13 days of Dec., 1886.	Tirhoot	226	21,376	95	246	30,445	124	9,42,219	108	11,33,962	120	1,91,743	...
Last 6 days of Dec., 1886.	Wardha Coal	45	11,952	266	45	19,082	424	4,10,694	237	4,83,857	280	73,163	...
Ditto	Nagpur and Chattisgarh	149	10,599	71	149	22,722	153	8,91,694	155	8,48,483	148	...	43,211
Ditto	Burma	327	28,157	86	327	38,315	117	14,33,912	122	16,75,448	131	2,41,536	...
1st Jan., 1887	Cherra-Companyganj	...	...	...	5	12	2	...	...	1,127	8	1,127	...
First 8 days of Jan., 1887.	North-Western (*c*)	1,869	4,78,776	256	1,869	4,04,628	217	2,17,51,863	301	1,79,53,084	250	...	37,98,779
Last 13 days of Dec., 1886.	Bareilly-Pilibhit	36	3,566	99	36	2,047	57	54,278	39	64,869	47	10,591	...
Ditto	Dacca	86	4,534	53	86	8,494	99	72,370	31	1,89,919	57	1,17,549	...
Last 6 days of Dec., 1886.	Jorhat	30	692	23	30	1,051	35	27,032	28	30,953	26	3,921	...
First 8 days of Jan., 1887.	Bilaspur-Etawah (Kutni-Umaria Section)	...	...	...	38	1,317	35	...	...	(*d*) 7,583	25	7,583	...
	TOTAL	3,314	7,55,178	228	3,378	7,06,466	209	3,06,29,962	241	2,83,76,942	218	...	22,53,020
GRAND TOTAL (GUARANTEED AND STATE)		11,036	32,35,133	293	11,414	34,30,408	301	12,57,78,415	296	12,88,34,056	297	30,55,641	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	6,52,06,721	154	6,45,69,197	149	...	...
NET RECEIPTS		...	...	...	...	...	...	6,05,71,694	143	6,42,64,859	148	36,93,165	...
	Assisted Companies.												
Last 13 days of Dec., 1886.	Bengal Central	125	23,114	185	125	22,148	177	3,81,528	79	4,24,123	88	42,595	...
Ditto	Rohilkhand-Kumaon	67	11,528	172	67	3,364	50	1,81,002	70	2,29,541	89	48,539	...
25th Dec., 1886	Assam	78	6,050	78	78	3,971	77	1,96,168	61	2,49,910	80	59,742	...
First 8 days of Jan., 1887.	Bengal and North-Western	303	22,265	73	376	27,246	72	9,42,705	81	14,09,365	119	4,66,660	...
Last 13 days of Dec., 1886.	Tarakessur	22	3,847	175	22	3,800	173	1,79,756	212	1,75,833	208	...	3,923
	TOTAL	595	66,804	112	668	62,529	94	18,75,159	81	24,88,772	108	6,13,613	...
	Native States.												
Last 6 days of Dec., 1886.	Bhavnagar-Gondal	193	18,184	94	193	18,370	95	7,02,055	94	7,21,237	97	19,182	...
1st Jan., 1887	Jodhpore	64	3,507	55	64	3,900	61	1,31,113	53	1,57,320	64	26,207	...
Last 13 days of Dec., 1886.	Nizam's	121	27,180	224	208	26,883	129	8,55,704	183	10,81,575	135	2,25,871	...
25th Dec., 1886	Mysore	140	7,193	51	140	8,284	59	3,30,706	61	3,52,958	66	22,252	...
First 8 days of Jan., 1887.	Rajpura-Patiala	16	1,417	88	16	832	52	34,360	55	41,790	68	7,430	...
25th Dec., 1886	Morvi	...	...	...	51	1,094	21	...	...	31,971	31	31,971	...
	TOTAL	534	57,481	107	672	59,363	88	20,53,938	99	23,86,851	96	3,32,913	...

(*a*) Including the Cawnpore-Achnera State Railway.
(*b*) Receipts from 16th November to 25th December, 1886.
(*c*) Including the Amritsar-Pathankot State Railway.
(*d*) Receipts from 31st October to 25th December, 1886.

R. GARDINER, *Captain, R.E.*,
Offg. Under-Secretary.

FORT WILLIAM,
The 20th January, 1887.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF DECEMBER, 1886.

No. I.—As to Age and Sex.

	Demerara.				Trinidad.				Natal.				Mauritius.				Surinam.				French W. I. Colonies.				Total.			Remarks.
	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Grand Total.	
Under 2 years	...	...	...	...	6	12	18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	12	18	
From 2 to 10 years	...	...	...	...	28	29	57	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28	29	57	
„ 10 „ 20 „	...	...	...	...	115	36	151	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	115	36	151	
„ 20 „ 30 „	...	...	...	...	214	106	320	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	214	106	320	
„ 30 „ 40 „	...	...	...	...	23	13	36	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	13	36	
„ 40 „ 50 „	...	...	...	...	1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	
Above 50 „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Grand Total	...	...	...	...	387	197	584	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	387	197	584	

No. II.—As to places whence Emigrants came to Calcutta for Embarkation.

Orissa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Western Bengal	...	...	...	...	2	2	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	4	
Central ditto	...	...	...	...	5	2	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	2	7	
Eastern ditto	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	
Behar	...	...	...	...	110	87	197	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	110	87	197	
North-Western Provinces	...	...	...	...	152	72	224	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	152	72	224	
Oudh	...	...	...	...	96	22	118	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	96	22	118	
Central India	...	...	...	...	1	2	3	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	1	2	3	
Punjab	...	...	...	...	7	3	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	3	10	
Nepal and Native Estates	...	...	...	...	10	5	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	5	15	
Mixed, Madras and Bombay, &c.	...	...	...	...	3	2	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	2	5	
Grand Total	...	...	...	...	387	197	584	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	387	197	584	

No. III.—As to Caste and Religion.

Brahmins and high castes	...	...	...	...	80	34	114	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80	34	114	
Agriculturists	...	...	...	...	52	24	76	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	52	24	76	
Artisans	...	...	...	...	93	28	121	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	93	28	121	
Low castes	...	...	...	...	116	76	192	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	116	76	192	
Musulmans	...	...	...	...	45	35	80	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	45	35	80	
Christians	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	
Grand Total	...	...	...	...	387	197	584	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	387	197	584	

Memo.	M.	F.	Total.
1 Hindoos	341	162	503
2 Musulmans	45	35	80
3 Christians	1	...	1
Total	387	197	584

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENT OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 1st HALF OF DECEMBER 1886, PUBLISHED IN PAGE 49 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 8th JANUARY 1887.

1	2	Quantities per Rupee in seers of 80 tolas.														16
Province.	District.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
H. A. Districts.	Secunderabad	14 13	...	6 13	11 4	21 7	21 7	21 7	...	13 13	...	9 13	121 12	10 3	
	Bolaram	15 15	...	7 14	9 11½	23 9	...	...	...	14 15	...	...	116 14	10 10	
	Chudderghat	11 0	...	7 0	9 8	23 0	23 0	...	...	14 0	...	10 0	88 0	9 12	

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

***Comparative Statement of the Net Indian Sea and Land Customs Revenue** (excluding Salt Revenue) for the first nine months of the official year 1886-87, and of the fifteen preceding years.*

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE NINE MONTHS, APRIL TO DECEMBER																						YEAR.
	BENGAL.				BOMBAY.				SINDH.				MADRAS.				BRITISH BURMA.				TOTAL BRITISH INDIA.				
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Import Revenue.	Export Revenue.	Total Revenue.	
1871-72	7,65	55,99	16,59	80,23	5,00	33,67	3,10	41,77	93	93	1,38	3,24	2,66	8,92	9,93	21,51	1,17	3,16	12,78	17,11	17,41	1,02,67	1,20,08	43,78	1,63,86	1871-72.
1872-73	9,08	52,55	18,12	79,75	3,93	31,83	2,59	38,35	81	92	1,62	3,35	2,88	8,68	7,96	19,52	2,19	3,54	22,31	28,04	18,89	97,52	1,16,41	52,60	1,69,01	1872-73.
1873-74	7,79	51,64	14,08	73,51	4,51	34,03	2,64	41,18	90	77	90	2,57	2,70	10,24	9,87	22,81	2,38	3,46	16,41	22,25	18,28	1,00,14	1,18,42	43,90	1,62,32	1873-74.
1874-75	8,85	58,68	11,14	78,67	4,97	34,99	3,01	42,97	86	63	1,10	2,59	2,71	10,17	9,64	22,52	2,92	5,10	11,22	19,24	20,31	1,09,57	1,29,88	36,11	1,65,99	1874-75.
1875-76	9,37	57,45	11,65	78,47	4,95	30,55	3,77	39,27	97	79	1,02	2,78	3,15	10,41	8,60	22,16	2,87	3,67	19,35	25,89	21,31	1,02,87	1,24,18	44,39	1,68,57	1875-76.
1876-77	9,65	49,49	10,93	70,07	6,18	31,26	83	38,27	1,16	58	20	1,94	4,11	9,06	5,63	18,80	3,14	3,80	13,59	20,53	24,24	94,19	1,18,43	31,18	1,49,61	1876-77.
1877-78	10,71	59,44	13,04	83,19	6,31	35,95	77	43,03	1,49	70	32	2,51	4,06	6,58	1,54	12,18	3,62	4,60	10,17	18,39	26,19	1,07,27	1,33,46	25,84	1,59,30	1877-78.
1878-79	9,68	49,72	11,62	71,02	6,28	33,26	1,54	41,08	1,42	44	19	2,05	4,03	6,81	3,39	14,23	4,92	5,07	15,33	25,32	26,33	95,30	1,21,63	32,07	1,53,70	1878-79.
1879-80	9,04	46,91	7,68	63,63	7,04	28,75	1,46	37,25	2,40	55	19	3,14	3,90	6,93	5,28	16,11	5,07	4,91	18,00	27,98	27,45	88,05	1,15,50	32,61	1,48,11	1879-80.
1880-81	9,73	45,62	9,27	64,62	6,36	40,98	1,77	49,11	3,39	86	18	4,43	3,92	7,99	5,89	17,80	3,51	5,94	21,87	31,32	26,91	1,01,39	1,28,30	38,98	1,67,28	1880-81.
1881-82	9,61	40,83	11,24	61,68	7,43	35,08	1,21	43,72	2,83	97	26	4,06	3,66	7,24	3,63	14,53	5,10	5,87	25,38	36,35	28,63	89,99	1,18,62	41,72	1,60,34	1881-82.
1882-83	10,40	11	11,91	22,42	7,36	−1,04*	1,15	7,47	2,59	3	44	3,06	4,04	2	2,88	6,94	5,73	6	30,23	36,02	30,12	−82*	29,30	46,61	75,91	1882-83.
1883-84	10,45	22	12,98	23,65	7,96	41	1,08	9,45	2,64	4	38	3,06	3,73	7	3,88	7,68	5,77	11	21,97	27,85	30,55	85	31,40	40,29	71,69	1883-84.
1884-85	9,13	26	8,16	17,55	7,70	33	1,39	9,42	2,87	5	43	3,35	3,57	4	3,78	7,39	5,67	4	16,07	21,78	28,94	72	29,66	29,83	59,49	1884-85.
1885-86	9,73	22	10,08	20,03	8,90	40	88	10,18	3,17	5	59	3,81	3,65	8	2,72	6,45	4,63	4	25,40	30,09	30,10	79	30,89	39,67	70,56	1885-86.
1886-87	9,79	37	8,08	18,24	9,00	42	1,05	10,47	3,82	8	70	4,60	5,05	13	3,96	9,14	6,42	10	21,86	28,38	34,08	1,10	35,18	35,65	70,83	1886-87.

* The amount refunded is greater than the duty collected.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 20th January, 1887.

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 19th JANUARY 1887.

GENERAL REMARKS.—Rain has fallen generally throughout the N.-W. Provinces and Oudh, Punjab, the Central Provinces and Central India and Rajputana. In parts of Bengal and in Assam and Sind slight showers have also occurred.

Except in Sind the *kharif* harvest has come to a close in all parts of the country, and threshing operations are in progress. The recent rainfall has been of considerable benefit to the *rabi*, which is generally in excellent condition throughout the country. In the northern districts of the Central Provinces alone some damage to the crops is apprehended in consequence of the late heavy rain.

In Madras the paddy harvest still continues and general prospects are good. In Mysore and Coorg the outlook is favourable.

The rice harvest in Bengal is nearly finished with a good outturn, and in Lower Burma the reaping of the crop is well advanced.

Poppy continues to come up well in the N.-W. Provinces and Oudh, but in Bengal the crop has been injured in places by rain.

The coffee harvest is in progress in Coorg.

The public health is generally good in all Provinces.

Prices are rising in four and fluctuating in two districts of the Punjab and are falling in Coorg. Elsewhere they remain generally steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Jan. 19th)		
Bellary		Standing crops generally fair, but in parts *dhall* affected by insects, cotton and wheat by disease, and white *cholum* withering from want of rain. Harvest wet and dry crops, yield nearly average. Fever in two and cattle-disease in four taluks.
Kurnool		Standing crops good. Harvest paddy, outturn average. Smallpox in three and cattle-disease in four taluks.
Ganjam	Average '01	Smallpox and fever in four divisions. Slight cattle-disease in one taluk. Cholera exists.
Kistna		Standing crops generally good. Harvest paddy, outturn below average. River 31 feet over anicut. Fever and cholera exist in parts; cattle-disease in three taluks.
Chingleput (Madras)		Standing crops generally fair. Harvest paddy and *varagu*, outturn below average. Smallpox in one and cattle-disease in four taluks.
Coimbatore		Standing crops generally good, but in want of rain in five taluks. Harvest wet and dry grains, outturn irrigated crops in parts average and in others above average, unirrigated crops poor. Smallpox and fever in two taluks.
Tanjore		Standing crops generally good, but in parts require rain. Harvest paddy and *varagu*, outturn up to average. Cattle-disease in two taluks.
Madura		Standing crops in parts of four taluks withering from want of rain. Outturn, where harvested, unsatisfactory. Harvest paddy.
Malabar		Standing crops second crop paddy ripening. Harvest paddy, outturn average. Fever in one and slight smallpox in nine taluks. Cattle-disease in one.
Travancore		Harvest of second crop paddy begun in parts. Smallpox and slight fever.
		General Remarks—General prospects good.
Bombay—(Jan. 19th)		
Karachi	During week ending 17th— In Karachi ·88; in previous week 1·23; average of 12 other stations ·80. In 10 talukas, average 76.	River at Kotri on 16th 3 feet 8 inches against 3 feet 6 inches on same date last year. Fever in eleven and cattle-disease in one taluka. Wheat, red rice and *bajri* in Karachi 24, 30 and 32, and in Sehwan 28, 38 and 40 lbs. per rupee, respectively.
Hyderabad		*Kharif* harvesting still continues. Cotton cultivation damaged by frost in Hyderabad and Hala talukas, and *rabi* cultivation at Kotri on 16th 3 feet 9 inches against 3 feet 6 inches on same date last year. Fever in nine and cattle-disease in three talukas. Weather cold and cloudy. Wheat 25, *bajri* 36, *jowari* 40, white rice 20 and red rice 30 lbs. per rupee.
Ahmedabad	Slight showers in Dholka and Dhandhuka talukas.	Crops good. Public health good. Wheat 30 and *bajri* 33 lbs. per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Baroda		Publichealth fair. *Rabi* and *kharif* crops in good condition. *Bajri* 23, wheat 19 and rice 23 lbs. per British rupee.
Surat		Crops healthy. Reaping of *jowari* nearly completed. Slight fever in Bardoli and Mandvi. *Jowari* 40 and *nagli* 44 lbs. per rupee.
Nasik		*Kharif* threshing in progress. *Rabi*, wheat, gram and linseed sowing completed. Standing crops in a flourishing condition except *alsi* (linseed). Public health generally good in all talukas, but in Kalwan and Peint talukas ague and fever prevail. Wheat 25¾, *bajri* 36$\frac{10}{16}$ and rice 20$\frac{13}{16}$ lbs. per rupee.
Colaba (Bombay)		Abnormal temperature 1° cool on 12th and 13th, 1° cool on 14th and 15th and *nil* from 16th to 18th. Vapour in air excessive on all days except 14th and 15th, on which it was defective. Abnormal wind southerly on 7th and 13th, northerly on 14th, and normal on all other days.
Poona		*Rabi* crops in good condition. In Purandhar taluka *jowari* and gram are blighted and wheat is suffering from rust. Threshing of rice has commenced in Petha Dhelshi. Public health generally good. Slight cattle-disease in Indapur taluka. *Bajri* 44 and *jowari* 60 lbs. in the district, and *bajri* 37 and *jowari* 45 lbs. per rupee in Poona City.
Ahmednagar		*Rabi* crops generally injured. Smallpox in Shrigonda. Slight cattle-disease in Newasa. *Bajri* average 57 and *jowari* 68 lbs. per rupee.
Sholapur		Linseed, gram, *kardi* and in places wheat, *tur* and cotton crops blighted; some injury by rats to gram and wheat crops in the Madha and Pandharpur talukas; other *rabi* crops good on the whole. Public health good. *Jowari* 69¾ and *bajri* 54¼ lbs. per rupee.
Dharwar		Harvest of rice and early *jowari* in progress. Indigenous cotton generally good, exotic cotton blighted in Hubli, Gadag, Bankapur and Ron; wheat blighted in Dharwar, Hubli, Nawalgund and Gadag. Slight fever in Mugud, Mundargi, Hangal, and Kod. Rice 24¾ and *jowari* 60¾ lbs. per rupee.
Kanara		Harvest completed above Ghâts. Second crop on coast doing well. Slight fever in four and cattle-disease in three talukas. Common rice in Karwar and in district, average 13 seers per rupee.
Rajkot		Weather cold. Wheat crops blighted in some places. Prevailing diseases: measles, fever, bowel and respiratory complaints. Wheat 24, *bajri* 25 and *jowari* 31 lbs. per rupee.
		General Remarks.—Slight rain in parts of Sind, Gujarat and Khandesh; other conditions unchanged. Fever in parts of twelve, cattle-disease in parts of ten and smallpox in parts of two districts.
Bengal—(Jan. 19th)		
Chittagong (Jan. 18th)	*Nil*	Weather seasonable. Harvesting of *aman* nearly completed. Winter crops doing well. Prices steady. Public health good.
Dacca	*Nil*	Winter crops thriving. Mustard being gathered. Cutting of sugarcane going on. Cholera decreasing in Munshigunge. Public health good.
24-Pergunnahs	*Nil*	*Aman* harvest nearly over; outturn above the average. Prospects of *rabi* crops satisfactory. Public health generally good.
Khoolna	*Nil*	Weather cool. *Aman* harvest nearly completed; outturn good. Winter crops doing well. Public health has improved.
Moorshedabad	Slight rain in Sadr and Jungipore subdivisions.	Weather cool and cloudy. Prospects of crops good.
Pubna	*Nil*	Weather seasonable. Crops doing well. Public health good.
Dinagepore	No rain at sadr stations, but hailstorms and rain fell in many places.	Much wind. Prospects of *rabi* crops good. Cholera reported from two thanas, and cattle-disease from south and west.
Rungpore	*Nil*	Weather cold. Tobacco and other winter crops injured by recent hail. Harvesting of *aman* finished. Sugarcane being cut. Public health good.
Midnapore	*Nil*	Prospects of *rabi* fair. Public health normal.
Burdwan	*Nil*	*Rabi* prospects good. Public health fair.
Bhagulpore	0·17	Weather cloudy with slight rain. Rice harvest complete. Rain has done good to *rabi*. Public health good.
Monghyr	Rain	Rain of the week has done much good to poppy. Weather now fine and prospects continue fair.
Purneah	0·20	Prospects of crops excellent. *Aghani* harvest almost over; outturn good. Harvesting of sugarcane and potato has commenced. Public health good.
Durbhanga	0·23	Paddy harvest completed. Prospects of *rabi* and poppy continue favourable. Poppy in flower. Lands being prepared for indigo. Prices stationary. Public health good.
Mozufferpore		Poppy not very promising owing to unsettled weather and caterpillars.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Sarun		Weather favourable. Poppy much benefited by rain and gives excellent prospect.
Chumparun	0·06	Prospects of poppy and *rabi* continue favourable. Indigo fields being prepared. Prices stationary. Public health fair.
Patna	0·43	Prospects of *rabi* and poppy favourable. Pea and *rahar* in pod. Cotton looks well. Public health good.
Gya	0·64	Rain on 13th and 14th. Weather has since cleared up. Poppy reported to be damaged, but prospects still fair. *Rabi* crops good. Public health good.
Shahabad		Rain and hail have done some damage to poppy. Caterpillars have appeared. Crop backward.
Hazareebagh	0·37	Rain in early part of week. Weather now clear and cold. Caterpillars have attacked poppy crop. *Rabi* prospects excellent. General health good.
Cuttack	*Nil*	*Sarad* rice being threshed. *Dalua* rice growing well. Price of rice unchanged. Public health good. Fever decreasing.
		General Remarks.—Rain reported in Behar and Chota Nagpore and in parts of Moorshedabad and Dinagepore. It has been generally very beneficial to *rabi* crops, but is stated to have been injurious to poppy in Mozufferpore, Gya, Shahabad and Hazaribagh. *Aman* harvest is nearly finished with good outturn. Public health is generally fair, fever and cholera having abated.
N.-W. Provinces and Oudh—(Jan. 19th)		
Benares (Jan. 18th)	Average ·90	Weather very cold with westerly wind. *Kharif* cutting completed, outturn average. *Rabi* prospects fairly good, but crops have been slightly damaged by frost and blight. Markets are well stocked, but prices fluctuate but slightly. The public health is good, but cases of cattle-disease continue to be reported from the Sadr Tahsil.
Gorakhpore („ 17th)		*Rabi* looking well. Blight due to cloudy weather appearing in some places. Prices stationary. Health fair.
Fyzabad („ 18th)		Weather clear and seasonable. Irrigation going on. Prospects of *rabi* crops good. Supplies ample. Cholera and smallpox in two tahsils.
Lucknow („ 17th)	·30	Prospects of *rabi* good. Poppy plants look healthy. Supplies abundant. Prices variable. Public health good.
Rai Barelli („ „)	·30 to ·70	Weather continues cloudy and cold. Slight hailstorm without injury in tahsils Solon and Dalmau. *Rabi* crops generally good, except mustard which has been injured in some places by an insect called *mahu*. Supplies abundant. Prices almost stationary. General health of people and cattle good.
Pertabgarh („ 18th)		The rain during the week has been beneficial to all crops, and if the west winds and sunny weather continue, there will be no *girwi* or rust. Prices stationary. Health of people and cattle good.
Allahabad („ „)	·70 to 2·10	Weather very cold all over district owing to rain and cloudy weather. The *sarson* crop has been attacked in places by *girwi*. Gram, peas, linseed and wheat flowers have also suffered. Markets fallen. Prices show a slight rise. Health generally good.
Cawnpore („ „)	In all tahsils from ·60 to 1·40	Weather cloudy. *Rabi* much benefited. Poppy healthy and vigorous everywhere. Prices stationary. Cattle-disease in two parganas.
Farakhabad („ „)	Rain has fallen in all tahsils.	The rain has benefited the *rabi* crops. Prospects good. Poppy expected to yield an average outturn. Markets well supplied. Health fair.
Sitapur („ „)	General rain	The rain will be most beneficial to the *rabi* and poppy crops. Prices stationary. No disease.
Bareilly („ „)	·10 to 2·0	Rain very beneficial to crops. Markets steady. General health good.
Ballia („ 17th)	A light shower on 14th.	Weather very cold with westerly wind. Prospects generally favourable. Sugarcane pressing is in active progress. Markets well stocked. Public health good.
Kumaon („ 18th)	Rain and snow during week.	Weather cloudy. *Rabi* crops making good progress. Prices stationary. Health good. Cattle-disease continues.
Agra	In all parganas from ·10 to 1·30. ·90	Weather continues cloudy. Prospects favourable. Prices rising slightly. Health good.
Jhansi (Jan. 17th)		Hailstorm reported in pargana Jhansi. Enquiry into damages being made. Grain slightly affected by blight.
Banda („ 18th)	Good and general rain.	*Rabi* prospects continue fair. Prices steady. Public health good. Cattle-disease in one village.
Meerut („ „)	Heavy storm on the 13th. Good rain all over district.	*Rabi* crops greatly benefited. Supplies ample. Prices stationary. Health of men and cattle good.
		General Remarks.—Rainfall has been general in the Provinces, and crops have benefited thereby. Hail has fallen in some places. The cloudy weather which prevailed during the week has caused blight to crops in a few districts. Prospects continue, however, to be favourable. Markets are fully supplied and prices fairly steady. Public health good. Slight cattle-disease reported.
Punjab—(Jan. 19th)		
Delhi (Jan. 18th)	·60	Health good. Prices fluctuating. *Rabi* prospects good.
Hissar		Rain much needed. Health good. Prices rising.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Umballa	·70	Health fair. Prices rising. *Rabi* crops average.
Jullundur	·80	Health good. Prices stationary. *Rabi* crops good.
Amritsar (Jan. 18th)	·90	Health good. Prices stationary.
Sialkot	1·60	Health good. Prices stationary. *Rabi* crops good.
Ferozepore	·30 at Sadr	Health good. Prices stationary. *Rabi* crops good.
Shahpur	. . . .	Health good. Prices high and stationary. *Rabi* crops suffering from want of rain.
Rawalpindi	·50	Health good. Prices risen. *Rabi* crops average.
Mooltan	Slight	Health good. Prices fluctuating.
Dera Ismail Khan	·27	Health good. Prices stationary. *Rabi* crops improved.
Peshawar	·10	More rain wanted. Prices rising. *Rabi* crops good on irrigated, and below average on unirrigated lands.
		General Remarks.—Rain has fallen in all districts except Hissar and Shahpur, and is wanted in the Hissar, Shahpur and Peshawar districts. General health good. Smallpox among sheep in tahsil Khushab and Shahpur district. Prices rising in Hissar, Umballa, Rawalpindi and Peshawar, fluctuating in Delhi and Mooltan, elsewhere stationary. *Rabi* prospects good, except in Shahpur where crops are suffering from want of rain.
Central Provinces—		
Nagpore (Jan. 18th)	. . . .	Weather clear and cold. Wheat good. *Tur* slightly injured by insects. Fever and cattle-disease prevalent.
Jubbulpore („ „)	3·77	Rain unseasonable. Damage to crops apprehended. Health fair. Prices high.
Saugor („ „)	3·33	Heavy rain and hail on the 13th. Damage to crops reported. Health good. Prices unchanged.
Seoni („ „)	·80	Weather cloudy. Hail in places. Slight damage done. Linseed attacked by blight. Health good. Prices steady.
Hoshangabad	·43	Slight hail. Some injury from rust and cloudy weather. Fever continues. Prices of wheat fallen and *juar* risen.
Khandwa	·02	Weather fairly clear and cool. Recent rain has injured linseed. *Rabi* prospects otherwise good. Prices stationary.
Raipur	. . . .	Weather clear and cool. Wheat and linseed blighted in places. Slight fever and cattle-disease.
Bilaspur	·08	*Rabi* somewhat injured by clouds and hail. Fever and cattle-disease in places.
Sambalpur (Jan. 15th)	. . . .	Weather cloudy and close. Sugarcane pressing and rice threshing continue. Cholera in places.
		General Remarks.—There has been heavy rain in Northern districts which is likely to damage *rabi* crops. Weather elsewhere seasonable and prospects good. Fever in places. Prices generally steady.
British Burma—		
(Jan. 19th)		
Akyab („ 15th)	*Nil*	Some cases of cholera in town and district. Cattle healthy. Crops good. Reaping nearly completed.
Bassein	*Nil*	Public health and health of cattle good. Reaping continues.
Rangoon	*Nil*	Three fatal cases of cholera, otherwise public health good.
Amherst (Moulmein)	*Nil*	Public health and health of cattle good.
Tavoy	*Nil*	Public health and health of cattle good. Reaping and harvesting in progress.
Pegu	*Nil*	Public health and health of cattle good. Reaping nearly finished.
Henzada	*Nil*	Public health and health of cattle good.
Prome	*Nil*	Public health and health of cattle good.
Toungoo	*Nil*	Public health and health of cattle good. Reaping progressing.
Thayetmyo	*Nil*	One fatal case of cholera in town, otherwise public health good. Cattle healthy. Reaping finished.
		General Remarks.—A few cases of cholera in four and slight fever in one district. A little cattle-disease in one district. Harvest generally well advanced.
Assam—(Jan. 19th)		
Gauhati	·09	Weather cloudy and windy. Public health fair. Reaping of *sali* almost finished. Gathering of mustard commenced.
Sylhet	·15	Insects have done some damage to mustard and linseed in South Sylhet, otherwise state and prospects of the crops good.
Cachar	·15	Weather very cold. Prospects of winter crops good. General health good. Common rice 15½ seers per rupee.
Dibrugarh	*Nil*	Weather seasonable. Reaping of *sali* over. Gathering of mustard progressing. Public health good.
Mysore and Coorg—		
(Jan. 19th)		
Bangalore, Mysore	. . . .	In parts of the Tumkur district the paddy crop is reported to be affected by blight, elsewhere standing crops in good condition. Prospects of season continue favourable. Public health good. No material change in prices.
Mercara (Jan. 19th)	. . . .	Harvesting of coffee and rice in progress. Season favourable. Prices slightly fallen.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Berar and Hyderabad—		
(Jan. 19th)		
Amraoti	. . . .	Weather clear. Threshing of *kharif* crops approaching completion. *Rabi* prospects good. Wheat 20 and *jowari* 26 seers per rupee.
Akola	. . . . .	Weather clear. Threshing of *jowari* in progress. *Rabi* doing well.
Hyderabad	. . . . .	Weeding of *tabi* crop continues. *Rabi* crop prospering. Fever prevails in a slight form; cattle-disease also prevalent. Prices—wheat 13¾, coarse rice 12, white *juar* 21, yellow *juar* 22, and *tur* 14 seers per current sicca rupee.
Central India States—		
(Jan. 19th)		
Indore	. . . .	Health good. Weather warm. Strong westerly breezes.
Morar (Gwalior)	·73 (Total 29·88)	Health and prospects good.
Neemuch	. . . .	Weather clear. Prices slightly rising. Agricultural prospects and health good.
Goona	·32	Hailstorm reported from Umri and Bhadora. Health good.
Sutna	4·32	
Agar	Slight showers	Health and prospects good.
Sehore	. . . .	Weather clear and cold. Crops good.
Nowgong	1·04 (Total 44·81)	Weather cold. Prospects fair. Health good. Prices rising.
Bhopawar	. . . .	Crops flourishing. Weather fair. Opium doing well. Health good. Prices steady.
Rajputana—(Jan. 19th)		
Harowti („ 17th)	Week ending 15th— At Shahpura ·08 Previous week at Deoli ·13 Tonk ·24	Weather partially cloudy. Health and prospects good.
Jhallawar („ „)	·63	Weather cold. Smallpox in Shahabad still prevalent.
Kotah („ 15th)	·15	Health good. Crop prospects favourable. Prices rising. Weather sesonable.
Ajmere („ 18th)	Hail in some parts of Merwara.	No damage to crops. General health fair. Prices stationary.
Bhurtpore („ „)	·40	Crop prospects improved. Health good.
Ulwar („ „)	Average ·37	Weather cloudy. Health good. Prospects fair.
Dholpore („ „)	Week ending 15th— Average ·30	Tanks and wells low. Crop prospects fair. Health good. Prices stationary. Weather cold.
Bikanir („ 15th)	·32 Slight rain in two districts.	Weather cold. Prices stationary.
Abu	. . . .	Weather cloudy. Health good.
Sirohi (Jan. 17th)	Heavy thunderstorm; ·17 on 13th.	Since 13th weather clear and colder. Tanks drying. Wells good. Health and crop prospects good.
Marwar („ 16th)	·24 on 13th	Weather cloudy. Cold intense. Tanks almost full. Health and crop prospects good. Prices rising.
Nepal—(Jan. 14th)		
Khatmandu (Jan. 14th)	Drops . . .	Prospects fair. Prices still high.

E. C. BUCK,
Secretary to the Government of India.

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor-General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SEPARATE REVENUE.

Post Office.

General Matters.

REPORT OF THE OPERATIONS OF THE POST OFFICE OF INDIA FOR THE YEAR 1885-86.

No. 248, Calcutta, the 18th January 1887.

RESOLUTION—By the Government of India, Department of Finance and Commerce.

READ—

Report on the operations of the Post Office of India for the year 1885-86.

RESOLUTION—The share of the cost of the European Mail Service payable by India was £68,000, a slight reduction on the amount paid in the four preceding years, £70,000. The cost to India will remain at £68,000 till the Contract with the Peninsular and Oriental Steam Navigation Company now in force terminates. Under the new Contract which has been arranged with the same Company, and which will come into operation from the 1st February 1888, India's share of the cost will, it is estimated, be reduced to £49,000.

2. The mail steamers arrived in Bombay behind contract time on ten occasions against five in 1884-85: the delay in arrival was, in every case in which it exceeded a few minutes, due to the Company having been compelled to convey the mails by the Suez Canal or to quarantine difficulties. On the other hand, the mails reached Bombay on Monday, the day before the prescribed date, 31 times.

3. A direct parcel exchange with the British Post Office was brought into operation during the year for parcels not exceeding 7lbs. in weight

without interfering with the arrangement with the Peninsular and Oriental Company which has been in force since 1873, under which parcels not exceeding 50lbs. in weight are carried by the Company.

4. Postal conventions were concluded with the Native States of Gwalior, Nabha, and Jhind.

5. The number of post offices was increased by 361, from 6,488 to 6,849. The new offices were mainly village post offices. In addition to this increase a considerable economy was effected by substituting offices of this class for 742 of the more expensive sub-offices. The economical system of employing extra departmental agency in village post offices was also continued.

6. The number of letter boxes rose from 8,731 to 9,056 and of village postmen from 4,039 to 4,253.

7. The length of the postal communications was considerably increased: —

Railway lines from	11,632	to 11,862	miles
Mail cart, horse and camel, from	4,049	„ 4,227	„
Runner and boat from	34,482	„ 35,281	„
Sea and river steamer from	10,725	„ 11,117	„

the total increase being 1,599 miles.

8. The total number of articles conveyed by the post offices was 239 millions as against 217 millions in the previous year. This increase is distributed over all the various classes of articles, the rate of increase being largest for postcards, 20·85 per cent., and newspapers, 16·19 per cent. Though the number of parcels increased by 10·31 per cent., the revenue fell off by nearly one lakh, the reason being that railways now compete successfully with the post office for the carriage of heavy parcels and the increase in the post office parcel traffic is entirely confined to the less profitable light parcels. The number of Foreign parcels increased from 110,590 to 133,054, and the revenue therefrom from R1,57,159 to R1,64,044.

9. The returns of the work of the Dead-Letter Offices show a slight diminution in the proportion of articles which could not be disposed of either by redirection or by return to the senders.

10. The value of ordinary postage stamps, envelopes, and post-cards sold rose from R54,06,022 to R69,16,791, and of service stamps from R16,08,805 to R17,11,990. A considerable portion, however, of the increase in the sale of ordinary stamps was due merely to a change of system, which was in force for part of the year, in realising postage on parcels by means of stamps instead of in cash.

11. The experiment of making money orders available for payment of land revenue proved successful, and has since the year ended been extended to other districts in the North-Western Provinces and to some districts in Bengal.

12. The success of the system of paying money-orders at the houses of the payees is also reported. The convenience to the public is immense, and the amount of embezzlement by postmen was very small, the risk to which the system is exposed having thus, so far, proved of less magnitude than might have been anticipated.

13. Telegraphic money-orders introduced in October 1884 also give promise of being fairly popular: 12,490 orders for R8,34,371 were issued, the figures for six months of the previous year being 5,788 and R3,75,530.

14. The rate of growth of the inland money-order business continues. Over 4 millions of money-orders for 938 lakhs of rupees were issued. A satisfactory feature in the increase is that the number of orders is increasing faster than the value, and the average value of each order consequently becoming smaller. The average value was R22-8-7 against R23-1-9 in 1884-85, more than three-quarters of the orders issued were for sums not exceeding R25. These facts indicate clearly that the money-order system meets a want which could not be supplied by private banks or other remitting agencies.

15. The number of money-order offices was increased during the year by 1,178, from 5,657 to 6,835.

16. The Foreign money order transactions are exhibited below :—

	Issued.		Paid.	
	Number.	Amount.	Number.	Amount.
In Sterling—		£		£
1884-85	42,294	170,864	5,201	23,160
1885-86	46,395	191,057	7,571	37,992
In Rupees—		R		R
1884-85	1,510	1,21,142	11,727	6,33,091
1885-86	1,940	1,50,721	14,437	7,07,518

17. The sales of India Postal Notes declined considerably. As the experience of the four years, during which these notes have been sold, showed that they are not popular, and do not meet any real want of the people of India, while their sale involves some expenditure, their sale has now been abandoned.

18. British Postal Notes have also as yet failed to prove popular. The number sold was only 15,910 for £11,309 against 8,296 for £5,786 in the six months of 1884-85 during which these notes were sold.

19. The total balance in the Post Office Savings Bank was 225½ lakhs at the end of the year as against 134¼ lakhs at the beginning, and the number of depositors 155,009 as against 122,599. This large increase is partly due to the transfer of accounts from the District Savings Banks consequent on the announcement that those Banks were to be closed from 1st April 1886. The number of banks and sub-banks was 5,833 on 31st March 1886, 334 having been opened during the year.

20. The business done in insured letters and parcels again shows a falling off. The total value of the letters and parcels insured was R6,97,78,483—a substantial amount—but hardly in excess of that for the year 1879-80, the second complete year after the introduction of the system, and lower than that of any subsequent year. The Director General attributes the decline to the stoppage of insurance between India and the Persian Gulf and Turkish Arabia.

21. The popularity of the value-payable system continues unabated. The number of articles sent by value-payable post was 436,115 and the declared value R45,32,803.

22. The number of complaints by the public rose from 6,511 to 7,684: a considerable portion of the increase was due to sudden changes of addresses in consequence of the Rawalpindi Durbar, the Delhi Camp of Exercise, the preparations for war on the North-West Frontier, and the military operations in Burma. Of the complaints, 336 related to the loss of registered letters and parcels: in 173 of these cases inquiry proved that the postal officials were not in fault: in 81 that the postal officials were in fault; and in 82 no definite conclusion was reached.

23. The number of offences by postal officials was 254, ten more than in 1884-85. In 67 of these cases the officers concerned were punished departmentally and in 187 by the Criminal Courts.

24. There was a decrease in the number of mail robberies from 26 to 14.

25. The revenue and expenditure classed in the Public Accounts under the head of Post Office are as follow :—

	Revenue.	Expenditure.
	R	R
1884-85	1,04,71,299	1,27,04,540
1885-86	1,11,30,863	1,30,26,036

26. There are, however, as the Director General correctly remarks, several items of revenue and expenditure classed under other heads of the Public Accounts which arise in connection with the Post Office and must be taken into account in preparing any statement of its financial results as a working Department. A statement of this kind finds a fitting place in the Annual Report of the Post Office, and it is in that Report and not in the Public Accounts, which are necessarily constructed on a principle of wider application, that such information is to be looked for. The orders of the Secretary of State, which the Director General quotes in paragraph 74, do not direct that the expenditure he there refers to "should no longer be reckoned for administrative purposes as forming part of the expenditure of the Department" (which it obviously is), but that there was no reason for removing them in the Finance and Revenue Accounts from the heads under which they more properly appeared to the head of "Post Office."

27. Taking all these into account, the financial position of the Post Office in the last two years would appear to be as follows:—

	1884-85. R	1885-86. R
Deficit according to Statement XI of the Report (purely postal transactions, including exchange)	22,33,241	18,95,173
Add—Indirect expenditure	6,77,295	7,06,925
TOTAL	29,10,536	26,02,098
Deduct—District Post charges met from local cesses and contributions by Local Governments	10,54,034	10,87,120
Resulting deficit on the account of the Department	18,56,502	15,14,978

28. The Director General is right in claiming that this deficit includes the cost of keeping up Savings Bank accounts, which is, so far as his Department is concerned, a service of expenditure only. It also includes R86,056 in 1884-85, and R98,429 in 1885-86 on account of charges under the control of the Political officers in Biluchistan, and not forming part of the postal arrangements of India proper.

29. The working and the progress of the Post Office has been, as in previous years, very satisfactory. The thanks of Government are due to Messrs. Hogg, James, and Fanshawe for their successful administration of the Department. The services of the officers (Messrs. Kisch, Salig Ram, O'Shea, and Dorabjee Muncherjee Lalcaca) named in paragraph 76 of the Report also deserve acknowledgment.

ORDERED, that this Resolution be communicated to the Director General of the Post Office of India, and that the Report and this Resolution be published in the *Gazette of India*.

J. WESTLAND,
Offg. Secretary to the Government of India.

ANNUAL REPORT

ON THE

OPERATIONS OF THE POST OFFICE OF INDIA

FOR THE YEAR

1885-86.

No. 12117, dated 18th December 1886.

From—F. R. HOGG, Esq., Director General of the Post Office of India,
To—The Secretary to the Government of India, Department of Finance and Commerce.

I have the honour to submit the Annual Report on the operations of the Post Office of India for the official year 1885-86.

2. During the year the Kingdom of Siam and the Independent State of Congo were admitted into the Universal Postal Union.

3. The statement given on the margin shews the Indian share of the net loss on the European Mail Service since the year 1869-70. For some years a protracted correspondence has taken place relative to the apportionment between the United Kingdom and India of the cost of this service, and the sum of £70,000 a year was meanwhile paid, subject to future adjustment, as the Indian share of the loss while negotiations were in progress. It has now been settled that the past yearly payments at this rate are to be left undisputed up to the 31st March 1885; and that £68,000 per annum shall thereafter be accepted as the cost to India of its European Mail Service during the remainder of the term of the present contract.

Communication by sea between India and Europe by means of the contract service of the Peninsular and Oriental Steam Navigation Company.

Year.	Net loss on the Foreign Mail Service charged against India.	Remarks.
	£	
1869-70	73,110	
1870-71	69,150	
1871-72	68,110	
1872-73	61,072	
1873-74	54,770	
1874-75	57,170	
1875-76	53,125	
1876-77	66,685	The increase in 1876-77 and following years was caused by the reduction of postage carried out on 1st July 1876 when India entered the Union. The increase in 1879-80 is due to the reduction of postage introduced from 1st April 1879, under the Convention of Paris.
1877-78	70,749	
1878-79	71,051	
1879-80	88,160	
1880-81	71,051	
1881-82	70,000	
1882-83	70,000	
1883-84	70,000	
1884-85	70,000	
1885-86	68,000	

4. The following extract from the report of the Postmaster General of Bombay relates to the working of the contract by which the European Mail Service is carried out:—

"The contract steamers of the Peninsular and Oriental Company arrived in Bombay behind contract time on ten occasions, as compared with five occasions in the previous year. The longest period by which the contract time was exceeded was 2 days 22 hours 55 minutes, which was due to the S. S. *Surat* having been detained in the canal, and the shortest period was 8 minutes. In all cases in which the delay in arrival exceeded a few minutes it was due to the Company's steamers having had to bring the mails through the canal, or to difficulties in connection with quarantine. On the other hand, the contract steamers

arrived on Monday, the day before the prescribed date of arrival, on 31 occasions during the year, and the average time occupied in the transit of the mails from London to Bombay was 17 days 1 hour 4 minutes."

5. A supplementary contract was executed with the British India Steam Navigation Company, providing fortnightly communication between Madras and Bimlipatam, and a weekly service between Tuticorin and Colombo. Although concluded during the year under report, the new arrangement did not begin to work until the 6th May 1886. A list is given below of the various steam services for maintaining postal communication in Indian waters, with the Indian post offices in the Persian Gulf and Turkish Arabia, and with Ceylon, the Straits, China and Australia :—

By the British India Steam Navigation Company.

(1) Weekly communication between Calcutta, Rangoon and Moulmein. (2) Weekly communication between Calcutta and Rangoon, *viâ* Chittagong, Akyab, Kyouk-Phyo and Sandoway. (3) Weekly communication between Rangoon and Mergui, *viâ* Tavoy. (4) Fortnightly communication between Madras and Rangoon, touching at certain intermediate ports on the north-east coast of Madras. (5) Weekly direct communication between Bombay and Karachi. (6) Weekly communication between Bombay and Karachi, *viâ* the coast ports. (7) Weekly communication between Karachi and Busrah, *viâ* the Persian Gulf ports.	Under contract with the Post Office for 10 years from 1st May 1884 on an annual subsidy of ₹4,30,000.
(8) Weekly communication between Kyouk-Phyo, Ramree and Cheduba.	Under contract for 10 years from November 1884 with the Local Administration on a monthly subsidy of ₹1,500 for the first five years and ₹1,200 for the second period of five years, subject to other arrangements if intermediately made.

By the Asiatic Steam Navigation Company.

(9) Four-weekly communication between Calcutta and Port Blair with extensions to Camorta, Nancowry and Rangoon.	Under the control of the Military Department the consideration given being not in the form of subsidy but of guaranteed rates for the transport of Government stores. Began to work from the 12th May 1882 and terminable by a notice of six months.

By the Irrawaddy Flotilla Company.

(10) Weekly communication between Rangoon and Mandalay and intermediate ports with a monthly extension between Bhamo and Mandalay.	Under contract for five years from the 1st January 1886, the subsidy being ₹3,500 per month.
(11) Semi-weekly communication between Rangoon and Bassein and Bassein and Henzada.	Under contract with the Local Administration for five years from 1st July 1880, and to continue in force thereafter unless determined by six months' notice. The monthly subsidy is ₹2,500, towards which the Post Office contributes ₹500 per mensem.

By the Euphrates and Tigris Steam Navigation Company.

(12) Weekly communication on the river Tigris between Busrah and Bagdad.	Under contract for 10 years from the 1st May 1884 with Her Majesty's Secretary of State for India. Subsidy ₹36,000 per annum. Steamers run in connection with line No. 7.

By Messrs. Apcar & Co., Calcutta, and Jardine Matheuson and Company, Hong-Kong.

(13) Monthly communication between Calcutta and Straits and Hong-Kong, the dates of departure being regulated primarily with reference to the Calcutta opium sales.	No subsidy.

By the Peninsular and Oriental Steam Navigation Company.

(14) Fortnightly communication between Calcutta and Colombo touching at Madras. Fortnightly communication between Bombay and Colombo.	Non-contract lines maintained by the Company on its own account in connection with the China and Australian Mail Services. The Post Office pays by weight for the conveyance of mails sent by these non-contract steamers.

By other Agencies.

(15) By the River Steam Navigation Company—Daily communication between Dhubri and Dibrugarh on the Brahmaputra river.	Under contract with the Local Administration from the 7th October 1883 to the 1st May 1893. Annual subsidy ₹1,00,000, towards which the Post Office contributes ₹30,000.
(16) By Shepherd and Company's steamers—Daily communication between Bombay and Goa.	Under contract with the Local Government from 1st October 1885 to 31st May 1886. The monthly subsidy is ₹2,880, towards which the Post Office contributes ₹780, the Portuguese Government ₹200.
(17) By Bengal Central Flotilla Company—Daily communication between Khulna and Barisal.	Under contract with the Post Office from 1st July 1884 to 30th June 1889. Monthly subsidy ₹350, of which the Post Office contributes ₹183. Terminable by six months' notice.

NOTE.—A service by sea worked by native boats is maintained by the Government of Ceylon between Point Calimere on the Indian side and Kankesanturai on the Ceylon side.

6. One of the most important postal events of the year was the introduction from the 1st July 1885 of a direct parcel exchange with the British Post Office, limited, during the year under report, to parcels not exceeding 7lbs. in weight. This exchange was established in addition to, and not in substitution for, the arrangement which has existed with the Peninsular and Oriental Company since the year 1873, under which parcels can be sent to, and received from, the United Kingdom up to a maximum limit of 5olbs. in weight.

7. Direct parcel exchanges were also introduced with Victoria (Australia) and with Gibraltar and Malta; and a direct money order exchange with British North Borneo was begun.

8. Postal conventions were concluded with the Native States of Gwalior, Nabha and Jhind, providing for an exchange of correspondence, parcels, money orders and India Postal Notes.

9. The year was remarkable for the frequent interruption of postal communication through excessive rains and floods. The most disastrous of these occurrences is thus described by the Postmaster General of Bengal :—

"The postal service in this circle suffered severely from the exceptionally heavy rains and floods in August and September (1885), and also from the cyclone and storm-wave which swept over the Coast of Orissa on the night of the 21st and the morning of the 22nd September. The districts most severely affected by the floods were Midnapore, Hughli, Maldah, Berhampore, Nuddea and Jessore. The Rupnarain, Damuda and other large rivers overflooded their banks, while the Padma and others burst their embarkments flooding the country for hundreds of square miles in different directions. Post offices were washed away, bridges destroyed, embanked roads levelled with the surrounding country and made completely impassable, and both the Eastern Bengal and Central Bengal Railways were breached in many places. The night trains ceased to run on the Bengal Central Railway from the 15th September, and it was not until the 28th December 1885 that the line was again considered safe enough for night running to be resumed. During the whole of this time the mails for Barisal and other places east of Khulna had to remain at the latter station for an entire night, as the trains did not reach Khulna until the evening, and the steamers of the Flotilla Company could not start until daybreak on the following morning. The same detention occurred to the downward mails. Owing to the breaches on the Eastern Bengal Railway, the mails served through that line and the Northern Bengal State Railway were necessarily much delayed, but the inconvenience was reduced to a minimum by an arrangement made with the Bengal Government and the Darjeeling-Himalayan Railway, that the mail trains of the Northern Bengal State Railway and the Darjeeling-Himalayan Railway should each wait four hours for the mails of the Eastern Bengal line. The floods prevailed with great severity from about the 20th August to the end of September, and during the whole of that time many of the runner lines in the districts named above were broken up and the mails were conveyed by boat. The storm-wave of the morning of the 22nd September, which followed the cyclone of the previous day, swept away the combined Post and Telegraph Office at False Point and the Post Office at Jambu. At False Point the Sub-Postmaster, postman and telegraph messenger were all drowned, and the same fate befell the Village Postmaster and a runner at Jambu. Not a trace was left of the post office bungalow at Jambu, and at False Point only a few posts remained to

mark the site of the office. All the post offices on the sea face of the Cuttack district and some in the Balasore district were injured by the cyclone, and five offices were totally destroyed. The loss of Government money and stamps at False Point was R948 and at Jambu R153. Immediately after the destruction of False Point and Jambu a temporary post office was opened in a boat and a combined post and telegraph office was re-established within a month."

10. A collection of exhibits, illustrating the conditions under which post office work is performed in this country, was transmitted to the Colonial and Indian Exhibition held in London during the year under review.

11. A military expedition having been despatched to Upper Burma, a postal establishment was sent to accompany the force, and the sea post office working between Calcutta and Rangoon was strengthened. Five field post offices were opened, and, as the army advanced, new offices were established at convenient places on the Irrawaddy. Owing to the unsettled state of the country all official correspondence in Upper Burma was allowed to travel under frank free of cost.

12. Towards the close of November 1885 an unusually large camp of exercise was formed at Delhi, and 16 field post offices were attached to the forces employed. His Excellency the Commander-in-Chief was pleased to express his appreciation of the manner in which the business of the Postal Department was conducted in connection with this camp.

Section I.—Post Offices, Letter-boxes, and Village Postmen.

13. A large extension of the village post office system has again taken place during the year, the total number of these offices having risen from 1,522 to 2,619, being an increase of 1,097. But the number of sub-offices has simultaneously diminished from 4,642 to 3,900, a decrease of 742, the result being a net increase of 361 offices as shown in the marginal abstract. Village post offices are cheaper than sub-post offices, so that economy is gained by the policy that has been largely followed during the year of substituting the former for the latter. Economy has further been studied by an extended use of extra departmental agencies in connection with village post offices, of which no less than 1,969 were on the 31st March 1886 worked by schoolmasters or other extraneous agents.

	Number at the close of 1884-85.	Number at the close of 1885-86.	Increase.
Post Offices	6,488	6,849	361
Letter-boxes	8,731	9,056	325
Village Postmen	4,039	4,253	214

Section II.—Postal Lines.

14. An abstract is given on the margin shewing the distances over which mails were carried under the various methods of conveyance. Each heading exhibits an increase. That under "Railway" is principally the result of the opening of the Hospet and Dharwar line in Madras, of the Nagina and Saharanpur line in the North-Western Provinces, and of the Nyaunglabin and Toungoo line in Burma. A variety of minor changes have been effected in the "mail cart, horse and camel lines," 302 miles having in all been closed and 480 miles opened: the net result is an increase of 178 miles. The large increase in the mileage of "runners or boats" is mainly due to the extension of Imperial post management to certain Native States in Rajputana and to the conversion of district post into Imperial lines in the Central Provinces. And the increase in "steamer services" arises partly from a transfer of 253 miles in Bengal from the heading of "runners or boats," and partly from certain river steamer extensions in Burma and in Eastern Bengal.

Year.	Railway.	Mail cart, horse, and camel lines.	Runners or boats.	Steamer services, sea and river.	Total.
	Miles.	Miles.	Miles.	Miles.	Miles.
1884-85	11,632	4,049	34,482	10,725	60,888
1885-86	11,862	4,227	35,281	11,117	62,487
Increase	230	178	799	392	1,599

Section III.—Correspondence.

15. The correspondence returns for each circle will be found in Appendix III, of which a summary appears on the margin. The increase in the total of more than 22 millions of articles, or 10·21 per cent., is satisfactory. As explained in previous reports, the large expansion under the headings of "newspapers" and "book and pattern packets" is in a great measure due to the reduction of postage on the lighter newspapers in the year 1881, and to the fact that the native presses supplement their normal business by the issue of printed vernacular matter. Although the number of parcels indicate an increase of 10·31 per cent., the revenue derived from parcel postage has nevertheless diminished to the extent of nearly a lakh of rupees in the year. This is the result of railway competition which, by monopolising the heavy parcels where railway communication exists, has deprived the Post Office of the more profitable portion of its parcel traffic. But for the introduction of the value-payable and insurance systems, the loss from this source would have been much greater.

Year.	Letters including Post-cards.	Newspapers.	Parcels.	Book and Pattern Packets.	Total.
	No.	No.	No.	No.	No.
1884-85	193,512,546	17,507,407	1,338,246	4,424,817	216,783,016
1885-86	211,982,718	20,341,814	1,476,271	5,119,335	238,920,138
Increase	18,470,172	2,834,407	138,025	694,518	22,137,122
Percentage of increase.	9·54	16·19	10·31	15·70	10·21

16. Letters and post-cards have been subjected to a further analysis in the table entered on the margin. The most striking feature in this table is the extended use of post-cards, which on account of their cheapness have, since their first introduction in the year 1879, acquired a rapid and growing popularity. Another noticeable point is the rise in the number of unpaid letters. During the last eight years the percentage of decrease in correspondence of this class has been almost uninterrupted: and the sudden rise of 6¾ per cent. in the year under report calls therefore for some explanation. The change has mainly occurred in Baluchistan and Burma, and is attributable to the military operations in those Provinces, as the families of sepoys usually adopt the practice of not prepaying their correspondence.

Year.	Post-cards.	Letters paid.	Letters unpaid.	Letters registered.	Total.
	No.	No.	No.	No.	No.
1884-85	48,698,274	113,833,567	26,994,931	3,985,774	193,512,546
1885-86	58,853,957	120,106,172	28,813,071	4,209,518	211,982,718
Increase	10,155,683	6,272,605	1,818,140	223,744	18,470,172
Percentage of increase.	20·85	5·51	6·74	5·61	9·54

17. Separate figures relating exclusively to foreign correspondence are entered below. While the homeward correspondence with the United King-

dom has increased under each heading, that received in the opposite direction has diminished, the net result being a fall of 251,100, articles or 2·19 per cent.

	Class.	Estimated aggregate number. 1884-85.	1885-86.	Percentage of Increase or Decrease.	Remarks.
Despatched from India to the United Kingdom.	Letters, including post-cards	2,874,487	3,012,359	+ 4·79	These figures are based on the monthly accounts between India and the United Kingdom.
	Newspapers	365,046	384,608	+ 5·35	
	Books, &c.	641,058	653,385	+ 1·92	
Received in India from the United Kingdom.	Letters, including post-cards	2,796,347	2,669,298	− 4·54	
	Newspapers	2,591,632	2,366,336	− 8·69	
	Books, &c.	2,171,700	2,103,184	− 3·15	
Grand Total of all Correspondence exchanged with the United Kingdom.	Letters, including post-cards	5,670,834	5,681,657	+ ·19	
	Newspapers	2,956,678	2,750,944	− 6·95	
	Books, &c.	2,812,758	2,756,569	− 1·99	
Despatched from India to Foreign Countries other than the United Kingdom.	Letters, including post-cards	715,390	715,390	...	Under the system prescribed by the Universal Postal Union statistics are taken once only in three years from which these figures are deduced. This explains the reason why the figures for 1884-85 have been repeated in the year 1885-86.
	Other articles	293,867	293,867		
Received in India from Foreign Countries other than the United Kingdom.	Letters, including post-cards	744,244	744,244		
	Other articles	558,117	558,117		
Grand Total of Correspondence exchanged with the Foreign Countries other than the United Kingdom.	Letters, including post-cards	1,459,634	1,459,634		
	Other articles	851,984	851,984		

Note.—These figures are included in the general correspondence returns.

18. *Foreign Parcel Post.*—Below is given a list of the parcel exchanges introduced during the year :—

A direct exchange with the Colony of Victoria (Australia) from the 1st April 1885.

A direct exchange of light parcels, not exceeding 7lbs. in weight, with the United Kingdom through the London Post Office from the 1st July 1885.

An exchange with the West Indies through the medium of the United Kingdom from the 1st October 1885.

A direct exchange of light parcels, not exceeding 7lbs. in weight, with Gibraltar from the 1st October 1885.

A direct exchange of light parcels, not exceeding 7lbs. in weight, with Malta from the 1st January 1886.

An exchange with Cape Town and all other places in Cape Colony (excluding Natal) through the medium of the United Kingdom from the 1st January 1886.

19. Parcel traffic returns for the year will be found in the subjoined table. Compared with the previous year the number of parcels has increased by 22,464 and the revenue by ₹6,885. Commenting on the results of the year the Postmaster General of Bombay, who is charged with the control of these exchanges, remarks as follows :—

"It will be seen that the number of parcels received and despatched by means of the agency of the Peninsular and Oriental Company has largely fallen off, while the decrease has been much more than counterbalanced by the parcel traffic direct with the General Post Office, London. The parcel exchange with Austro-Hungary has increased in both directions, while the exchange between Aden and Bombay has fallen off. The decrease in the number of parcels sent from India is insignificant, but the numbers received from

Aden shew a marked falling off due to the prohibition against the sending of specie by parcel post. The only other point that calls for remark is that 2,000 parcels were sent during the year to the field post office at Suakim and 189 received, and that no great use has yet been made of the parcel exchange with Victoria. The actual number of parcels sent and received was 259 and 12."

Parcel Exchanges.	Total Number of Parcels. 1884-85.	1885-86.	Average Weight of each Parcel. 1884-85.	1885-86.	Net Revenue derived by the Indian Post Office after deduction of customs duty, and sums due to the Peninsular and Oriental Company and London Post Office. 1884-85.	1885-86.
	No.	No.	lbs. oz.	lbs. oz.	₹	₹
With United Kingdom.						
(*1st—through P. and O. Company*).						
To India	70,987	54,552	5 0·36	5 10·36	1,12,670	88,196
From India	30,163	10,719	2 12·34	5 1·86	32,573	19,986
Total	101,150	65,271	4 5·62	5 8·96	1,45,243	1,08,182
(*2nd—through London Post Office*).						
To India	...	31,497	...	2 0·69	...	23,928
From India	...	24,294	...	1 8·57	...	16,202
Total	...	55,791	...	1 13·16	...	40,130
With Continent of Europe.						
To India	1,776	2,110	6 6·28	6 1·00	3,232	3,810
From India	2,674	3,183	4 2·93	4 2·87	3,624	4,218
Total	4,450	5,293	5 1·04	4 14·88	6,856	8,028
With Aden, Ceylon, China, Straits, Victoria and Suakim.						
To India	2,551	1,993	1 7·58	1 12·61	869	560
From India	2,439	4,706	3 3·40	2 14·26	4,191	7,144
Total	4,990	6,699	2 5·17	2 9·01	5,060	7,704
GRAND TOTAL	110,590	133,054	4 4·61	3 13·07	1,57,159	1,64,044

Note.—These figures are included in the general correspondence returns.

20. The correspondence entered on the margin of paragraph 15 above was disposed of in the following manner, which shows that the proportion of articles delivered to the whole was 96·93 per cent.:—

Sent out for delivery (including 4,163,078 money-orders)	243,083,216
Received back undelivered	7,474,600
Balance actually delivered	235,608,616
Sent to dead-letter offices	2,807,291
	238,415,907

21. Statistics representing the results of work done in the several dead-letter offices are contained in Appendix IV, an abstract of which is given below. They

are satisfactory, as showing a diminution in the percentage of articles that could not be disposed of either by re-direction to the addressees or by return to the senders :—

Dead-Letter Office Work.

	Number.		Percentage.	
	1884-85.	1885-86.	1884-85.	1885-86.
Total number of articles received in dead-letter offices	3,321,442	3,642,994		
DEDUCT—	1884-85	1885-86.		
Articles issued by dead-letter offices for delivery to the addressees or senders and received back again as undeliverable	171,917	182,779		
Articles transferred to other dead-letter offices	823,268	935,287	995,185	1,118,066
Net receipts to be disposed of by the dead-letter offices			2,326,257	2,524,928	100	100
Articles disposed of by the dead-letter offices, less the proportion of articles returned undelivered.	Disposed of by re-direction to addressees		352,701	390,782	15·16	15·48
	Disposed of by return to senders		1,334,157	1,462,070	57·35	57·90
Articles undisposable			639,399	672,076	27·49	26·62

22. As respects articles of value which found their way to the Calcutta Dead-Letter Office owing to the incorrect and incomplete addresses given by the senders, the Postmaster General of Bengal remarks as follows :—

"Altogether cheques, currency notes, bills of exchange, transfer receipts, promissory notes and other valuables to the amount of ₹71,114 were found in articles opened in the Dead-Letter Office, and of these, articles to the value of ₹71,066 were duly disposed of, leaving only a balance of articles valued at ₹48 in hand at the end of the year. Among the articles that had to be opened in order to secure their delivery, were bills of exchange for more than £4,000 sterling."

23. Statistics relating to the sales of postage stamps, embossed envelopes and post-cards are given on the next page : details for each circle will be found in Appendices V and VI. The sales of ordinary postage stamps have increased from ₹54,06,022 to ₹69,16,791—an increase of more than 15 lakhs. This increase occurs for the most part in the sales of stamps of the higher denominations, and is mainly due to an enlarged use of postage stamps for the realisation of telegraph revenue, and to parcel postage and money-order commission having, during a portion of the year, been credited in stamps instead of in cash. There has been a fall in the sale of ¼-anna post-cards, and a marked rise in those of ½-anna reply cards : this is explained by the fact that the inland reply cards, being larger in size than the inland single cards, were to a considerable extent separated and used singly as ¼-anna cards. Because of this misuse of the reply card the needful steps were taken for a reduction in its size to that of the single card. The number of ½-anna embossed envelopes sold in 1885-86 was nearly 54 millions. Arrangements were made during the year for the introduction of registration envelopes of two sizes, of new ⅓-anna and 1-anna square envelopes and of a 4½-anna adhesive stamp : but these additions were not offered for sale to the public until after the close of the year under report. In July 1885, the rate of discount granted on purchases of postage stamps from the Government treasuries was reduced from 3⅛ to 1 1/16 per cent.

Postage Labels.

Ordinary Postage Labels.		¼-anna Post-cards.	½-anna Inland Reply Post-cards.	½-anna Foreign Post-cards.	½-anna Foreign Reply Post-cards.	½-anna Envelopes.	½-anna Envelopes.	1-anna Envelopes.	4½-anna Envelopes.	½-anna Labels.	1-anna Labels.	2-anna Labels.	4-anna Labels.	6-anna Labels.	8-anna Labels.	12-anna Labels.	1-rupee Labels.	Gross Value.
		₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
1884-85	Value of each kind of stamps sold	6,36,480	30,988	8,495	654	10,053	16,38,192	9,612	68,441	3,21,842	8,62,130	4,28,483	5,17,415	33,774	1,78,591	...	2,23,119	54,06,022
	Proportion of each to whole value of stamps sold	11·77	·56	·16	·01	·18	30·33	·18	1·26	5·95	15·95	7·92	9·57	·62	3·30	...	4·13	100
1885-86	Value of each kind of stamps sold	6,03,240	1,48,999	9,455	472	9,612	16,84,139	9,612	70,614	3,29,424	9,25,667	7,07,021	7,92,078	73,212	4,71,965	10,228	6,97,688	69,16,791
	Proportion of each to whole value of stamps sold in previous year	11·36	3·76	·17	·01	·18	31·15	·18	1·31	6·09	17·12	13·08	14·65	1·35	8·73	·19	12·91	127·95

Service Postage Labels.		½-anna Post-cards.	4½-anna Envelopes.	9-pie Soldiers' Envelopes.	½-anna Labels.	1-anna Labels.	2-anna Labels.	4-anna Labels.	8-anna Labels.	Gross Value.
		₹	₹	₹	₹	₹	₹	₹	₹	₹
1884-85	Value of each kind of stamps sold	10,821	16,167	6,582	3,29,424	9,25,667	1,40,199	1,53,292	1,40,659	17,11,990
	Proportion of each to whole value of stamps sold	·67	1·00	·41	20·48	57·54	8·71	9·53	8·74	106·41
1885-86	Value of each kind of stamps sold	10,821	16,167	6,582	3,29,424	9,25,667	1,40,199	1,53,292	1,40,659	17,11,990
	Proportion of each to whole value of stamps sold in previous year	1·00	1·00	·41	20·48	57·54	8·71	9·53	8·74	106·41

24. A table is annexed in which the proportions of revenue derived respectively from postage stamps and cash are separately indicated. As already pointed out, the fall in the cash and the rise in the ordinary stamp proportions are the results of changes under which, during a portion of the year, parcel postage and money-order commission were credited not in cash, as has been the case for the last five years, but in stamps.

Proportion of Revenue derived from Postage Stamps and from Cash.

	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
Total postage revenue	100	100	100	100	100	100	100	100	100	100	100	100
Cash	31·23	30·97	30·71	29·33	26·02	24·86	28·74	35·17	36·24	35·64	35·07	**24·86**
Proportion derived from ordinary stamps	52·08	52·37	52·29	53·87	57·30	58·76	55·91	49·25	47·76	48·46	49·18	**59·24**
Proportion derived from Service stamps	16·69	16·66	17·00	16·80	16·68	16·38	15·35	15·58	16·00	15·90	15·81	**15·90**

Section IV.—District Post.

25. The district post is managed by the local postal authorities working under the orders of the Local Government. In Madras the grant from Provincial revenue having, under the direction of the Local Government, been reduced during the year by ₹7,000, the required saving was effected by transferring the management of village letter-boxes from private individuals, to whom a small remuneration used to be given, and placing the boxes under the charge of the village headmen. This change was followed by a fall of the correspondence posted in these boxes exceeding 50 per cent.: and this fall having been reported by the Postmaster General, the matter is now under the consideration of the Board of Revenue. In the Punjab the amount yielded by the district dâk cess diminished from ₹73,056 to ₹20,806. This diminution is thus explained by the Postmaster General:—

"The decrease in the above amounts is due to the cess having been realised only in the 10 districts to which Act XX of 1883 (the Punjab District Boards Act) has not been extended. In the remaining 21 districts, to which the Act has been extended, the dâk cess has ceased to exist, and has become merged into the local rate leviable under the Act."

In the Central Provinces a large number of district dâk offices were transferred to the Imperial Post, the funds thus released being as usual utilized in extending and developing the district post in backward districts. In Burma the expansion of the district post was checked by the disturbed state of the country. Nevertheless, the number of letter-boxes was largely increased and additional village postmen were entertained to serve these boxes: numerous short lines were also opened with police outposts, and these lines have proved of great service during the existing disturbances.

26. On the next page will be found the usual statistics concerning the district post. As explained in previous reports, these statistics are not wholly reliable, and do not correspond with the figures given in the Finance and Revenue Accounts.

District Post.

Name of Postal Circle.		Number of District Post Offices and Receiving Offices.	Number of District Post Village Runners and Postmen.	Number of District Post Letter-boxes.	Distance in miles of District Post Lines.	Local Cess.	Grant from Imperial or Provincial Revenue.	Expenditure.	Articles received from the Imperial and District Posts for delivery by the District Post.	Articles posted in the District Post for despatch to the Imperial or District Post.	Articles returned to the District Post for delivery by the Imperial Post undelivered.	Percentage of those returned on the total number received for delivery by the District Post.
						₹	₹	₹	No.	No.	No.	
Bengal	1884-85	166	4	258	7,087	1,93,259	...	1,86,208	957,215	853,800	33,524	3·50
	1885-86	164	14	244	7,203	1,92,680(a)	1,22,358	1,94,436(a)	1,057,477	930,875	37,325	3·53
Madras	1884-85	38	862	662	3,075	...		1,18,803	1,739,290	560,821	86,794	5·00
	1885-86	48	843	631	3,073	...	1,15,358	1,15,233	1,866,175	622,411	84,870	4·55
Bombay	1884-85	38	464	429	820	...	86,964	87,329	1,032,989	332,442	48,723	4·72
	1885-86	38	461	436	90	...	86,484	86,284	1,153,883	371,830	54,188	4·70
North-Western Provinces	1884-85	271	461	69	6,561	1,49,424	...	1,47,851	994,187	859,455	32,649	3·28
	1885-86	265	435	75	6,520	1,49,241	...	1,49,197	1,091,586	984,743	33,495	3·07
Punjab	1884-85	22	369	42	4,573	73,056	45,000	1,11,290(b)	80,658	66,250	3,964	4·91
	1885-86	27	365	42	4,505	20,806	45,000	1,07,835(b)	89,387	80,815	3,902	4·37
Burma	1884-85	104	54	195	2,788	55,000	...	59,979	134,504	93,435	8,019	6·63
	1885-86	109	69	286	3,190	60,000	...	63,402	129,756	87,524	7,121	5·49
Central Provinces	1884-85	53	84	82	2,937(c)	48,164	15,660	63,044	331,713	258,097	28,035	8·45
	1885-86	55	73	70	3,165(c)	51,938	10,824	62,455	198,153	173,323	17,691	8·93
Oudh	1884-85	47	254	103	1,282	36,100	...	35,725	168,643	139,066	7,747	4·59
	1885-86	51	249	102	1,414	36,000	...	33,705	147,864	126,841	7,059	4·77
Rajputana	1884-85	7	10	2	143	880	...	4,383	29,668	18,935	1,598	5·39
	1885-86	7	11	2	190	814	3,820	4,001	21,819	18,361	1,147	5·26
Assam	1884-85	45	27	6	1,090(c)	22,825	6,079(d)	26,147	107,300	85,159	7,687	7·16
	1885-86	53	42	18	1,102(c)	22,903	8,352(d)	28,981	163,347	116,342	3,777	8·43
Behar	1884-85	88	...	55	3,437	88,886	...	90,610	454,568	390,866	34,927	7·68
	1885-86	91	...	52	3,443	92,357	...	90,388	461,863	550,672	59,854	12·96
Eastern Bengal	1884-85	29	1	12	1,552	52,657(e)	...	55,440(e)	212,808	211,058	10,581	4·97
	1885-86	29	1	12	1,587	51,468(e)	...	50,150(e)	277,964	273,303	12,593	4·53
Sind	1884-85	...	...	...	...	...	...	40	...	...	...	...
	1885-86	...	...	...	184	...	3,588(g)	3,588	...	...	...	...
Total	1884-85	908	2,590	1,915	34,683	7,20,251	2,79,881	9,87,449	6,243,543	3,869,374	305,148	4·89
	1885-86	956	2,554	1,970	35,091	6,87,207	2,73,426	9,95,805	6,659,274	4,337,040	333,022	5·00

(a) Includes contributions by the Chiefs of the Chota Nagpore and Orissa Mehals, ₹2,920 and ₹2,298, respectively.
(b) Includes the amount of annual subsidy for the Dera Ismael Khan and Chichawatni hill cart line.
(c) These are dry season distances, during the rains these lines are increased in length.
(d) Grant from the Local Improvement Fund.
(e) Includes contributions from Frontier Police Fund, ₹3,444 in 1884-85 and ₹4,320 in 1885-86, and contributions by the Maharajah of Agartala, ₹240 in 1884-85 and 1885-86.
(f) Includes lines paid from the revenues of feudatory States of 617 miles in length in 1884-85, and 589 miles in length in 1885-86.
(g) Grant made available from Bombay District Post Funds.

Section V.—Money Orders.

27. Last year's report referred to an experiment made in the Benares Division under which the money-order system was rendered available for the remittance of land revenue. A large measure of success has already attended this experiment, the number of revenue money-orders issued during the year under report being 39,768, their total value ₹7,11,117 and the commission realised ₹10,001. ; Since the close of the year permission has been obtained to the extension of the system throughout the North-Western Provinces and Oudh. During the year the Postmaster General of Bengal also got leave to introduce a similar experiment in the ten districts of the Burdwan and Dacca Divisions; but the measure will, at the outset, be confined to estates paying an annual revenue not exceeding ₹50.

28. Reference was also made in the last report to an important change under which money-orders were paid by postmen at the doors of the payees instead of at the post offices. Not only has the convenience of the public thus been served, but the number of void orders, or orders in connection with which neither the payee nor the remitter can be traced, has thereby largely been reduced. Notwithstanding the growth in the number of money-order issues the balance of outstanding void orders at the close of the year numbered only 914, as compared with 1,764 in the previous year. Nor has the measure been attended with any serious loss to Government as might have been apprehended. Although more than nine crores of rupees were remitted by inland money-orders, the total amount misappropriated by postmen in the year amounted only to ₹1,470, of which nearly ₹600 was recovered from the delinquents.

29. A statement is entered on the margin denoting the growth of inland money-orders since the transfer of this business to the Post Office in the year 1880. The yearly expansion has been remarkable, and the percentage of increase under each heading during the year under review is large. More than 4 millions of these orders were issued in the year, their gross value exceeded 9⅓ crores of rupees, and the commission realised was in excess of 11⅓ lakhs. Each money-order averaged only ₹22-8-7 as compared with ₹23-1-9 in 1884-85.

Inland Money-Orders.	Total number of Money-Orders issued.	Total value of Money-Orders issued.	Commission realised.
	No.	₹	₹
During the last quarter of the year 1879-80, being the commencement of the business	232,639	72,48,208	84,901
During the year 1880-81	1,604,174	4,57,08,580	5,35,976
" " 1881-82	2,157,796	5,73,32,027	6,79,073
" " 1882-83	2,565,904	6,46,84,183	7,70,958
" " 1883-84	3,034,894	7,31,24,179	8,84,925
" " 1884-85	3,550,257	8,20,88,559	10,06,226
" " 1885-86	4,163,078	9,38,27,375	11,63,830
Percentage of increase over the year 1884-85	17·26	14·30	15·66

30. From the marginal table it will be seen that the average value of each order has steadily declined since the business was undertaken by the Post Office, the reason being that this department derives its custom more and more from the poorer classes whose individual remittances are necessarily small. One effect of this yearly diminution in the average amount of each money-order is a gradual increase in the percentage yielded by the commission. In the year under report the commission came to ₹1-3-10 per cent. against ₹1-3-7 per cent. in 1884-85. It may be added that 90 per cent. of money-order remitters

Year.	Average value of each money-order.
	₹ a. p.
1879-80	32 0 1
1880-81	28 8 0
1881-82	26 8 0
1882-83	25 3 0
1883-84	24 1 6
1884-85	23 1 9
1885-86	22 8 7

were natives: that more than half the orders were issued for sums of ₹10 and under, and more than a quarter for sums above ₹10 but not exceeding ₹25, leaving a balance of less than 20 per cent. for all denominations higher than ₹25.

31. On the 31st March 1886, the total number of Imperial money-order offices stood at 6,835 against 5,657 at the close of 1885, these offices having increased in number by 1,178.

32. The extent of business done in each postal circle will be learnt from the following statement. More than 30 per cent. of the money-order transactions in the country took place in Bengal, Behar and Eastern Bengal :—

Postal Circles.	Issues during 1885-86.		Payments during 1885-86.		Percentage to the whole.
	Number of applications.	Value of applications.	Number of money-orders.	Value of money-orders.	
		₹ a.		₹ a.	
Bengal	913,857	1,80,03,256 11	973,670	1,95,82,374 15	20·05
North-Western Provinces	485,950	1,01,38,087 6	677,597	1,52,28,555 3	13·53
Madras	511,814	1,11,68,396 3	533,052	1,16,30,927 1	12·16
Bombay	450,404	1,06,87,755 11	501,102	1,19,25,246 1	12·06
Punjab	347,122	76,45,890 5	389,605	1,02,73,831 11	9·56
Behar	256,966	51,91,391 14	300,798	59,86,387 12	5·96
Eastern Bengal	212,228	54,27,540 14	182,911	42,60,316 7	5·17
Central Provinces	205,046	53,56,773 1	81,595	21,01,756 6	3·98
Oudh	101,644	22,22,645 11	236,701	49,40,880 7	3·82
Sind	166,138	45,91,264 2	53,583	15,94,899 4	3·30
Burma	152,706	43,80,461 4	29,241	8,84,420 4	2·81
Rajputana	97,017	24,61,497 3	90,245	26,90,999 9	2·75
Assam	142,387	33,87,675 4	52,006	14,07,704 9	2·56
Central India	119,799	31,64,739 11	38,095	11,17,493 14	2·29
Total for 1885-86	4,163,078	9,38,27,375 4	4,140,201	9,36,25,793 7	100
Total for 1884-85	3,550,257	8,20,88,559 6	3,378,660	8,20,37,177 2	...
Increase	612,821	1,17,38,815 14	761,541	1,15,88,616 5	...

Note.—The figures relating to the Madras Postal Circle include transactions with the Native State of Mysore, the figures relating to the Bombay Postal Circle include transactions with the Portuguese Settlements of Goa and Daman, the figures relating to the Punjab Postal Circle include transactions with the Native States of Patiala, Nabha and Jhind, and the figures relating to the Central India Postal Circle include transactions with the Native State of Gwalior.

33. As explained in the above note, money-order transactions with Native States in India have been included in the statement attached to the previous paragraph. It may, however, be interesting to add that the total value of issues and payments together has increased by 23·62 per cent. in the case of Mysore, by 32·09 per cent. in the case of Goa and Daman, and by 148·63 per cent. in the case of Patiala. As Patiala is the first Native State with which a Postal Convention has been concluded, it is encouraging to find that the first complete year after the conclusion of the arrangement has been accompanied by so large an expansion of business. With effect from the 1st July 1885, money-order exchanges began to work with the Native States of Gwalior, Nabha and Jhind;

but the experience gained is as yet insufficient to form any reliable conclusion as to the success of these exchanges.

34. As stated in last year's report, the use of the telegraph in connection with inland money-orders began from the 1st October 1884. In the statement given below the transactions for each circle will be found. A total of 12,490 orders for about 8⅓ lakhs of rupees were issued during the year, being an increase of 7·9 per cent. on the business of the previous year. Of the gross number of telegraphic money-orders issued, 5·82 per cent. were for ₹10 and under, 48·47 per cent. for sums above ₹10 and not exceeding ₹50, and 45·71 per cent. for amounts between ₹50 and ₹150. The gross transactions were largest in Madras: but Burma heads the list as regards the number and value of its issues. Postal communication with Burma is so restricted that resort to the wire is naturally more frequent there than in the case of the other provinces:—

Telegraphic Money-Order Transactions.

	Issues.		Payments.	
	Number of applications.	Value of applications.	Number of Money-Orders.	Value of Money-Orders.
		₹		₹
Madras	2,008	1,30,724	3,994	2,15,844
Bengal	1,364	98,142	2,280	1,69,446
Burma	3,871	2,10,477	737	46,891
Bombay	591	40,355	1,185	88,682
Punjab	764	45,647	1,094	80,990
North-Western Provinces	715	50,642	1,047	72,670
Sind	977	68,249	595	38,674
Assam	536	41,021	278	26,924
Behar	416	37,095	293	15,650
Eastern Bengal	389	39,596	185	12,316
Rajputana	289	32,482	134	8,362
Oudh	113	6,025	393	30,217
Central Provinces	245	14,238	233	16,042
Central India	212	19,078	77	6,064
Total of 1885-86	12,490	8,34,371	12,495	8,28,772
Total of 6 months from October 1884 to March 1885	5,788	3,75,530	5,755	3,74,044

NOTE.—These figures are included in the general statement of inland money-orders.

35. The following two special instances of fraud perpetrated by means of the telegraph are narrated by the Postmaster General of Bombay:—

"(1) A traveller passing through Kalyan in the Thana district in May 1885 telegraphed to Gopal Anant Bhat, Satara, in the name of the latter's brother, Mr. Gangadhar Anant Bhat, M.A., L.C.E., for ₹200 to be sent by money-order. A money-order for ₹100 was duly sent from Satara and two letters to the address of Mr. Gangadhar Bhat. The swindler obtained possession of the money, but the fraud was subsequently detected and reported to the Post Office, and he was arrested by the Police at Thana with ₹60-1 in gold in his possession. The man feigned insanity, but was proved to be in full possession of his senses and was prosecuted before the first class Magistrate, Thana, and convicted under section 409 of the Indian Penal Code and sentenced to undergo rigorous imprisonment for two years. There was no want of reasonable care on the part of the Post Office in paying the money-orders to the false personator.

"(2) A traveller, named P. Narsing Rao, passing through Sholapur in July 1885, telegraphed for ₹600 to a sowkar Senavadhany at Benares in the name of Muni Swamy Chetty, a wealthy merchant of Tripati in the Madras Presidency, between whom and Senavadhany business relations subsisted. The money arrived in course of time by telegraphic money-orders and was paid to P. Narsing Rao at the Sholapur Post Office. The fraud was detected shortly after, but the swindler had in the interval made his escape, and it was some time before he was arrested. He was finally placed for trial before the Sessions Judge, Sholapur, convicted under section 419 of the Indian Penal Code, and sentenced to two years' rigorous imprisonment. In this case, too, there was no want of care on the part of the Post Office in making payment of the orders."

36. A direct money-order exchange with British North Borneo was substituted for the previous arrangement under which money-orders passed through the United Kingdom, and exchanges through the medium of the British Post Office were also introduced with Portugal, Malta and Hawaie. The formerly existing direct exchange with the Netherlands was converted into an exchange worked through the United Kingdom, and a new exchange was started with Labuan through the agency of the Post Office in the Straits Settlement. Rangoon on the side of India and Penang on the side of the Straits were constituted offices of money-order exchange. A direct money-order exchange between Aden and Egypt was also brought into operation. A statement of foreign money-order transactions expressed in sterling is given below; it shows an increase of 11·82 per cent. in the issues, and 64·04 per cent. in the payments. The average rate of exchange for the year was 1*s.* 6¼*d.* per rupee:—

Foreign Money-Order Transactions expressed in Sterling.

Countries of Exchange.	1884-85.				1885-86.			
	Orders issued by India.		Orders paid in India.		Orders issued by India.		Orders paid in India.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.
United Kingdom	38,916	158,463 4 4	3,867	13,461 6 0	42,295	175,524 1 1	4,756	16,632 7 8
Germany	1,676	5,322 2 9	223	1,651 7 8	1,858	7,314 10 5	321	2,307 3 2
Italy	245	1,116 17 2	17	221 8 3	247	1,528 19 2	22	203 11 6
France	357	1,467 13 4	73	313 18 5	389	1,708 8 3	121	724 14 11
Switzerland	39	1,188 9 0	8	30 7 6	326	565 7 4	16	124 15 1
Denmark	59	712 9 11	9	52 12 9	46	334 14 0	17	97 0 9
Netherlands	13	34 3 7	8	14 11 0	16	46 7 2	...	...
Victoria	170	827 16 3	265	1,902 7 3	252	1,327 15 3	345	2,606 12 5
New South Wales	332	1,092 14 6	549	4,364 9 6	743	1,851 16 2	1,153	9,395 3 9
South Australia	38	190 16 6	55	413 4 4	37	160 6 10	268	2,219 12 2
Tasmania	42	250 13 11	50	373 13 0	37	233 5 0	28	155 17 5
Queensland	13	53 14 2	21	107 12 0	68	73 0 7	178	1,513 8 6
West Australia	16	92 3 9	4	14 17 11	4	24 5 0	48	450 14 0
Egypt	24	50 15 7	52	238 2 11	87	364 13 4	282	1,413 18 2
North Borneo	...	...	...	...	...	...	16	147 3 3
Total	42,934	170,863 14 9	5,201	23,139 18 6	46,895	191,057 9 7	7,571	37,552 2 3
Percentage of Increase	...	...	...	...	9·70	11·82	45·57	64·04
Average amount of each money-order	...	4 0 9	...	4 9 0	...	4 2 4	...	5 0 4

NOTE.—The figures relating to the United Kingdom include transactions with the following countries and places:—United States of America, Canada, Newfoundland, Bermuda, Falkland Islands, British Colonies and Possessions in Africa and West Indies, Cyprus and North Borneo. The figures relating to North Borneo represent the transactions since the new exchange was opened with it on 1st October 1885.

The direct exchange with the Netherlands was abolished from 1st January 1886, and the through exchange system extended to that country.

37. Foreign money-order transactions expressed in Indian currency are dealt with in the appended statement. Increases have taken place both in the

orders issued and in those paid. The commission charged on these orders averaged ₹1-0-10 per cent.

Foreign Money-Order Transactions expressed in Indian Currency.

Countries of Exchange.	1884-85. Orders issued by India. No.	Amount.	Orders paid in India. No.	Amount.	1885-86. Orders issued by India. No.	Amount.	Orders paid in India. No.	Amount.
		₹ a. p.		₹ a. p.		₹ a. p.		₹ a. p.
Ceylon	828	33,702 14 0	8,865	4,44,602 7 0	1,086	47,135 8 0	8,676	4,08,434 3 0
Mauritius	529	75,718 13 0	594	35,377 13 0	647	93,055 3 0	611	31,450 9 0
Straits Settlements	79	4,313 11 0	1,783	1,19,346 9 0	118	5,002 14 0	1,966	1,35,734 11 0
China and Japan	73	7,402 12 0	350	29,950 3 0	56	4,731 13 0	450	39,720 7 0
Field Post Office, Egypt*	1	4 0 0	135	3,813 12 0	33	795 11 0	2,734	92,177 12 0
Total	1,510	1,21,142 2 0	11,727	6,33,090 12 0	1,940	1,50,721 1 0	14,437	7,07,517 10 0
Perceutage of Increase	...	...	...	...	28·48	24·42	23·11	11·76
Average amount of each money-order	...	80 4 0	...	54 0 0	...	77 11 0	...	49 0 0

* This is a temporary establishment employed in March 1885 for the convenience of the Field Force serving in the Soudan.

38. The next statement represents the number and value of money-orders, Inland and Foreign, that were forfeited under the rules during the year. The amount that actually accrued to the State was ₹8,133-6 against ₹7,461-3 in the year 1884-85 :—

Money-Orders forfeited.

Balance outstanding in the Forfeited Register on the 31st March 1885. No.	Value.	Forfeited during the year. No.	Value.	Total. No.	Value.	Forfeited orders repaid, renewed and lapsed to the State during the year 1885-86. Repaid. No.	Value.	Renewed. No.	Value.	Penalties.	Lapsed to the State. No.	Value.	Total. No.	Value.	Balance outstanding in the Forfeited Register on the 31st March 1886. No.	Value.
	₹ a.		₹ a.		₹ a.		₹ a.		₹ a.	₹ a.		₹ a.		₹ a.		₹ a.
1,764	15,169 5	1,927	17,665 10	3,691	32,834 15	836	29,106 1	399	11,330 5	53 10	1,542	8,133 6	2,777	48,623 6	914	14,211 9

39. An abstract follows which comprises the entire transactions of the year under each of the three principal divisions. In this abstract the dealings in sterling money are expressed in Indian currency calculated at the rates of exchange in force when the transactions occurred :—

Aggregate Money-Order Transactions, both Inland and Foreign.

Money-orders, both Inland and Foreign, for the year 1885-86.	Issues. Number of applications.	Value of applications.	Commission.	Payments. Number of Money-Orders.	Value of Money-Orders.
		₹ a.	₹ a.		₹ a.
Inland	4,163,078	9,38,27,375 4	11,63,829 13	4,140,201	9,36,25,793 7
Foreign transactions in sterling money at prevailing rates of exchange	46,395	24,95,211 8	24,238 10	7,571	4,99,849 15
Foreign transactions in Indian currency	1,940	1,50,721 1	1,588 4	14,437	7,07,517 10
Total	4,211,413	9,64,73,307 13	11,89,656 11	4,162,209	9,48,33,161 0
Total for the year 1884-85	3,594,061	8,43,40,156 2	10,29,512 15	3,395,588	8,29,60,006 6
Increase	617,352	1,21,33,151 11	1,60,143 12	766,621	1,18,73,154 10
Percentage of increase	17·18	14·39	15·56	22·58	14·31

40. Statistics of the number and value of India Postal Notes sold will be found in the marginal table. They shew a fall under each head of realisation, the total decrease being ₹26,251, or 12·25 per cent. These notes have never acquired any real popularity, and as their limited sales are already on the decline, the Government has, since the close of the year under report, determined on abandoning their sale.

Sale of India Postal Notes.

Year.	Number of India Postal Notes sold. Of the value of annas 8.	Of the value of ₹1.	Of the value of ₹2-8.	Total value of India Postal Notes sold.
				₹ a.
During the last quarter of the year 1882-83 being the commencement of the business	7,944	14,827	8,692	40,529 0
1883-84	30,910	62,605	27,807	1,47,577 8
1884-85	41,925	85,914	42,991	2,14,354 0
1885-86	41,544	83,433	33,559	1,88,102 8
Decrease in 1885-86 compared with 1884-85	381	2,481	9,432	26,251 8

41. British postal orders were offered for sale in India from October 1884, so that the year under report is the first complete year of the experiment. Efforts were made to encourage the traffic in these orders by employing the agency of regimental vendors for their sale. But the total number of orders sold of all denominations was only 15,910, their gross value, £11,309, and the Indian commission realised amounted but to ₹838. From the marginal table it will be seen that the demand, especially for the lower denominations of these orders, was very limited. As in the previous year, the largest transactions took place in the Punjab, where 3,323 orders were sold, representing a total value of £2,533.

British Postal Orders sold in India during the year 1885-86.

Classes of orders.	No. of orders.
From 1s. to 1s. 6d.	888
From 2s. to 10s.	5,529
From 15s. to 20s.	9,493
Total	15,910

Section VI.—Post Office Savings Bank.

42. Government Savings Banks were introduced in the year 1870 under the title of "District Savings Banks," their management resting with the Treasury Department. On the opening of Post Office Savings Banks in April 1882, the District Savings Banks were not abolished, but the old and new banks were both allowed to work side by side. Towards the end of the year under report, the closure of the District Banks, with effect from the 1st April 1886, was resolved on, and steps were taken to encourage the immediate transfer of accounts from the old to the new banks. This decision did not include the Savings Banks in District Treasuries managed by the Banks of Madras and Bombay, the closure of which was delayed until June 1886. Nor did it include the Local Savings Banks controlled by the Presidency Banks in Calcutta, Madras and Bombay.

43. A statement, marked A, comparing the transactions of the year 1885-86 with those of the preceding year, is entered on the next page. It shows that 11 new head banks and 323 sub-banks were opened during the year, and that 5,833 Post Office Savings Banks in all existed on the 31st March 1886. 80,848 new accounts were opened and 48,438 accounts closed, the total number at the close of the year being 155,009 as compared with 122,599 in March 1885, an increase of 26·44 per cent. The deposits amounted to nearly 243 lakhs against 165½ lakhs in the previous year, the interest grew from 3¾ lakhs to 6⅘ lakhs, the withdrawals increased from 110 to 158¾ lakhs, and the balance at credit rose from 134¼ to 225½ lakhs. Bengal has the largest number of accounts, *viz.*, 33,981, and Bombay the highest balance at credit, *viz.*, ₹45,61,488. Madras shews the lowest average balance at the credit of each depositor, *viz.*, ₹93·34, and the Punjab the highest, *viz.*, ₹247·36. The great increase of ₹91,03,980, in the balance at the credit of depositors when the year closed, is largely due to transfers from the District Savings Banks, consequent upon the announcement that these banks would be closed from the 1st April 1886.

A.

Statement showing Post Office Savings Bank Transactions during 1885-86 compared with 1884-85.

Circles.	Number of Head Banks.	Number of Sub-Banks.	Number of Accounts: Opening Balance.	Number of Accounts: Opened during the year.	Number of Accounts: Closed during the year.	Number of Accounts: Balance.	Opening Balance.	Deposit.	Total.	Interest.	Withdrawals.	Balance.	Average of depositors per Bank.	Average balance in each Bank.	Average balance at credit of each depositor.
							R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.		R	R
Bengal	42	1,034	26,770	15,470	8,259	33,981	27,43,081 3 5	43,90,638 11 11	72,65,949 7 9	1,32,209 8 5	30,46,523 4 11	42,19,426 2 10	809·07	1,00,462·52	124·17
Madras	33	814	16,119	9,560	5,070	20,609	13,46,871 8 1	22,85,493 6 7	36,87,150 3 3	54,785 4 7	17,64,137 15 3	19,23,012 4 0	624·51	58,273·09	93·34
Bombay	32	650	20,539	13,320	6,103	27,756	30,41,780 4 10	46,03,137 14 3	77,82,330 8 0	1,37,412 4 11	32,20,841 12 2	45,61,488 11 10	867·37	1,42,546·53	164·34
North-Western Provinces	51	817	24,034	11,744	9,612	24,166	14,96,591 8 4	31,95,635 12 11	47,81,775 14 3	89,548 9 0	18,51,307 5 10	29,30,468 8 5	473·84	57,460·17	121·26
Punjab	42	521	9,008	7,716	6,307	10,417	14,50,620 10 5	28,29,044 9 7	43,58,295 3 3	78,629 15 3	17,81,509 8 4	25,76,785 10 11	248·02	61,352·02	247·36
Central Provinces	27	276	7,036	3,607	2,803	7,840	5,90,267 4 9	11,35,078 10 2	17,59,591 8 7	34,245 9 8	6,72,980 11 5	10,86,610 13 2	290·37	40,244·85	138·59
Oudh	14	228	3,148	2,548	1,488	4,208	3,97,912 2 5	8,53,631 12 2	12,75,778 7 4	24,234 8 9	4,72,734 10 5	8,03,043 12 11	300·57	57,360·21	190·83
Behar	22	436	4,472	4,468	2,176	6,764	5,91,195 15 8	13,32,247 5 2	19,59,178 15 9	35,735 10 11	7,79,667 3 3	11,79,511 12 6	307·45	53,614·13	174·38
Eastern Bengal	10	194	3,397	2,278	1,059	4,616	4,62,055 3 4	7,51,688 8 3	12,36,996 1 4	23,252 5 9	4,75,178 3 7	7,61,817 13 9	461·6	76,181·7	165·03
Rajputana	8	102	1,335	1,356	763	1,928	1,97,468 13 0	4,06,664 6 8	6,14,563 6 3	10,430 2 7	2,70,340 14 2	3,44,222 8 1	241	43,027·75	178·53
Central India	12	123	1,153	1,691	911	1,933	1,79,716 4 6	4,46,676 15 8	6,38,352 6 9	11,959 2 7	2,72,566 2 4	3,65,786 4 5	161·08	30,482·16	189·23
Burma	17	35	1,733	2,169	1,176	2,726	2,29,680 5 11	6,00,950 5 9	8,44,512 9 11	13,881 14 3	3,50,177 7 8	4,94,335 2 3	160·35	29,078·53	181·34
Assam	12	200	2,608	2,404	1,200	3,812	3,04,876 4 2	7,05,887 4 11	10,30,385 14 1	19,622 5 0	4,10,945 3 6	6,19,440 10 7	317·66	51,620·08	162·49
Sind	6	85	3,247	2,517	1,511	4,253	4,09,793 4 4	7,61,591 1 11	11,89,697 7 4	18,313 1 1	5,09,756 13 6	6,79,940 9 10	708·83	1,13,323·33	159·87
Total of 1885-86	328	5,505	122,599	80,848	48,438	155,009 (a)	1,34,41,910 13 2	2,42,98,386 13 11	3,84,24,558 1 10	6,84,266 6 9	1,58,78,667 4 4	2,25,45,890 13 6 (b)			
Total of 1884-85	317	5,182	84,848	75,887	38,136	122,599	75,14,454 11 6	1,65,54,952 1 6	2,44,44,614 4 6	3,75,207 7 6	1,10,02,703 7 4	1,34,41,910 13 2			
Increase in 1885-86	11	323	37,751	4,961	10,302	32,410	59,27,456 1 8	77,43,434 12 5	1,39,79,943 13 4	3,09,058 15 3	48,75,963 13 0	91,03,980 0 4			
Percentage of increase	3·47	6·23	44·49	6·54	27·01	26·44	76·88	46·77	57·19	82·37	44·32	67·73			

(a) Excluding 5,679 dead accounts with balance amounting to R5,56,516.

(b) Out of this balance, R97,01,310·7 bears no interest.

44. The Post Master General, Bombay, reports that—

"during the months of April and May large sums were withdrawn from the Savings Bank in Gujarat mainly owing to the belief that there were likely to be hostilities with Russia, though there is reason to believe that some part of the money withdrawn was intended to be invested in Government securities."

45. The table given on the margin contains the number and amount of the accounts standing respectively in the names of Native and of European or Eurasian depositors. Further details will be found in the appended statement marked B. Contrasted with the figures for the previous year, the percentage of the total number of accounts has, in the case of natives, fallen from 89·11 to 86·96 per cent., and in the case of Europeans, risen from 10·89 to 13·04 per cent. But the numerous transfers of accounts from the District Savings Banks is doubtless accountable for this change.

Race of Depositors.	Number of accounts.	Percentage of total number.	Amount.
			R a. p.
Native	134,796	86·96	1,81,27,336 11 10
European or Eurasian	20,213	13·04	44,18,554 1 8
Total	155,009	100	2,25,45,890 13 6

B.

Statement showing the Number of Depositors in each Postal Circle, classified as Natives and Europeans or Eurasians during 1885-86.

Names of Circles.	Native Depositors, inclusive of accounts of local institutions.			European and Eurasian Depositors, inclusive of accounts of local institutions.			Total.		
	Number of Accounts.	Balance of deposits.	Amount of interest.	Number of Accounts.	Balance of deposits.	Amount of interest.	Number of Accounts.	Balance of deposits.	Amount of interest.
		R a. p.	R a. p.		R a. p.	R a. p.		R a. p.	R a. p.
Bengal	31,821	37,85,282 4 3	1,18,981 11 9	2,589	4,34,143 14 7	13,227 12 8	33,981	42,19,426 2 10	1,32,209 8 5
Madras	16,737	14,04,313 14 8	39,077 11 1	3,872	5,18,698 5 9	15,707 9 6	20,609	19,23,012 4 0	54,785 4 7
Bombay	24,901	40,04,374 4 0	1,20,335 5 9	2,855	5,57,114 7 10	17,076 15 2	27,756	45,61,488 11 10	1,37,412 4 11
North-Western Provinces	21,805	23,97,839 5 1	70,525 15 11	2,361	6,32,629 3 4	19,022 9 1	24,166	29,30,468 8 5	89,548 9 0
Punjab	7,719	17,84,806 12 4	53,592 11 11	2,698	8,11,978 14 7	25,037 3 4	10,417	25,76,785 10 11	78,629 15 3
Central Provinces	6,738	7,71,055 11 9	23,702 15 11	1,102	3,15,555 1 5	10,542 9 9	7,840	10,86,610 13 2	34,245 9 8
Oudh	3,512	6,17,632 1 8	18,785 4 7	696	1,85,411 1 3	5,449 4 2	4,208	8,03,043 12 11	24,234 8 9
Behar	6,083	10,07,825 1 11	30,865 12 9	681	1,71,686 10 7	4,869 14 2	6,764	11,79,511 12 6	35,735 10 11
Eastern Bengal	4,505	7,22,778 13 4	21,964 13 1	111	39,039 0 5	1,287 8 8	4,616	7,61,817 13 9	23,252 5 9
Rajputana	1,401	2,26,385 2 8	6,863 11 8	527	1,17,837 5 5	3,566 6 11	1,928	3,44,222 8 1	10,430 2 7
Central India	1,481	2,64,321 11 10	8,414 0 6	452	1,01,464 8 7	3,545 2 1	1,933	3,65,786 4 5	11,959 2 7
Burma	1,564	2,41,475 1 0	6,320 8 4	1,162	2,52,860 1 3	7,561 5 11	2,726	4,94,335 2 3	13,881 14 3
Assam	3,515	5,43,612 3 2	17,228 7 6	297	75,828 7 5	2,393 13 6	3,812	6,19,440 10 7	19,622 5 0
Sind	3,614	4,75,494 4 7	12,671 9 0	639	2,04,306 5 3	5,641 8 1	4,253	6,79,940 9 10	18,313 1 1
Total	134,796	1,81,27,336 11 10	5,49,330 11 9	20,213	44,18,554 1 8	1,36,929 11 0	155,009	2,25,45,890 13 6	6,86,260 6 9

46. A classification of depositors according to professions is given in the statement marked C below. The professional classes with fixed incomes hold the largest number of accounts, *viz.*, 57,831, while the highest percentage of increase, *viz.*, 51·90, comes under the head of professionals having variable incomes. The industrial classes are badly represented by a total of 2,475 accounts, and the agricultural classes exhibit a decrease of more than 9 per cent. Under this last heading the principal decreases occurred in Bengal, the North-Western Provinces, the Punjab and Assam, while increases took place in Madras, Bombay and Behar.

C.

Statement showing the Number of Depositors in each Postal Circle, classified according to professions during 1885-86.

Postal Circles.	Class I, Professional. A. Having fixed income.	Class I, Professional. B. Having variable income.	Class II, Domestic.	Class III, Commercial.	Class IV, Agricultural.	Class V, Industrial	Class VI, Indefinite.	Total.
Bengal	11,227	3,118	3,704	1,348	354	367	13,863	33,981
Madras	8,990	1,080	2,103	908	440	470	6,543	20,609
Bombay	10,830	1,419	3,184	2,071	200	475	9,577	27,756
North-Western Provinces	8,202	1,091	4,765	2,149	482	305	7,172	24,166
Punjab	3,057	604	2,347	290	46	197	2,076	10,417
Central Provinces	3,225	445	1,405	445	80	111	2,039	7,840
Oudh	1,631	183	1,101	61	47	29	1,156	4,208
Behar	2,820	475	870	162	124	116	2,188	6,764
Eastern Bengal	1,522	514	417	95	31	19	2,018	4,616
Rajputana	921	82	204	68	1	29	533	1,928
Central India	523	56	702	81	2	28	541	1,933
Burma	961	101	813	61	6	127	657	2,726
Assam	1,330	308	633	144	25	73	1,299	3,812
Sind	1,677	220	875	173	8	129	1,162	4,253
Total of 1885-86	57,831	9,714	23,372	8,056	1,846	2,475	51,715	1,55,009
Total of 1884-85	46,614	6,305	18,058	7,917	2,029	2,206	30,380	1,22,599
Increase in 1885-86	11,217	3,310	5,314	139	Decrease. 183	269	12,335	32,410
Percentage of Increase or Decrease.	24·06	51·90	29·43	1·76	9·02	12·19	31·32	26·44

47. Any person, whether depositor or not, possessed during the year the privilege of using the agency of the post office for the purchase and sale of Government promissory notes and for transferring Government securities held to the Comptroller General for custody. Towards the close of the year it was decided that this privilege should be limited to *bonâ fide* depositors in the Savings Banks, and that the amount invested for any one depositor should not exceed ₹1,000 in one year, or ₹3,000 in all. But this change of rule did not come into effect until the 1st April 1886. The total investments in Government securities made during the year through the agency of the Post Office amounted to ₹3,59,400 against ₹2,94,600 during the preceding year. And the balance of such investments remaining with the Comptroller General rose from ₹1,31,300 at the close of 1884-85 to ₹2,82,300 on the 31st March last. Out of a total of 463 transactions effected through the Post Office, 436 cases concerned purchases or sales not exceeding ₹2,000 each in value, while 27 related to dealings for amounts varying from ₹2,000 to ₹10,000 each.

Section VII.—Insurance and Value-payable Systems.

48. Reference was made in last year's report to the stoppage of insurance between India and Bagdad, and to the effect thus produced in diminishing the income derived from this source. During the year under review the power to insure articles to and from offices in the Persian Gulf and to and from Busrah was wholly withdrawn. On the margin is given a statement shewing the insured value of letters and parcels and the fees realised since the beginning of the system in the year 1878. The decline in the business during

Year.	Value Insured. Letters.	Parcels.	Total.	Insurance fees.
	₹	₹	₹	₹
1877-78, last quarter being the commencement of the system	6,66,320	18,60,191	25,26,511	13,230
1878-79	89,71,775	2,81,21,219	3,70,92,994	1,83,556
1879-80	1,63,33,038	5,34,34,161	6,97,69,219	1,97,790
1880-81	1,57,33,428	6,30,26,524	7,87,59,952	2,01,040
1881-82	1,79,69,808	5,85,53,413	7,65,23,221	1,90,980
1882-83	2,30,67,342	5,95,70,924	8,26,38,266	1,99,841
1883-84	2,21,16,868	6,04,08,142	8,25,25,010	2,06,839
1884-85	2,30,06,964	5,52,14,744	7,82,21,708	1,93,579
1885-86	2,21,78,613	4,75,99,870	6,97,78,483	1,69,945
Percentage of decrease as compared with 1884-85	3·60	13·79	10·79	12·21

the year and the loss of nearly ₹24,000 in insurance income is mainly attributable to the stoppage of insurance between India on the one hand and the Persian Gulf and Turkish Arabia on the other as above explained. The average value of insurance effected on each article was ₹264 in the case of letters and ₹316¾ in the case of parcels.

Losses under the Insurance system.	1884-85. R	a.	p.	1885-86. R	a.	p.
Losses by accident or by departmental neglect or fraud	15,522	8	9	11,882	9	0
Losses by highway robbery in British territory	1,939	6	9	70	0	0
Losses by highway robbery in Native State	2,300	0	9	500	0	0
	19,762	0	3	12,452	9	0
Value of property recovered	5,546	14	0	5,969	8	6
	14,215	2	3	6,483	0	6
Claims preferred but not entertained	300	0	0	...		
Total	13,915	2	3	6,483	0	6

49. Thirty-three cases of loss under the insurance system occurred during the year as compared with 39 cases in the previous year: and the total claims which the Post Office had to meet amounted to ₹6,483 against ₹13,915 in 1884-85, being a decrease of more than one-half. These losses are summarised on the margin.

50. An important addition to value-payable business was made by the extension of the system to unregistered book packets, both paid and unpaid, with effect from the 1st October 1885. Prior to that date the cost of the registration fee, coupled with the necessity for prepayment of postage, proved a practical bar to the use of the system for the transmission of light books and pamphlets. The removal of these impediments was immediately followed by the transmission of more than 50,000 unregistered value-payable book packets during the six months following the relaxation of the rule. The marginal table represents the growth of this system from its commencement in December 1877. From a humble beginning the business has now assumed large dimensions, the number of articles sent during the year under report being 436,115, the total value declared for realisation about 45½ lakhs, and the commission charged ₹85,530. Compared with the previous year the commission has increased to the extent of nearly 30½ per cent. Adverting to the extensive use made of this system by tradesmen in Calcutta, the Post Master General of Bengal remarks as follows:—

Value-payable system, year.	Number of articles sent under the value-payable system.	Value declared for realisation. ₹	Commission. ₹
1877-78 (from the commencement of the system in December 1877), 4 months	413	6,721	195
1878-79	7,408	1,32,109	3,942
1879-80	25,589	3,49,857	11,498
1880-81	49,389	5,76,574	13,413
1881-82	99,416	10,80,543	19,838
1882-83	174,301	16,86,098	32,568
1883-84	287,377	28,08,873	53,450
1884-85	338,930	34,35,045	65,571
1885-86	436,115	45,32,803	85,530

Note.—Owing to the receipt of inaccurate statistics from one of the postal circles the figures given in last year's report relating to 1884-85 were incorrect. Revised figures for that year have now been substituted.

"It will be seen that of the total number of value-payable articles (211,188) posted in this circle in 1885-86, more than 205,408 or 97 per cent. were posted in Calcutta, and of the 22 lakhs of rupees recovered from the addressees of the value-payable articles, 21½ lakhs were paid to tradesmen in Calcutta. This figure represents the extent to which the system has in a single year enabled the trading community of Calcutta to carry on cash transactions with their customers in the interior. All the Calcutta firms charge cash prices for articles sent by value-payable post, and the benefits of the system to the general public are thus as great as to the trading community."

51. A further extension of the value-payable system in another direction

was attempted towards the close of the year under review. For some years the method of transmitting railway receipt notes as value-payable letters has largely been followed, one firm alone having sent goods in a single year to the value of R20,000, the price of which was recovered from the purchasers under the value-payable system. Endeavours were therefore made by this Department to facilitate general resort to a convenience which the public itself had spontaneously adopted. The main objection to this measure consists in the ease with which the delivery of goods can be obtained on indemnity bonds, the production of the railway receipt being dispensed with altogether. It sometimes happens that consignees, having once received their goods, evade payment by not taking delivery of the railway receipt notes sent through the post as value-payable registered letters. All that the Post Office therefore demanded was that the production of the railway receipt should be made an absolute preliminary to the delivery of the goods. After a lengthy and protracted correspondence this point was conceded on certain railway lines, and rules were issued in January 1886 providing for the transmission of railway goods and parcel receipt notes under the value-payable system. As yet the business done under these rules has been very limited. It is, however, certain that the public prefer the method of cash payment provided by the value-payable system to remitting money in advance, and if the hearty co-operation of the various Railway Administrations can only be secured, a large addition of business may be expected both to the Companies themselves and to this Department.

	Number.	Value.	Commission.	Average value of each article.	Average commission on each article.	Remarks.
		R a. p.	R a. p.	R a. p.	a.	
Value-payable unregistered packets .	52,119	2,43,675 12 0	7,343 3 0	4 10 9	2	For six months only, the value payable system having been extended to unregistered packets from 1st October 1885.
Value-payable registered letters and registered packets .	138,242	17,16,994 7 6	29,699 9 0	12 6 8	4	
Value-payable parcels and railway receipts .	245,754	25,72,132 13 9	48,487 7 0	10 7 5	4	
TOTAL .	436,115	45,32,803 1 3	85,530 3 0	10 6 3	4	

52. Further details of the year's working are given in the marginal table, which shows that the average value of each article sent under the value-payable system amounted only to R10-6-3.

Section VIII.—Miscellaneous.

53. In April 1873 an arrangement was made under which security was taken from postal employès by half-yearly subscriptions of one rupee from those belonging to the superior or pensionable grades, and eight annas from those attached to inferior or non-pensionable grades. The subscriptions taken from the superior class were returnable on death or resignation in the proportion borne by the surplus income to the total income, while the subscriptions obtained from the inferior class were not returnable at all. Having regard to the serious pecuniary responsibilities devolving on postal employès since the introduction of the insurance, money-order, value-payable and Savings Bank branches of business, it was decided in December 1882 that the return of subsequently-paid subscriptions should be stopped, and the formation of a new fund was consequently sanctioned. To this new fund the half-yearly subscriptions already described have, since the 1st January 1883, been credited, together with a new reduced rate of 4 annas realised from inferior servants (with certain exceptions) drawing salaries not exceeding R5 per month. All charges are reckoned against the balance of the old *pro formâ* account until it is exhausted. Subscriptions paid before January 1883 are still, as a matter of favour, returnable to the superior class on retirement, death or resignation: for this reason a distinction between the returnable and non-returnable portions in the account of the old fund is still maintained.

54. On the creation of the new fund a balance of R2,16,913 existed to the credit of the old fund. By bearing all expenses, as already explained, this balance is gradually being diminished, and on the 31st March 1886 it stood at R1,59,324. During the year under report, the charges against this balance amounted to R21,993. At the close of the year a balance of R1,06,304 stood to the credit of the new fund. The exact position of both funds will be gathered from the figures entered below:—

Old Fund.

Receipts.	R	Charges.	R
Returnable Portion.			
Balance of 1884-85	60,082	Sums decreed against the fund . . .	14,658
		Rateable refunds to subscribers . . .	870
		Cost of establishment	990
		TOTAL Charges .	16,518
		BALANCE at credit .	43,564
		TOTAL returnable portion .	60,082
Non-returnable Portion.			
Balance of 1884-85	1,21,235	Sums decreed against the fund . . .	4,485
		Cost of establishment	990
		TOTAL Charges .	5,475
		BALANCE at credit .	1,15,760
		TOTAL non-returnable portion .	1,21,235
Grand Total.			
Balance of 1884-85	1,81,317	TOTAL amount charged against the old fund .	21,993
		BALANCE at credit	1,59,324
		GRAND TOTAL .	1,81,317

New Fund.

Receipts.	Amount of subscription. First half-year.	Second half-year.	Total.	Charges.	Amount.
	R	R	R		R
Balance of 1884-85	...	...	28,897	Refund on account of excess realisation .	1,116
Interest on above, at 4 per cent., from April 1885 to March 1886 . . .	...	...	1,156		
Imperial	17,493	17,425	...	Advance for stock notes	967
District	2,450	1,965	...		
TOTAL .	19,943	19,390	39,333	TOTAL .	2,083
ADVANCE for stock notes . . .	2,174	36,827	39,001	Closing Balance .	1,06,304
GRAND TOTAL .	...	...	1,08,387	GRAND TOTAL .	1,08,387

55. The number of complaints made by the public, which were reported to the heads of the several postal circles, rose from 6,511 to 7,684, being an increase of 1,173. More than half of this increase concerns the Railway Mail Service Circle, and is capable of easy explanation. The Durbar at Rawalpindi, the camp of exercise in the neighbourhood of Delhi, the preparations for war on the Baluchistan frontier, and the military operations in Burma, all necessitated sudden movements on the part of officers and others from one part of India to another and resulted in frequent references and complaints in respect to re-directed and other classes of correspondence. Similar causes led to an addition of 238 complaints in the Punjab and 54 in Sind. An increase of 328 complaints occurred also in Bengal (excluding the General Post Office): this is ascribed to the numerous transactions which take place in that circle relating to the transmission of money and valuables.

56. Those complaints which relate to the loss of registered letters or parcels have been analysed in the following statement. It will be seen that their total number has increased from 306 to 336 :—

	Registered Letters.		Parcels.		Total.	
	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.
I. Cases in which enquiry showed either that no loss occurred or that the loss had not occurred through the fault of postal officials .	87	76	72	97	159	173
II. Cases in which the postal establishment was proved to be in fault or in which there was strong ground for believing it to be so. .	39	43	54	38	93	81
III. Cases in which no definite conclusion was arrived at	33	40	21	42	54	82
Total .	159	59	147	177	306	336

Class I includes 7 insured cases under the head of "Registered Letters" and 10 insured cases under the head of "Parcels."

Class II includes 2 insured cases under the head of "Registered Letters" and 8 insured cases under the head of "Parcels."

Class III includes 1 insured case under the head of "Registered Letters" and 7 insured cases under the head of "Parcels."

57. One of these cases is described by the Post Master General of Madras in the following terms :—

"The first relates to the abstraction of 27 full currency notes of the value of ₹100 each from an insured registered letter posted at Negapatam on the 7th December 1885 for Coconada. As there were strong reasons for suspecting that the sender of the letter never enclosed the notes, the personal assistant was deputed to Negapatam with directions to apply for a search warrant and have the houses of the sender and his servants examined. This was done with the unexpected result that the whole of the currency notes alleged to have been posted were recovered by their being sent in two consignments of halves enclosed in two ordinary paid covers, one to the Superintendent's address and one to that of the Post Master General. The matter is now in the hands of the Tanjore Police, but I regret to state that they have not as yet been able to trace the person or persons who posted the two ordinary covers referred to, although a reward of ₹250 has been offered to any one who may give the required information. If, as is suspected, this is the work of the sender of the original letter, it is unlikely that any further result will be attained."

58. After referring to other cases the Post Master General adds that—

"the deception practised by the senders in monetary transactions with the addressees making the post office the scape-goat of their dishonesty has been exposed more than once during the year by the Paper Currency Office, to which intimation was given of currency notes alleged to have been abstracted from registered letters, replying that the currency notes in question had been cashed and cancelled long before the date of posting of the registered letters in question, and such currency notes could not therefore have been enclosed in them."

59. A statement of offences punishable by law will be found in Appendix VIII, of which a summary appears on the margin. Out of a total number of 254 cases, 187 legal convictions were obtained and 67 were punished departmentally. The following account of a very important case of money-order forgery is extracted from the report of the Post Master General of the Bengal Circle :—

	1884-85.	1885-86.
Number of legal convictions . .	157	187
Number of cases punished departmentally	87	67
Total .	244	254

"The case shown as No. 53 in Appendix IV was a case of forgery of money-orders of a very elaborate and complicated character. Surya Kumar Bose, assistant money-order clerk of the Bara Bazar Office, took advantage of his position to destroy 10 money-orders received in the office from the Railway Mail Service, and to substitute for them 10 forged money-orders, ordinary and value-payable, of the aggregate value of ₹5,750.

These money-orders were made payable to two respectable native bankers, on whom one of the accomplices in the fraud had previously called. This man had told the bankers that they would receive remittances from his employer in Kamptee in the Central Provinces, and that the remittances were in payment for gold which he was to purchase from them. Shortly after this the forged money-orders, which had been introduced into the Bara Bazar Post Office, were paid in the usual way to the bankers who, after satisfying themselves as to the genuiness of the transactions, delivered the value of the orders in sovereigns and bars of gold. The preparation of the numerous forged stamps required for the forgery of the money-orders began many months before the fraud was committed, and the fraud was so planned that at no time subsequent to the substitution of the forged orders for genuine ones were the forged documents in the hands of any of the parties to the crime. It was in this that the ingenuity of the fraud consisted. By making the forged orders payable to perfectly innocent and well-known men and then obtaining from them the value of the orders, the actual criminals were able to keep entirely out of sight. The assistant money-order clerk who devised the fraud and the man who actually wrote out the forged orders, were, however, ultimately detected, and they were both convicted at the High Court and sentenced to transportation for life. ₹2,397-2-3 out of the proceeds of the fraud was recovered from the principal offender Surya Kumar Bose."

60. The following paper, written by an intelligent native postal official, is of interest as an indication of the almost incredible extent to which ignorance in postal matters prevails among the village population of this country :—

"Among numerous difficulties which beset the proper working of the Indian Post Office, the gross ignorance of the majority of the Indian population is by no means the least formidable. An intelligent and well-informed community, though it expects a high standard of efficiency in all public concerns and is very much given to grumbling at the smallest and the most insignificant shortcoming, is on the whole a great help to a department like the Post Office. The following cases, which came under my personal observations, will fairly illustrate the hopeless ignorance of the majority of village populations in this country. It was at Muhammadabad Post Office in Azamgarh district I was one afternoon sitting under a tree close to the post office talking to some Tahsil and Police officials who had called to see me. The letter-box (a big square newly painted red one, with a big long projecting mouth-piece) was lying at a distance of about 20 yards from where we were sitting, waiting to be built up in the wall. A villager approached with a letter in his hand and inquired where he was to place it. The letter-box was pointed out to him. He went up to the box, took off his shoes at a little distance from it, folded his hands reverently, put his letter in the box, bowed low before it and placed 2 coppers on the ground; retreated a few steps with face towards the box (walking backwards), again bowed very low, then put on his shoes and walked away. I did not discover that he had left 2 coppers on the ground close to the letter-box till some time after he had left. In another case I saw a man drop a letter into the letter-box and then putting his lips close to the mouth of the box, calling aloud (very loud) that the letter was to go to Rewah as if somebody was sitting inside the box to hear and carry out his wishes. In the third case I happened to be standing outside a Sub-Post Office in Gorakhpore district, when a woman of the agricultural class happened to come and post a letter in the box which was at some little distance from where I was standing. The woman after dropping the letter in the box came up to me and begged me to tell her son that she had been very ill for some time, and that the black cow of her husband's brother was dead, and to desire him to come home as soon as possible, or to send some money for her expenses, with a lot of other messages. At first I did not understand what the woman meant, but a little questioning revealed to me the fact that the good woman was under the impression that I was to be the bearer of her letter to her son who was in Trinidad, and she was not certain whether the scribe she had employed in writing the letter had written all what she wished to be written. She took the very prudent precaution of repeating the contents of the letter to me, so that her son may be sure of receiving her whole message verbally through me, if not by letter. Numerous other cases of ignorance of this nature have occasionally come under my observation, but the three mentioned above are quite sufficient to show what class of people we have to deal with in rural parts. The moral of the whole thing is that the subject of educating rural populations in postal matters and disseminating postal information among them, should engage constant attention of postal officers. The end desired is as important as it is difficult to attain."

61. An abstract of highway robberies of the mail will be found on the margin. It is satisfactory to notice that the total number has fallen from 26 to 14, and that 5 only occurred within foreign territory.

A further statement is added detailing the localities in which these highway robberies took place.

	1884-85. Number of Highway Robberies.			1885-86. Number of Highway Robberies.		
	British Territory.	Foreign Territory.	Total.	British Territory.	Foreign Territory.	Total.
Bengal	...	...	...	3	...	3
Madras	...	...	...	1	1	2
Bombay	2	4	6	...	...	...
N.-W. Provinces	9	...	9	4	...	4
Punjab	1	...	1	...	...	...
Central Provinces	1	...	1	1	...	1
Rajputana	...	2	2	...	2	2
Central India	...	7	7	...	2	2
TOTAL	13	13	26	9	5	14

	British Territory.			Foreign Territory.		
	Name of District.	Number of robberies.	Number of attempts.	Name of Native State.	Number of robberies.	Number of attempts.
BENGAL	Bauleah	2	...		...	...
	Barhampore	1	...		...	...
		3	...		...	...
MADRAS	Cocanada	1	...	Mysore	1	...
		1	...		1	...
NORTH-WESTERN PROVINCES.	Saharunpore	3	...		...	...
	Jhansi	1	...		...	...
		4	...		...	...
PUNJAB	Derajat	...	1		...	...
		...	1		...	...
CENTRAL PROVINCES.	Jubbulpore	1	...		...	..
		1	...		...	...
RAJPUTANA		...	...	Marwara	1	...
		...	...	Meywar	1	...
		...	...		2	...
CENTRAL INDIA		...	...	Rajgarh	2	1
		...	...		2	1
	TOTAL	9	1		5	1

62. In five out of these 14 cases of highway robbery, prosecutions were instituted, but in one instance only was a conviction secured. In six cases the whole plundered mail, and in four cases the greater part of the mail, was recovered: in the remaining four instances nothing was recovered. Eight of these robberies were attended with the wounding or other maltreatment of the mail runners carrying the mail.

63. As already recorded, two postmasters and three menial servants met with death by drowning during the cyclone and storm-wave which swept over the sea coast in Orissa: much injury was sustained by numerous post offices in that locality, and five offices were wholly destroyed. In Burma three post offices were attacked and burnt by dacoits.

Postal Officials.	1884-85.	1885-86.
Superintendents and Inspectors of Post Offices	332	346
Postmasters, Deputy and Sub-Postmasters, including Village Postmasters	4,937	4,677
Extraneous agencies, such as schoolmasters, &c.	1,221	1,969
Clerks	4,909	5,086
Postmen and other servants	9,326	9,386
Road Establishment	12,413	12,271
Village Postmen	4,111	4,440
Signallers, clerks and other servants employed in combined offices	397	654
TOTAL	37,646	38,829

64. Appendix IX is a statement shewing the strength of the postal establishment entertained in each circle. An abstract is given on the margin.

65. The total payments made to private presses on account of printing work executed for the Department rose from ₹45,723 in 1884-85 to ₹48,197 in 1885-86, the increase being ₹2,474.

Section IX.—Non-Postal Branches of the Department.

Telegraphs.

66. In December 1883, a scheme was introduced for enlarging the operations of the Telegraph Department by utilising the more extensive agency of the Post Office. One effect of this partial amalgamation has been very nearly to double the total number of Government telegraph offices. On the 31st March last, these offices numbered 634 against 318, the number in existence before the amalgamation began. Of these 634 offices, 246 are departmental or exclusively telegraph, while 388 are combined post and telegraph offices worked by the agency of the post office. In seven places the post office is held in the telegraph office and managed by the telegraph master. During the year under review 125 combined offices were opened and four closed as unremunerative, leaving a net increase of 121 offices, 102 of which were at places where telegraph communication had not previously existed: and these 102 wholly new combined offices sent during the year 39,227 telegraph messages. Traffic statistics are given below, showing the work done by combined offices in each circle. Contrasted with the figures for the previous year, the revenue yielded has more than doubled itself:—

Traffic Statistics of Combined Post and Telegraph Offices for the year 1885-86.

Names of Circle.	Number of Combined Offices.	Total charge to the Telegraph Department for working the offices during the year.	Traffic. Number of messages sent.	Number of messages received.	Number of transit messages.	Total.	Revenue realised during the year on sent messages.	Remarks.
		₹ a. p.					₹ a. p.	
Bengal	68	13,206 15 3	41,944	36,780	20,462	99,186	44,206 9 0	The amounts collected on foreign messages are not included in these statistics. The telegraph business in combined offices is chiefly confined to Inland messages. Only a few offices specially authorized by the Director General of Telegraphs receive foreign messages.
Madras	(a)67	25,592 10 1	80,511	74,249	13,638	1,68,398	84,395 7 0	
Punjab	65	17,479 15 7	46,553	50,867	3,514	1,00,934	51,995 13 0	
N.-W. Provinces	(b)56	19,966 0 0	45,265	54,158	5,185	1,04,608	50,791 5 0	
Behar	29	8,670 15 4	20,443	23,557	34,676	78,676	24,253 2 0	
Bombay	(c)28	9,940 12 8	23,996	27,802	2,403	54,201	28,400 6 0	
Assam	22	5,134 13 2	11,428	11,746	264	23,438	12,577 8 0	
Central Provinces	21	7,571 15 4	17,268	18,642	...	35,910	18,425 9 0	
Central India	13	3,728 4 3	12935	15,817	2,945	31,758	15,748 2 0	
Burma	(d)11	4,513 12 8	6,204	6,170	...	12,374	8,444 14 0	
Sind	5	2,505 15 10	23,120	6,303	...	29,423	22,941 11 0	
Eastern Bengal	3	990 0 0	3,437	1,869	...	5,306	4,077 8 0	
Rajputana	2	676 3 1	6,268	5,844	...	12,112	6,147 7 0	
Oudh	2	448 0 0	607	703	...	1,310	622 11 0	
TOTAL	392	1,20,426 5 3	3,40,040	3,34,507	83,087	7,57,634	3,73,028 0 0	
Total for 1884-85	...	.....	...	...	...	3,30,173	1,74,118 0 0	
Increase	...	.....	...	...	...	4,27,461	1,98,910 0 0	
Percentage of Increase	...	.....	...	...	...	129·45	114·24	

(a) Of these one office, "Gooty," was closed on 20th June 1885.
(b) " " "Bethur," was closed on 6th December 1885.
(c) " " "Vambori," was closed on 10th September 1885.
(d) " " "Allanmyo," was closed on 12th November 1885.

67. Another service rendered by the Post Office to the Telegraph Department consists in the receipt of messages at places to which the wire has not yet been extended, and the despatch of these messages by post to the nearest telegraph office. Additional business is thus brought to the Telegraph Department at no enhanced cost to the State. By this means 29,876 messages were transmitted during the year from 1,793 post offices, the total income thus produced being ₹30,010.

68. At the close of the year 253 postal employés had qualified as signallers, and 83 were still under training.

69. From the 1st February 1886, the Indian Post Offices in the Persian Gulf were authorised to act as receiving offices for the Indo-European Telegraph line.

Government Carrying Agency and Passenger Service.

70. No change took place during the year under this head. The only Government bullock train and passenger service lines directly managed by this Department on the 31st March last, were those existing between Umballa and Simla, a distance of 96 miles. This bullock train line has branches to the neighbouring hill stations of Kasauli, Dagshai and Subathu.

Section X.—Financial Results.

71. The receipts and charges of the year are compared with those of the previous year in Appendix X, of which a summary is given below. The figures dealt with in that appendix are exclusively those which appear in the regular accounts of the department. Under the head of "Purely postal service" there has been an increase of ₹5,76,061 in the receipts, and ₹3,14,442 in the charges, representing a net improvement of about 2½ lakhs:—

	1884-85.	
	₹	*₹*
PURELY POSTAL SERVICE.		
Receipts, including sale of Service postage	1,01,50,894	1,07,26,955
,, excluding ,, ,,	85,33,280	90,07,187
Disbursements, including discount on sale of ordinary stamps	92,33,575	95,48,017
Net revenue, including sale of Service postage stamps	9,17,319	11,78,938
NON-POSTAL BRANCH. *Bullock Train.*		
Receipts	1,01,307	1,44,795
Disbursements	1,03,529	1,48,231
Deficit	2,222	3,436
Passenger Service on Mail-cart Lines.		
Receipts and disbursements	1,79,568	2,16,745
Contract Subsidies paid through the Post Office, but employed also largely on general and military considerations.		
Disbursements	5,95,988	5,45,154

These results may be summarised as follows:—

	1884-85.	1885-86.
	₹	*₹*
A net revenue in the purely Postal Department of	9,17,319	11,78,938
A net deficit in the Bullock Train Department of	2,222	3,436

72. Appendix XI is an abstract of Appendix X with the addition of the items noted on the margin, which, though entered in the Civil Accounts, do not pass through the regular accounts kept by this Department. This appendix shows a revenue of ₹1,11,30,863, being a rise of ₹6,59,564 on

Items included in the Finance and Revenue Accounts, but not included in the regular accounts of the Postal Department.

REVENUE, 1885-86.	*₹*	CHARGES, 1885-86.	*₹*
District Post collections, including Zemindari Dâk receipts in Bengal	42,368	District Post establishment, including Zemindari dâks in Bengal	11,85,549
		Stores from England	3,71,390
		Payments under postal arrangements with Lords of the Treasury	6,80,000
		Exchange charges in England	3,30,950

the revenue of the preceding year, and an expenditure of ₹1,30,26,036, being an addition of ₹3,21,496 to the charges of 1884-85. According, therefore, to the Financial and Revenue Accounts, the net deficit of the Post Office has fallen during the year from ₹22,33,241 to ₹18,95,173, an improvement of about 3⅓ lakhs. As explained in the last annual report, the Post Office, though debited with the entire cost of the district post, does not get credit for the whole of the money from which these charges are met. The admission of this credit would reduce the deficit of the year under report to 7½ lakhs.

73. Although heavy charges have been entailed on this Department in working Post Office Savings Banks, no credit at all has heretofore been taken in its accounts for the benefits conferred by this branch of postal business. Great expense is necessarily involved in keeping 150,000 accounts for a business which allows weekly operations on each account, coupled with a minimum limit of 4 annas only for every transaction, in the provision of funds to meet withdrawals at remote places and in contingent charges. Risk of loss is also incurred through frauds attempted by servants of the department or by members of the public. Great advantages are, on the other hand, derived from a system which encourages thrift throughout the length and breadth of the country, and fills the Government Treasury with money obtained at a low rate of interest. In reviewing the financial condition of the department, these expenses and benefits should not be overlooked. A simple way of estimating the value of the Indian Post Office Savings Bank business, is by the adoption of the rates paid to Presidency Banks for similar work. For the management of Government Savings Bank business, the three Presidency Banks receive a commission of ⅜ per cent. per annum on the balance deposited at the beginning of the year, besides the sum of 8 annas for each active account. The application of these rates to the post office would represent a Savings Bank income of ₹1,11,706 for the year under report as indicated in the margin. By the admission of this credit the post office deficit is still further reduced, and amounts only to ₹6,40,285.

	₹ *a.*
⅜ per cent. on a balance of ₹1,34,41,910 on 1st April 1885	50,407 0
A charge of 8 annas on each of 122,599 active accounts	61,299 8
Total.	₹1,11,706 8

74. In estimating the actual financial condition of the Postal Department it has been customary to include the additional items of charge specified on the margin, which appear neither in the Postal nor in the Civil Accounts. But the Right Honourable the Secretary of State for India has decided that these items shall no longer be reckoned as forming part of the expenditure of the department.

Items not included under charges in the Finance and Revenue Accounts.

	1884-85.	1885-86.
	₹	*₹*
Cost of stationery supplied by the Superintendent of Stationery	1,42,532	1,44,856
Railway free service estimated	2,63,000	2,54,529
Value of services rendered to the Post Office by the Government Press	27,342	45,119
Rent of Government buildings	2,94,946	3,13,300
Gratuities	4,828	4,200
Leave allowances paid in Great Britain	4,578	10,720
Pension (being the average of five years capitalised at 10·165 years' purchase)	1,76,401	1,81,740
	9,13,627	9,54,464
Deduct:—Share of marine subsidies charged in the Finance Accounts, which should have been borne by Military, Political, and other departments	2,36,332	2,47,539
	6,77,295	7,06,925

Section XI.—General Review of Progress.

	Comparison of number of letters and new-papers (those of 1855-56 being represented by 100).	Comparison of revenue from private correspondence (that of 1855-56 being represented by 100).	Comparison of expenditure (that of 1855-56 being represented by 100).
1855-56, first complete year of new rates	100	100	100
1867-68, thirteenth ditto	207	237	161
1868-69, fourteenth ditto	228	258	182
1869-70, fifteenth ditto	253	246	190
1870-71, sixteenth ditto	257	235	175
1871-72, seventeenth ditto	269	272	173
1872-73, eighteenth ditto	279	279	177
1873-74, nineteenth ditto	328	284	184
1874-75, twentieth ditto	348	305	189
1875-76, twenty-first ditto	352	326	191
1876-77, twenty-second ditto	368	345	196
1877-78, twenty-third ditto	387	378	206
1878-79, twenty-fourth ditto	394	390	222
1879-80, twenty-fifth ditto	428	417	234
1880-81, twenty-sixth ditto	476	452	252
1881-82, twenty-seventh ditto	507	459	270
1882-83, twenty-eighth ditto	550	478	290
1883-84, twenty-ninth ditto	598	508	303
1884-85, thirtieth ditto	646	526	308
1885-86, thirty-first ditto	711	559	320

75. A table is given on the margin, which represents the yearly progress made by the Post Office in its correspondence, revenue from private correspondence, and expenditure since the year 1855-56, that being the first complete year following the introduction of cheap postage in the year 1854.

Section XII.—Notices of Post Office Officials.

76. The Post Office was administered by Mr. Fanshawe from the 1st to the 25th April, by Mr. James from that date to the 21st November, and by me during the remainder of the official year. Mr. E. R. Douglas, C.I.E., Deputy Director General of the Post Office, retired on pension during the year after a long and honorable connection with the department extending over 31 years. My thanks are due to Mr. Kisch, Postmaster General of Bengal, for his exertions in connection with the scheme for paying land revenue and cesses by means of money-orders in Bengal, and to Pandit Salig Ram for the success with which this scheme was worked in the North-Western Provinces. I have pleasure here in recording the fact that the Brigadier-General Commanding the Indian Contingent at Suakim recommended to the favourable notice of Government the services of Mr. F. B. O'Shea "for having ably organised and worked the postal arrangements of the Indian Contingent," and those of Mr. Dorabjee Muncherjee Lalcaca "for having most efficiently carried on the duties of Field Postmaster to the great comfort and convenience to the public service and of the troops of the Indian Contingent."

Appendix No. I.

Statement showing the number of Post Offices and Letter Boxes opened and Village Postmen entertained during the year 1885-86 and the total number that stood at the end of the two official years 1884-85 and 1885-86.

Name of Postal Circles.	Existing on the 31st March 1885.			Opened or entertained in 1885-86.			Total of 1885-86.			Closed or discontinued in 1885-86.			Balance on 31st March 1886.			Increase or Decrease.		
	Post Offices.	Letter Boxes.	Village Postmen.	Post Offices.	Letter Boxes.	Village Postmen.	Post Offices.	Letter Boxes.	Village Postmen.	Post Offices.	Letter Boxes.	Village Postmen.	Post Offices.	Letter Boxes.	Village Postmen.	Post Offices.	Letter Boxes.	Village Postmen.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Bengal	1,061	3,059	955	193	397	81	1,254	3,366	1,036	165	779	60	1,089	3,213	976	Increase 28	Increase 154	Increase 21
Madras	948	695	427	277	31	52	1,225	726	479	159	124	127	1,066	614	476	,, 118	Decrease 81	,, 49
Bombay	1,179	1,608	622	98	140	35	1,277	1,748	657	74	124	17	1,203	1,637	640	,, 24	Increase 29	,, 18
North-Western Provinces	744	349	27	107	46	14	851	395	41	99	43	2	752	393	40	,, 8	,, 44	,, 13
Punjab	716	289	336	139	21	25	855	310	361	136	9	20	719	301	317	,, 3	,, 12	Decrease 19
Burma	63	105	12	14	18	4	77	123	16	6	18	1	71	123	15	,, 8	,, 18	Increase 3
Central Provinces	311	411	253	110	36	31	421	447	284	81	36	3	340	411	281	,, 29	,, 1	,, 28
Oudh	243	131	147	69	21	75	312	152	232	34	16	10	278	140	213	,, 35	,, 9	,, 66
Rajputana	109	66	71	50	8	17	159	74	88	16	8	3	143	74	85	,, 34	,, 8	,, 14
Assam	185	121	209	59	22	17	244	143	226	54	17	20	193	128	206	,, 5	,, 7	Decrease 3
Behar	402	363	647	63	46	37	465	409	684	32	11	46	433	374	638	,, 31	,, 11	Increase 11
Eastern Bengal	296	626	233	26	131	21	322	757	254	14	61	4	308	696	248	,, 12	,, 61	,, 15
Central India	115	67	42	30	4	2	145	71	44	13	4	1	132	63	42	,, 17	Decrease 4	,, 2
Sind	116	57	58	14	5	5	130	62	63	5	6	1	125	56	62	,, 9	Increase 5	Decrease 2
Railway Mail Service	...	784	...	...	167	...	...	951	...	...	51	...	...	835	...	...	,, 51	...
Total	6,488	8,731	4,039	1,249	1,003	416	7,737	9,734	4,455	888	1,378	294	6,849	9,056	4,253(a)	Increase 361	Increase 325	Increase 214

(a) In this statement Stationary Village Postmen are included under the head of Post Offices, which explains the difference between the numbers of Village Postmen entered in this Appendix and those exhibited in Appendix IX.

Appendix No. II.

Statement showing the distances over which Mails were conveyed by Railway, Mail Carts, Horses, Camels, Runners, Boats and Steamers during the years 1884-85 and 1885-86.

Name of Postal Circles.	Railway.						Mail carts, horses, camels, &c.		Runners or Boats.		Steamer services, sea and river.		Total.			
	Under Local Control.		Under Inspector General, Railway Mail Service.													
			Served by Mail Guards.		Served by Railway Mail Service Sorting Sections.											
	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Bengal	*5	*5	165	72	741	779	98	59	4,031	4,347	(a)2,770	(a) 3,023	8,410	911	855	8,376
Madras	...	...	434	362	1,629	1,802	116	266	6,706	6,809	1,207	1,207	10,092	2,063	2,104	10,239
Bombay	*88	...	64	64	1,371	1,459	824	870	8,137	8,302	(a)3,283	(a) 3,333	13,767	1,523	1,523	13,928
North-Western Provinces	*12	*36	144	73	1,336	1,456	621	676	1,405	1,322	...	...	3,518	1,492	1,565	3,563
Punjab	*79	*129	198	116	1,294	1,394	778	795	2,295	2,229	...	...	4,044	1,571	1,539	4,163
Burma	254	327	...	14	...	819	...	...	531	436	3,045	3,134	3,830	254	327	3,897
Central Provinces	...	...	71	22	526	546	...	...	2,423	2,652	...	...	3,677	890	890	3,906
Oudh	*38	*38	42	...	633	633	...	...	656	773	...	...	1,389	568	568	1,506
Rajputana	72	*127	...	...	...	...	...	...	1,245	1,781	...	...	2,961	671	671	2,718
Assam	*37	*37	38	43	696	696	...	420	1,384	1,386	420	420	1,876	72	127	1,933
Behar	...	...	...	10	...	...	...	...	1,115	1,102	...	100	1,890	771	776	1,882
Eastern Bengal	...	...	...	...	280	...	...	...	1,316	1,464	...	...	1,316	...	10	1,574
Central India	...	...	...	...	566	566	...	...	1,866	1,935	...	...	2,242	280	280	2,345
Sind	...	...	...	...	...	...	...	...	772	743	...	...	2,176	566	566	2,057
Total	585	699	1,156	776	9,891	10,387	2,436	4,227	34,482	35,281	10,725	11,117	60,888	11,632	11,862	62,487

* By these lines mails are conveyed under the weighment system, *i. e.*, paid for by weight checked half-yearly. (a) Sea sorting services exist between Calcutta—Rangoon and Bombay—Karachi.

Appendix

Statement showing the estimated number of Letters, Post-cards, Newspapers, Packets and Parcels received in the Provinces, Oudh, Rajputana, Assam, Behar, Eastern Bengal, Central

	Bengal.		Madras.		Bombay.		N.-W. Provinces.		Punjab.		Burma.		Central Provinces.	
	Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.	
	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.
Letters paid	15,604,610	15,443,541	20,742,559	21,111,496	23,082,287	24,326,051	11,742,754	12,574,406	11,891,099	12,550,004	1,627,326	2,831,878	4,768,021	5,320,266
,, unpaid	4,748,728	4,374,603	2,111,718	2,376,697	3,861,361	3,868,713	3,779,679	3,883,522	2,317,651	2,304,766	1,201,213	3,090,637	1,386,088	1,581,206
,, registered	719,021	699,340	824,248	858,804	545,206	575,031	455,116	514,259	391,252	416,569	60,095	82,568	216,766	255,291
,, insured	32,768	31,703	26,581	25,602	12,306	10,611	10,451	8,160	8,630	15,747	1,642	1,382	3,754	4,693
,, value-payable	2,894	5,345	2,320	3,259	1,017	1,147	6,283	8,447	4,093	6,127	443	991	1,617	2,216
,, service-privileged	920,217	690,554	6,961	6,935	3,859	3,128	1,397,715	1,372,974	1,171,754	1,302,815	282,119	397,320	455,650	456,172
Post-cards	8,419,220	9,852,158	7,400,010	8,523,219	10,055,385	12,589,815	6,501,093	7,731,326	5,992,231	6,804,381	122,119	205,130	1,493,241	2,052,230
Reply Post-cards	457,397	453,643	306,808	364,244	262,487	360,933	309,412	439,694	216,841	507,531	10,376	15,410	101,392	152,570
Total	30,904,888	31,550,887	31,754,608	33,280,256	37,823,908	42,735,429	24,202,836	26,532,788	22,059,557	24,087,940	3,308,333	6,625,325	8,456,529	9,824,653
Newspapers	2,981,918	3,478,398	2,813,261	2,975,845	2,546,449	2,946,932	1,987,399	2,521,576	2,411,162	2,500,511	570,195	1,011,910	646,021	820,911
Book and Pattern Packets unregistered	730,365	812,829	990,089	1,113,250	758,887	908,798	440,138	524,088	393,235	439,434	77,276	120,210	196,031	202,392
Book Packets. Registered	20,205	20,153	13,241	13,375	15,721	19,084	13,870	11,185	10,741	20,753	3,491	5,240	5,319	4,641
Book Packets. Value-payable registered	11,315	9,568	22,447	16,790	7,196	7,196	15,747	13,453	14,809	10,846	3,285	4,406	4,927	5,631
Book Packets. Value-payable unregistered*	...	10,429	...	14,522	...	6,127	...	9,125	...	9,646	...	2,972	...	3,807
Parcels paid	88,747	94,770	73,313	74,799	116,174	133,981	78,371	82,725	104,937	107,908	14,809	27,896	17,989	21,222
,, unpaid	0,709	52,404	44,061	42,131	38,768	43,722	40,463	39,342	39,655	41,923	16,216	22,526	13,453	15,565
,, insured	14,522	15,095	30,139	29,382	33,267	33,658	16,321	14,730	13,557	13,323	2,891	3,911	9,021	8,317
,, value-payable	35,405	36,709	36,031	42,914	12,670	16,260	33,684	43,226	32,068	43,826	13,427	21,222	12,514	17,755
Total	34,841,074	36,081,242	35,777,196	37,603,264	41,353,040	45,851,196	26,828,829	29,792,238	25,082,721	27,276,190	4,010,229	7,854,618	9,361,807	10,924,294
Money-Orders Inland	812,674	913,857	466,797	511,814	372,601	450,404	464,322	485,950	297,354	347,122	104,025	152,706	167,485	205,046
Grand Total	35,653,748	36,995,099	36,243,993	38,115,078	41,725,641	46,301,600	27,293,151	30,278,188	25,380,075	27,623,312	4,114,254	8,007,324	9,529,292	11,129,340
Deduct number of articles returned undelivered	461,230	456,302	914,143	886,794	1,752,991	1,837,853	701,712	538,010	620,526	670,297	273,541	1,463,389	423,556	465,088
Net actually delivered	35,192,518	36,538,797	35,329,850	37,228,284	39,972,650	44,463,747	26,591,439	29,740,178	24,759,549	26,953,015	3,840,713	6,543,935	9,105,736	10,664,252
Add number of articles sent to Dead-Letter Offices	641,110	684,876	261,982	262,462	548,771	566,932	375,301	413,807	254,139	284,597	20,234	19,799	106,731	94,222
Total	35,833,628	37,223,673	35,591,832	37,490,746	40,521,421	45,030,679	26,966,740	30,153,985	25,013,688	27,237,612	3,860,947	6,563,734	9,212,467	10,758,474

* The Value-payable system was extended to Unregistered

No. III.

Post Offices under the Bengal, Madras, Bombay, North-Western Provinces, Punjab, Burma, Central India and Sind Postal Circles during the years 1884-85 and 1885-86.

Oudh.		Rajputana.		Assam.		Behar.		Eastern Bengal.		Central India.		Sind.		Total.	
Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.	
1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.
2,500,015	2,609,572	2,780,648	3,344,443	1,882,853	1,813,216	4,078,328	4,295,259	2,557,894	2,776,008	1,850,941	2,008,804	3,435,611	3,873,875	103,547,976	114,879,919
1,245,615	1,181,583	711,359	712,245	727,784	724,368	2,293,321	2,295,459	983,049	967,172	739,308	713,418	522,051	738,682	26,994,931	28,813,071
80,352	86,688	73,600	79,283	49,718	53,916	191,990	195,275	78,345	66,795	48,336	54,058	79,257	104,442	3,846,605	4,053,219
1,147	1,003	1,147	1,251	2,477	2,138	3,598	5,371	4,980	3,911	1,512	1,434	600	573	112,029	114,479
600	1,109	886	1,330	1,564	2,816	3,624	6,205	600	939	834	1,095	365	704	27,140	41,820
109,213	96,151	16,008	20,753	90,285	103,909	499,190	443,579	242,751	190,713	89,634	140,305	235	1,356	5,285,591	5,226,253
1,198,790	1,352,377	669,645	906,921	508,287	713,288	1,471,054	1,795,096	1,629,073	1,923,680	495,462	657,808	597,740	742,853	46,643,350	55,940,292
60,434	85,514	19,449	18,928	38,716	42,210	88,956	143,784	87,548	148,946	26,410	37,725	38,665	52,534	2,054,924	2,913,666
5,126,166	5,415,087	4,272,742	5,084,554	3,391,681	3,455,051	8,630,061	9,181,028	5,584,240	6,078,164	3,252,437	3,615,637	4,674,557	5,515,019	193,512,546	211,982,718
470,928	534,673	280,424	322,295	672,695	744,809	720,849	856,629	569,478	697,619	345,811	383,745	484,511	546,561	17,507,407	20,341,814
96,673	104,964	71,905	69,742	96,621	120,737	166,753	180,448	86,322	104,859	32,381	39,837	80,769	84,550	4,217,445	4,837,137
1,538	2,816	2,164	2,477	1,773	3,233	3,859	3,572	3,520	3,702	1,981	1,877	1,408	2,868	98,837	4,976
4,406	4,015	2,920	2,633	6,25	4,745	8,265	5,866	3,363	3,363	2,164	2,650	1,434	2,425	108,535	93,596
...	3,024	...	1,955	...	2,268	...	4,745	...	2,034	...	1,721	...	1,851	...	73,626
20,127	21,848	13,818	21,170	9,959	11,471	21,457	22,162	11,576	12,671	10,194	10,168	15,356	17,363	596,827	660,233
8,682	7,848	7,873	11,941	15,174	14,470	19,371	16,204	10,533	9,672	8,499	9,699	11,028	10,976	324,485	338,513
7,508	5,762	14,652	17,233	3,624	3,911	5,240	4,458	3,650	3,102	5,553	5,006	3,233	4,719	163,181	162,607
7,561	10,637	5,605	6,518	22,161	26,619	20,727	23,412	9,490	9,680	5,736	6,805	6,674	9,386	253,753	314,018
5,813,589	6,110,674	4,672,103	5,540,517	4,219,948	4,387,614	9,566,582	10,300,613	6,282,172	6,924,806	3,634,756	4,077,154	5,278,970	6,195,718	216,783,916	238,980,138
95,525	101,644	82,344	97,017	116,614	142,387	231,616	256,966	155,098	212,228	96,099	119,799	87,708	166,138	3,550,257	4,163,078
5,909,114	6,212,318	4,754,447	5,637,534	4,336,562	4,530,001	9,828,198	10,557,579	6,437,265	7,137,034	3,730,855	4,196,953	5,366,678	6,361,856	220,333,273	243,083,216
127,854	135,728	102,565	116,774	93,075	112,342	247,705	279,199	132,573	171,107	151,657	181,378	94,379	160,339	6,097,507	7,474,600
5,781,260	6,076,590	4,651,882	5,520,760	4,243,487	4,417,659	9,580,493	10,278,380	6,304,692	6,965,927	3,609,198	4,015,575	5,272,299	6,201,517	214,235,766	235,608,816
88,743	93,164	79,003	110,623	...	...	156,799	175,121	...	...	...	...	51,057	101,688	2,583,870	2,807,192
5,870,003	6,169,754	4,730,885	5,631,383	4,243,487	4,417,659	9,737,292	10,453,501	6,304,692	6,965,927	3,609,198	4,015,575	5,323,356	6,303,205	216,819,636	238,415,997

Book Packets with effect from 1st October 1885.

Appendix

Statement showing the number of Articles received at, and disposed of by, the Dead-Letter Offices at Calcutta Railway Mail Service Enquiry Offices at Madras, Bombay, Allahabad

		Calcutta.		Madras.		Bombay.		Allahabad.		Lahore.		Nagpore.		Lucknow.	
		Number.		Number.		Number.		Number.		Number.		Number.		Number.	
		1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85	1885-86.	1884-85	1885-86.	1884-85	1885-86.	1884-85.	1885-86.
Received from Post Offices.	Registered Articles	1,755	1,712	4,360	3,772	6,266	5,520	976	784	694	653	1,107	739	239	294
	Parcels	275	243	206	169	388	394	156	93	106	80	31	28	30	20
	Letters	593,645	617,903	216,381	224,848	421,632	430,421	266,599	284,568	200,407	216,289	100,089	86,486	82,382	85,376
	Newspapers	29,303	43,894	15,376	17,609	36,221	51,166	22,814	29,696	26,188	34,400	5,451	6,895	4,803	6,021
	Packets	16,132	21,124	3,587	4,167	5,566	6,543	848	707	4,657	5,675	53	74	1,289	1,453
	Total	641,110	684,876	239,910	250,565	470,073	494,044	291,393	315,848	232,052	257,097	106,731	94,222	88,743	93,164
Received from other Dead-Letter Offices.	Registered Articles	330	192	230	...	755	502	283	345	120	108	89	60	63	45
	Parcels	59	13	4	...	53	30	35	56	43	37	6	3	9	8
	Letters	72,528	76,497	29,186	33,835	64,656	69,105	169,366	183,112	52,392	77,533	24,566	26,735	82,521	84,574
	Newspapers	14,772	23,582	4,536	3,705	20,532	26,545	9,807	11,596	7,083	10,504	428	639	2,052	3,135
	Packets	2,390	3,392	384	686	15,996	17,104	365	425	361	639	26	32	142	180
	Total	90,079	103,676	34,340	38,226	101,992	113,376	179,856	195,534	59,999	88,821	25,115	27,469	84,787	87,942
Total No. of Articles received in the Dead-Letter Office		731,189	788,552	274,250	288,791	572,065	607,420	471,249	511,382	292,051	345,918	131,846	121,691	173,530	181,106
Deduct—Articles transferred to other Dead-Letter Offices.	Registered Articles	335	230	193	168	1,242	474	375	201	136	91	63	31	63	63
	Parcels	64	43	16	13	68	39	49	47	33	20	12	9	14	7
	Letters	201,732	207,025	35,716	38,582	97,463	111,800	88,227	94,470	53,038	64,100	41,003	34,746	38,973	40,025
	Newspapers	73,52	6,846	8,450	10,905	39,580	43,823	14,544	21,017	7,639	10,474	3,789	4,832	3,534	4,115
	Packets	10,442	13,869	1,805	2,061	16,730	21,543	443	452	2,752	3,646	35	54	828	982
	Total	220,425	228,013	46,180	51,729	155,063	177,679	103,638	116,187	63,598	78,271	44,902	39,672	43,412	45,192
Balance remaining to be disposed of		510,764	560,539	228,070	237,062	417,002	429,741	367,611	395,195	228,453	267,647	86,944	82,019	130,118	135,914
Articles sent out by Dead-Letter Offices. By re-direction or re-transmission to their Addressees.	Registered Articles	189	195	69	35	429	504	43	43	84	68	71	42	12	18
	Parcels	40	42	10	...	70	61	35	17	28	22	5	2	3	5
	Letters	24,122	31,230	9,699	13,873	49,285	46,155	25,739	28,036	19,428	22,974	6,694	6,906	13,545	13,076
	Newspapers	1,598	2,254	1,043	1,164	3,264	3,856	910	1,015	1,106	1,702	800	1,162	434	565
	Packets	1,115	1,896	433	601	387	107	96	106	771	1,009	23	28	287	307
	Total	27,064	35,617	11,254	15,673	53,435	50,683	26,823	29,217	21,417	25,775	7,593	8,230	14,281	13,971
By return to their Senders.	Registered Articles	1,458	1,412	3,830	3,044	3,594	3,579	533	496	436	430	816	556	129	111
	Parcels	153	140	122	108	77	96	40	21	57	46	7	13	7	7
	Letters	317,944	331,098	126,822	142,615	165,420	169,684	229,471	240,862	130,442	147,087	60,074	55,983	87,469	89,843
	Newspapers	34,270	54,834	10,419	9,745	13,824	29,976	15,223	17,683	24,327	32,698	1,290	1,540	2,886	4,474
	Packets	6,628	8,689	1,037	1,353	4,362	2,033	456	296	1,406	1,659	15	18	273	306
	Total	360,453	396,173	142,230	156,365	187,277	205,368	245,723	259,358	156,668	181,920	62,196	58,110	90,764	94,741
Articles undisposable and deposited as dead.	Registered Articles	103	67	498	525	1,756	1,465	308	389	158	172	252	170	98	147
	Parcels	77	31	62	48	226	228	67	64	31	20	13	7	15	9
	Letters	122,375	125,047	73,330	63,613	174,120	171,887	92,528	104,312	49,891	59,661	16,882	15,496	24,916	27,006
	Newspapers	355	3,542	...	...	105	56	1,944	1,577	199	90	...	...	1	...
	Packets	337	62	696	838	83	54	218	278	89	...	6	6	43	38
	Total	123,247	128,749	74,586	65,024	176,290	173,690	95,065	106,620	50,368	59,952	17,155	15,679	25,073	27,202
	GRAND TOTAL	510,764	560,539	228,070	237,062	417,002	429,741	367,611	395,195	228,453	267,647	86,944	82,019	130,118	135,914
Articles issued by Dead-Letter Offices for delivery to the Addressees or Senders and returned as undeliverable.	Registered Articles	197	230	293	311	203	211	28	13	52	39	106	68	3	18
	Parcels	7	4	2	2	3	8	2	...	2	2	...	...	...	...
	Letters	42,335	46,070	15,976	21,681	28,710	26,851	23,853	25,044	15,284	14,172	9,822	8,546	3,205	4,234
	Newspapers	159	145	39	74	32	34	55	115	121	72	...	...	...	2
	Packets	101	83	25	73	1	3	5	1	14	18	...	2	...	...
	Total	42,799	46,532	16,335	22,141	28,949	27,107	23,943	25,173	15,473	14,303	9,928	8,615	3,208	4,247

* On the 15th December 1885 the Madras Enquiry Office was closed and its work transferred to the Dead-Letter Office at that place.

No. IV.

Madras, Bombay, Allahabad, Lahore, Nagpore, Lucknow, Abu, Rangoon, Dinapore and Karachee, and by the Umballa and Ajmere during the years 1884-85 and 1885-86.

Abu.		Rangoon.		Dinapore.		Karachee.		Enquiry Offices.										Total.			
								Madras.		Bombay.		Allahabad.		Umballa.		Ajmere.					
Number.		Number.		Number.		Number.		Number.		Number.		Number.		Number.		Number.		Number.		Proportion.	
1884-85.	1885-86.	1884-85	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.	1884-85.	1885-86.
195	226	86	115	917	848	379	480	38	17	1,860	1,392	112	110	20	29	11	14	19,015	16,705	...	...
22	15	16	15	17	27	39	50	10	4	18	18	12	84	11	14	3	6	1,340	1,260	...	...
54,691	68,284	19,552	19,460	148,910	164,123	47,813	95,615	20,882	11,261	74,186	67,396	73,705	87,537	20,991	25,897	20,509	37,058	2,362,374	2,522,522	...	...
3,085	4,383	478	197	6,059	9,069	2,121	4,077	752	433	2,501	3,116	9,952	10,010	618	1,134	165	337	165,887	222,437	...	...
256	188	102	12	896	1,054	705	1,466	390	182	133	966	127	218	447	426	66	112	35,254	44,367	...	...
58,249	73,096	20,234	19,799	156,799	175,121	51,057	101,688	22,072	11,897	78,698	72,888	83,908	97,959	22,087	27,500	20,754	37,527	2,583,870	2,807,291	77·79	77·06
69	44	8	...	144	114	24	24	...	...	...	...	...	...	...	...	...	...	2,115	1,434	...	...
13	9	...	...	24	10	2	9	...	...	...	...	...	...	...	...	...	...	248	175	...	...
33,621	36,632	1,762	1,795	113,401	125,052	10,566	14,172	...	...	...	...	...	...	...	...	...	...	654,565	729,042	...	...
414	595	3	10	1,005	1,563	96	285	...	...	...	...	...	...	...	...	...	...	60,728	82,159	...	...
50	104	2	...	135	81	65	160	...	...	...	...	...	...	...	...	...	...	19,916	22,893	...	...
34,167	37,384	1,775	1,805	114,709	126,820	10,753	14,650	..	...	...	...	...	...	...	...	...	...	737,572	835,703	22·21	22·94
92,416	110,480	22,009	21,604	271,508	301,941	61,810	116,338	22,072	11,897	78,698	72,888	83,908	97,959	22,087	27,500	20,754	37,527	3,321,442	3,642,904	100	100
72	40	5	12	124	110	39	62	6	7	156	65	36	...	11	10	4	1	2,860	1,565	...	...
14	10	...	...	13	8	19	36	3	1	10	12	...	24	2	4	1	3	318	276	...	...
26,292	27,784	2,402	1,125	44,993	50,622	26,782	60,412	3,311	2,327	14,069	13,690	9,662	12,820	3,357	5,026	1,841	5,851	688,861	770,414	...	...
2,862	3,759	262	47	4,779	7,041	1,533	2,780	242	149	573	851	670	1,025	161	285	34	87	96,487	117,985	...	...
203	163	52	...	611	880	476	921	126	56	79	190	48	47	87	132	25	51	34,742	45,047	...	...
29,443	31,756	2,721	1,184	50,520	58,661	28,849	64,220	3,688	2,540	14,887	14,804	10,416	13,025	3,621	5,457	1,905	5,993	823,268	935,287	24·79	25·67
62,973	78,724	19,288	20,420	220,988	243,280	32,961	52,118	18,384	9,357	63,811	58,080	73,492	84,034	18,466	22,043	18,849	31,534	2,498,174	2,707,707	75·21	74·33
13	14	...	1	40	39	15	24	32	10	1,704	1,327	76	100	9	19	7	13	2,793	2,462	...	...
4	4	...	...	5	6	5	5	7	3	8	6	12	60	9	10	2	3	243	246	...	...
13,051	17,432	1,872	2,064	13,031	14,944	4,521	8,502	17,571	8,934	60,117	53,706	64,043	74,708	17,634	20,872	18,668	31,807	359,020	394,708	...	...
119	278	71	13	518	813	184	528	510	284	1,928	2,265	9,282	8,985	464	849	131	250	22,352	25,983	...	...
57	38	5	...	160	124	107	280	264	126	54	776	79	171	360	294	41	61	4,239	5,933	...	...
13,244	17,766	1,948	2,078	13,754	15,926	4,832	9,248	18,384	9,357	63,811	58,080	73,492	84,034	18,466	22,043	18,849	31,534	388,647	429,332	15·56	15·86
136	144	46	85	665	579	290	314	...	...	...	...	...	...	...	...	...	...	11,927	10,750	...	...
11	8	8	2	16	9	4	6	...	...	...	...	...	...	...	...	...	...	502	456	...	...
41,917	61,986	15,412	16,791	144,001	153,062	19,465	26,498	...	...	...	...	...	...	...	...	...	...	1,338,437	1,425,509	...	...
516	934	148	147	1,513	2,721	414	712	...	...	...	...	...	...	...	...	...	...	104,830	154,964	...	...
42	65	47	12	139	71	27	118	...	...	...	...	...	...	...	...	...	...	14,432	14,620	...	...
42,622	53,137	15,661	17,037	146,334	156,442	20,200	27,648	...	...	...	...	...	...	...	...	...	...	1,470,128	1,606,299	58·85	59·32
43	72	43	17	232	234	59	104	...	...	...	...	...	...	...	...	...	...	3,550	3,362	...	...
	2	8	13	7	14	13	12	...	...	...	...	...	...	...	...	...	...	525	457	...	...
7,052	7,714	1,628	1,275	60,283	70,547	7,611	14,375	...	...	...	...	...	...	...	...	...	...	630,621	660,033	...	...
2	7	...	...	254	57	86	333	...	...	...	...	...	...	...	...	...	...	2,946	5,664	...	...
4	26	...	...	121	60	160	293	...	...	...	...	...	...	...	...	...	...	1,757	1,660	...	...
7,107	7,821	1,679	1,305	60,900	70,012	7,929	15,122	..	...	...	...	...	...	...	...	...	...	639,399	672,076	25·59	24·82
62,973	78,724	19,288	20,420	220,988	243,280	32,961	52,118	18,384	9,357	63,811	58,080	73,492	84,034	18,466	22,043	18,849	31,534	2,498,174	2,707,707	100	100
19	21	7	...	114	118	14	2	...	...	...	...	...	...	...	...	...	...	1,036	1,025	...	...
1	...	...	...	3	5	...	...	...	...	...	...	...	...	...	...	...	...	20	21	...	...
5,978	6,311	1,506	1,074	22,192	25,626	1,434	1,451	...	...	...	...	...	...	...	...	...	...	170,295	181,060	...	...
...	...	...	...	5	40	...	...	...	...	...	...	...	...	...	...	...	...	411	490	...	...
...	...	...	...	6	3	3	1	...	...	...	...	...	...	...	...	...	...	155	283	...	...
5,998	6,332	1,513	1,074	22,320	25,801	1,451	1,454	...	...	...	...	...	...	...	...	...	...	171,917	182,779	6·88	6·75

Appendix No. V.

Statement showing the Number of Ordinary Postage Labels of each denomination sold in each Postal Circle, and the Gross Value thereof, during the years 1884-85 and 1885-86.

Names of Postal Circles.	½-anna Post-cards.	½-anna Inland Reply Post-cards.	1½-anna Foreign Post-cards.	3-anna Foreign Reply Post-cards.	½-anna Envelopes.	1-anna Envelopes.	4½-anna Envelopes.	½-anna Labels.	9-pie Labels.	1-anna Labels.	1½-anna Labels.	2-anna Labels.	3-anna Labels.	4 anna Labels.	6-anna Labels.	8-anna Labels.	12-anna Labels.	1-Rupee Labels.	Gross value.	Discount.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	℟	℟
Bengal	7,170,436	1,240,672	13,488	184	7,835,903	14,896	32,748	8,303,438	8,680	1,438,274	92,939	1,010,091	114,320	779,766	50,372	186,481	2,003	122,776	13,48,110	17,750
Madras	5,964,235	816,004	17,816	680	9,268,359	34,856	39,598	8,263,844	70,884	1,141,523	64,915	840,294	91,519	449,294	32,077	143,059	...	104,880	11,85,848	22,098
Bombay	8,535,323	1,810,207	20,324	304	12,398,724	16,528	31,170	7,194,480	75,990	1,146,652	107,051	624,522	231,638	555,865	37,776	159,434	88	158,061	14,11,720	26,472
North-Western Provinces	5,695,698	497,448	10,432	64	5,828,079	13,284	32,233	3,933,868	44,295	592,007	3,098	600,653	11,132	297,857	16,135	69,970	5,447	53,873	7,11,719	13,328
Punjab	4,629,392	907,832	15,920	456	5,563,320	37,792	48,761	2,915,335	66,484	666,317	5,029	426,924	19,555	298,054	15,196	89,937	878	59,469	6,67,139	12,635
Burma	107,488	5,304	4,824	16	594,640	4,512	9,210	1,114,037	19,774	209,302	11,040	98,521	37,846	133,593	9,688	47,726	782	42,771	1,97,268	3,544
Central Provinces	1,104,632	277,872	2,544	136	2,577,840	5,120	11,489	794,607	15,505	192,885	5,484	180,268	20,269	90,742	2,560	41,132	33	25,722	2,44,736	4,472
Oudh	1,027,856	92,304	2,272	48	958,704	1,648	7,967	698,823	15,678	120,404	994	100,590	6,543	63,797	1,544	14,462	255	9,319	1,28,732	2,404
Rajputana	566,736	142,320	1,440	280	1,936,848	2,656	4,656	468,215	3,607	71,835	1,865	86,455	4,517	51,160	3,656	28,696	...	16,064	1,51,184	3,096
Assam	416,976	117,664	3,008	32	730,864	2,368	6,112	711,668	...	160,177	2,290	113,191	7,789	96,215	3,740	31,887	1,260	21,928	1,47,515	2,653
Behar	1,362,025	194,728	2,560	208	2,189,626	4,154	10,840	1,124,670	5,064	199,591	3,599	281,5 8	5,299	120,265	6,129	36,013	707	24,889	2,59,548	4,793
Eastern Bengal	1,107,360	263,016	752	...	1,085,216	496	2,080	676,749	...	93,096	1,563	125,367	3,050	61,394	2,336	24,465	824	15,273	1,47,826	2,698
Central India	353,184	64,208	1,392	56	1,014,000	1,888	4,016	352,530	23,863	84,935	122	64,767	2,765	59,387	1,279	16,409	1,270	12,068	1,03,222	1,919
Sind	567,628	79,776	4,091	56	1,910,272	13,598	10,192	790,371	15,696	147,221	6,238	102,470	14,571	110,924	3,445	53,358	...	30,592	2,12,224	3,873
Total of 1885-86	38,608,969	6,508,755	100,863	2,520	53,892,460	153,796	251,072	37,342,635	365,520	6,204,219	306,232	4,664,621	570,778	3,163,313	195,233	943,929	13,637	697,688	69,16,791	1,21,735
Total of 1884-85	40,730,883	978,176	90,608	3,488	52,422,141	160,846	243,346	36,367,171	295,425	5,827,547	271,672	3,427,864	489,623	2,069,660	99,065	357,182	...	223,119	54,60,122	1,67,837

		℟
Gross value of ordinary postage labels sold as per Appendix X		65,29,053
Deduct—Difference in figures furnished by the Civil Account Department and those by the Superintendents of Stamps and under reference		652
		65,29,301
Add—Telegraph revenue realised in postage labels	℟ 378,050	
Ordinary postage labels used by Presidency Banks and their branches in connection with Government Treasury business adjusted under Government order as service labels	8,305	
Ordinary postage stamps shewn by the Superintendent of Stamps, Bombay, in March 1886, whereas credited by the Civil Department in April 1886	1,135	
		3,87,490
		69,16,791
Gross value of ordinary stamps as per Appendix V		69,16,791

Appendix No. VI.

Statement showing the Number of Service Postage Labels of each denomination sold in each Postal Circle, and the Gross Value thereof during the years 1884-85 and 1885-86.

Names of Postal Circles.	½-anna Post-cards.	9-pie Soldiers' Envelopes.	½-anna Labels.	1-anna Labels.	2-anna Labels.	4-anna Labels.	8-anna Labels.	Gross Value.
	No.	No.	No.	No.	No.	No.	No.	℟
Bengal	210,700	3,632	1,219,249	1,834,976	170,427	100,968	42,979	2,21,313
Madras	373,338	3,152	2,562,766	2,372,849	165,171	61,935	25,909	2,83,480
Bombay	106,405	60,792	1,873,058	3,135,410	273,250	143,232	61,415	3,60,155
North-Western Provinces	70,001	23,552	1,383,938	1,699,645	145,710	62,488	24,651	1,98,019
Punjab	95,627	13,680	953,943	2,564,073	179,992	159,727	97,129	3,03,303
Burma	14,149	748	129,919	297,102	11,567	4,655	2,169	26,585
Central Provinces	22,304	1,254	511,739	640,160	52,261	22,285	10,158	73,602
Oudh	13,600	11,552	324,843	397,283	37,502	19,979	6,259	48,638
Rajputana	5,760	...	122,023	114,857	9,927	3,758	1,096	13,810
Assam	40,812	...	126,441	298,469	12,742	8,928	3,265	28,701
Behar	20,919	...	443,520	413,349	21,614	8,217	1,591	45,573
Eastern Bengal	25,664	...	141,116	237,995	9,728	4,853	1,019	22,624
Central India	3,880	1,100	91,990	162,896	7,604	3,184	1,207	15,526
Sind	31,520	896	657,028	641,613	24,093	8,960	2,471	67,661
Total of 1885-86	1,034,699	120,358	10,541,573	14,810,677	1,121,588	613,169	281,318	17,11,990
Total of 1884-85	692,539	51,688	10,298,933	13,794,088	1,050,850	593,955	262,681	16,08,805

			℟
Gross value of service postage labels as per Appendix X			17,19,768
Deduct—Ordinary postage labels used by Presidency Banks and their branches in connection with Government Treasury business adjusted as service labels		8,305	
Amount included by the Accountant General, Madras, in March 1886, whereas shown by the Superintendents of Stamps in April 1886		70	
		8,375	
Add—Amount of difference in figures furnished by the Civil Account Department and those by the Superintendents of Stamps and under reference	27		
Amount debited by the Accountant General, North-Western Provinces, in his final account for March 1886 on account of unused labels returned to Lucknow Treasury	7		
Value of Service Stamps returned to Treasury by the Montgomery Municipality and deducted from sale of Service Stamps by the Accountant General, Punjab, in his final Account Current for March 1886	27		
Value of Service Stamps returned by the Field Paymaster into Mandalay Treasury in March 1886 and debited by the Comptroller, Burma, in his final Account Current for March 1886	536	597	7,778
			17,11,990
Gross Value of Service Postage Labels as per Appendix VI			17,11,990

Appendix No. VII.

Statement showing the correspondence sent to, and received from, the District Post in each Postal Circle during the years 1884-85 and 1885-86.

Names of Postal Circles.	ARTICLES RECEIVED FROM THE IMPERIAL POST OR FROM THE DISTRICT POST FOR DELIVERY BY THE DISTRICT POST.								ARTICLES POSTED IN THE DISTRICT POST FOR DESPATCH TO THE IMPERIAL POST OR TO THE DISTRICT POST.								ARTICLES RE-DIRECTED BY THE DISTRICT POST TO THE IMPERIAL POST UNDELIVERED.							
	Paid.					Unpaid.		Total.	Paid.					Unpaid.		Total.	Paid.					Unpaid.		Total.
	Money-Orders.	Registered Articles.	Letters including Post-cards.	Packets including Newspapers.	Parcels.	Letters including Post-cards.	Parcels and Packets including Newspapers.		Money-Orders.	Registered Articles.	Letters including Post-cards.	Packets including Newspapers.	Parcels.	Letters including Post-cards.	Parcels and Packets including Newspapers.		Money-Orders.	Registered Articles.	Letters including Post-cards	Packets including Newspapers.	Parcels.	Letters including Post-cards	Parcels and Packets including Newspapers.	
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Bengal	22,896	11,731	725,782	100,720	2,394	190,738	3,216	1,057,477	36,011	9,718	717,761	10,579	732	155,331	743	930,875	723	603	10,339	3,084	150	22,253	173	37,325
Madras	21,542	74,775	1,306,791	70,164	5,069	385,312	2,522	1,866,175	4,724	8,544	484,376	8,996	598	114,893	280	622,411	861	12,291	21,070	1,452	276	48,693	227	84,870
Bombay	13,176	17,620	797,340	44,428	1,573	279,099	647	1,153,883	457	2,389	285,899	294	59	82,707	25	371,830	330	3,911	17,637	1,344	81	30,849	36	54,188
N.-W. Provinces	23,824	13,568	707,782	37,297	2,188	305,272	1,655	1,091,586	20,830	7,586	657,906	6,387	592	289,785	1,657	984,743	664	1,959	6,658	1,343	126	23,541	104	33,495
Punjab	862	1,964	54,826	3,807	510	26,268	1,150	89,387	928	1,075	51,955	639	314	25,547	357	80,815	21	159	1,643	239	33	1,768	39	3,902
Burma	702	1,619	50,731	22,791	1,171	51,539	1,203	129,756	2,929	1,286	45,202	1,161	292	36,214	440	87,524	17	70	1,396	209	40	5,354	35	7,121
Central Provinces	1,143	11,126	121,327	12,468	896	49,983	1,210	198,153	3,230	5,893	114,994	3,306	331	45,233	336	173,323	93	1,733	4,522	425	59	10,816	43	17,691
Oudh	7,932	1,913	79,955	2,552	468	54,763	281	147,864	1,545	951	63,420	569	113	60,049	194	126,841	38	64	1,622	11	3	5,313	8	7,059
Rajputana	106	929	14,978	1,129	31	4,624	31	21,819	334	446	13,480	811	2	3,276	12	18,361	5	127	294	109	5	605	2	1,147
Assam	2,396	1,710	96,884	19,895	687	40,668	1,107	163,347	2,742	978	80,993	1,091	173	30,243	122	116,342	103	137	3,558	857	29	9,033	60	13,777
Behar	22,826	9,987	234,548	18,044	1,355	172,699	2,404	461,863	12,655	5,784	354,664	3,293	414	173,489	373	550,672	1,537	1,172	5,332	668	87	30,944	114	39,854
Eastern Bengal	4,184	2,208	194,142	22,614	508	53,674	634	277,964	8,935	2,214	198,735	2,171	171	60,920	157	273,303	165	143	2,767	863	21	8,598	36	12,593
Total of 1885-86	**121,589**	**149,150**	**4,85,086**	**355,900**	**16,850**	**1,614,639**	**16,060**	**6,659,274**	**95,320**	**46,864**	**3,065,385**	**39,297**	**3,791**	**1,077,687**	**4,696**	**4,337,040**	**4,557**	**21,469**	**76,838**	**10,604**	**910**	**217,767**	**877**	**333,022**
Total of 1884-85	**115,643**	**157,840**	**3,964,841**	**273,158**	**16,843**	**1,698,974**	**16,244**	**6,243,543**	**83,767**	**52,705**	**2,637,460**	**30,566**	**3,915**	**1,057,511**	**3,450**	**3,869,374**	**4,273**	**22,848**	**79,260**	**6,802**	**757**	**190,259**	**949**	**305,148**

Appendix No. VIII.

Statement showing the Offences punishable by Law committed by Post Office Officials during the years 1884-85 and 1885-86.

	Number of ascertained cases of dishonesty on the part of the Post Office Employés.		Total.
	Number of legal convictions.	Number of cases departmentally punished.	
Bengal	21	25	46
Madras	23	2	25
Bombay	14	12	26
North-Western Provinces	15	3	18
Punjab	8	3	11
Burma	15	1	16
Central Provinces	24	3	27
Oudh	2	1	3
Rajputana	5	6	11
Assam	12	1	13
Behar	24	7	31
Eastern Bengal	11	...	11
Central India	2	...	2
Sind	1	2	3
Railway Mail Service	10	1	11
Total of 1885-86	187	67	254
Total of 1884-85	157	87	244

Appendix No. IX.

Statement showing the Staff of Officers, Clerks and others of the Post Office Department in British India on the 31st March 1886.

	Bengal.		Madras.		Bombay.		North-Western Provinces.		Punjab.		Burma.		Central Provinces.		Oudh.		Rajputana.		Assam.		Behar.		Eastern Bengal.		Central India.		Sind.		Railway Mail Service.		Total.	
	1885.	1885.	1885.	1885.	1885.	1886.	1885.	1886.	1885.	1886.	1885.	1886.	1885.	1886.	1885.	1885.	1885.	1886.	1885.	1886.	1885.	1886.	1885.	1886.	1885.	1886.	1885.	1885.	1885.	1886.	1885.	1885.
Director General of the Post Office	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1
Deputy Director General of the Post Office	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	1
Assistant Director General of the Post Office	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1
Assistant Director General, Railway Mail Service	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1
Assistant Director General, Foreign Post	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1
Comptroller, Post Office	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1
Deputy Comptroller, Post Office	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1
Assistant Comptroller, Post Office	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1
Postmasters General and Deputy Postmasters General	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	...	...	14	14
Superintendents, Probationers, Assistant Superintendents, and Inspectors of Post Offices and Railway Mail Service	49	52	43	43	26	26	51	51	33	35	9	9	11	14	12	12	1	9	8	9	19	19	8	8	7	7	5	5	50	47	332	346
Postmasters including Deputy, Assistant and Sub-Postmasters	851	775	739	636	585	576	649	581	525	410	39	42	232	191	181	157	94	114	155	100	326	310	182	178	74	87	73	81	3	3	4,708	4,241
Village Postmasters	15	34	8	19	48	46	33	84	31	72	9	14	18	26	22	55	...	2	4	47	5	8	4	3	31	25	1	1	...	...	229	436
Miscellaneous Agencies, such as Schoolmasters, &c.	140	256	152	384	481	521	49	88	114	172	5	6	48	116	24	62	6	26	21	38	68	106	80	128	...	26	33	37	...	...	1,221	1,659
Clerks (English and Vernacular)	1,029	1,088	480	482	565	588	364	368	307	311	84	96	121	123	111	113	74	83	61	84	134	140	81	94	56	56	42	52	1,401	1,493	4,409	5,088
Postmen and other servants	1,695	1,679	1,452	1,292	1,272	1,333	1,729	1,787	791	776	142	145	281	398	251	259	200	222	98	118	307	329	260	254	159	171	147	157	439	469	9,326	9,386
Village Postmen	955	1,014	445	494	676	693	27	41	336	369	12	16	253	281	147	214	71	89	209	210	647	666	233	248	42	42	58	63	...	...	4,111	4,440
Road establishment, consisting of overseers, runners, clerks and booking agents, coachmen, syces, boatmen, bearers and others	1,941	1,877	2,935	3,012	2,009	2,008	541	416	1,054	980	22	34	717	768	169	194	431	459	653	694	369	370	841	717	568	585	162	166	...	...	12,413	12,271
Combined Office.																																
Signallers	11	35	40	60	13	17	41	44	33	46	...	1	14	19	1	1	1	12	1	1	7	21	2	2	6	12	1	4	...	...	171	275
Clerks	3	6	1	1	2	2	...	2	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	4	21
Other servants	23	37	42	72	22	16	46	54	39	44	5	9	15	19	1	2	1	1	3	9	11	14	2	65	6	14	...	3	...	...	222	358
Total	6,719	6,860	6,344	6,496	5,698	5,834	3,531	3,517	3,221	3,218	329	373	1,814	1,961	920	1,070	880	1,009	1,214	1,314	1,891	1,984	1,894	1,698	950	1,026	523	570	1,894	1,922	37,668	38,851

Appendix No. X.

Comparative Statement showing the Receipts and Charges of the Postal Department for the years 1884-85 and 1885-86.

Heads of Receipts.	1884-85.	1885-86.	Increase.	Decrease.
	₹	₹	₹	₹
Postal Service.				
Postage on Letters and Banghy Parcels.				
Bengal	6,28,270	4,89,654	...	1,38,616
Madras	3,99,424	2,87,771	...	1,11,653
Bombay	5,79,390	4,03,544	...	1,75,846
North-Western Provinces	4,51,136	3,45,087	..	1,06,049
Punjab	3,42,102	2,56,981	...	85,211
Burma	1,53,723	1,13,782	...	39,941
Central Provinces	1,66,205	1,24,879	...	41,416
Oudh	1,13,821	90,864	...	22,957
Rajputana	1,02,382	72,713	...	29,669
Assam	1,23,067	84,339	...	38,728
Behar	2,18,980	1,77,259	...	41,721
Eastern Bengal	1,26,506	95,716	...	30,790
Central India	96,050	72,550	...	23,500
Sind	85,866	73,790	...	12,076
Total	35,87,102	26,83,929	...	8,98,173
Sale of Ordinary Postage Stamps.				
Bengal	8,73,963	9,64,608	90,645	...
Madras	10,05,845	11,84,677	1,78,832	...
Bombay	11,78,778	14,09,330	2,30,552	...
North-Western Provinces	5,50,154	7,11,719	1,61,565	...
Punjab	5,01,747	6,67,149	1,65,402	...
Burma	1,22,006	1,97,563	75,557	...
Central Provinces	1,81,624	2,44,736	63,112	...
Oudh	98,260	1,28,733	30,473	...
Rajputana	91,713	1,51,184	59,471	...
Assam	88,951	1,47,515	58,564	...
Behar	1,82,649	2,59,547	76,898	...
Eastern Bengal	1,00,550	1,47,826	47,276	...
Central India	72,147	1,03,166	31,019	...
Sind	1,37,172	2,12,200	75,028	...
Total	51,85,559	65,29,953	13,44,394	...
Deduct—Discount on sale of Postage Stamps	1,61,225	1,21,735	...	39,490
Net Total	50,24,334	64,08,218	13,44,394	—39,490
Sale of Service Postage Stamps.				
Bengal	2,15,102	2,29,669	14,567	...
Madras	2,83,242	2,84,783	1,561	...
Bombay	3,29,062	3,61,870	32,808	...
North-Western Provinces	1,89,329	1,98,019	8,690	...
Punjab	2,83,006	3,03,276	20,270	...
Burma	22,879	26,033	3,154	...
Central Provinces	70,201	73,601	3,340	...
Oudh	46,626	48,630	2,004	...
Rajputana	11,235	13,810	2,575	...
Assam	28,070	28,697	627	...
Behar	41,547	45,568	4,021	...
Eastern Bengal	20,254	22,624	2,370	...
Central India	17,009	15,526	...	1,483
Sind	60,012	67,662	7,650	...
Total	16,17,614	17,19,768	1,03,637	1,483

Appendix No. X—*continued.*

Heads of Receipts.	1884-85.	1885-86.	Increase.	Decrease.
	₹	₹	₹	₹
Postal Service—*continued.*				
Steam Postage due by the London Post Office.				
Bengal	1,844	...	...	1,844
Bombay	2,08,411	2,27,110	18,699	...
Total	2,10,255	2,27,110	18,699	1,844
Payments by Colonial and Foreign Administrations.				
Bombay	18,611	21,223	2,612	...
Total	2,28,866	2,48,333	21,311	1,844
Miscellaneous.				
Bengal	(w) 2,353; (s) 4; 6,019	2,412; 7; 11,645	5,688	...
Madras	(w) 1,368; (s) ...; 7,662	1,428; 8; 10,927	3,333	...
Bombay	(w) 2,028; (s) 36; 5,627	2,100; 49; 25,076	19,534	...
North-Western Provinces	(w) 252; (s) 20; 5,514	168; 35; 8,760	3,177	...
Punjab	(w) 12; (s) 69; 3,337	84; 20; 6,912	3,598	...
Burma	(w) 1,188; 1,730	1,320; 1,783	185	...
Central Provinces	1,147	2,990	1,843	...
Oudh	(s) 5; 497	5; 1,332	835	...
Rajputana	(s) 1; 511	6; 11,722	11,216	...
Assam	(w) 24; (s) ...; 1,446	132; 2; 1,761	425	...
Behar	(w) ...; (s) 1; 1,087	12; 1; 1,639	564	...
Eastern Bengal	(s) ...; 372	2; 225	...	145
Central India	(w) 12; (s) 6; 543	12; 6; 2,754	2,211	...
Sind	(w) 168; (s) ...; 581	180; 1; 801	233	...
Total (a)	43,620	96,317	52,842	145

(w) Window Delivery.
(s) Sale of Service Books.
(a) See note on next page.

Appendix No. X—*continued.*

Heads of Receipts.	1884-85.	1885-86.	Increase.	Decrease.
	₹	₹	₹	₹
Total Postal Service.				
Bengal	17,27,555	16,97,995	...	29,560
Madras	16,97,521	17,69,594	72,073	...
Bombay	23,21,943	24,50,302	1,28,359	...
North-Western Provinces	11,96,405	12,63,788	67,383	...
Punjab	11,30,363	12,34,422	1,04,059	...
Burma	3,01,526	3,40,481	38,955	...
Central Provinces	4,19,327	4,46,206	26,879	...
Oudh	2,59,209	2,69,564	10,355	...
Rajputana	2,05,842	2,49,435	43,593	...
Assam	2,41,558	2,62,446	20,888	...
Behar	4,44,264	4,84,026	39,762	...
Eastern Bengal	2,47,682	2,66,393	18,711	...
Central India	1,85,767	1,94,014	8,247	...
Sind	2,83,799	3,54,634	70,835	...
Total	1,06,62,761	1,12,83,300	6,50,099	29,560
Deduct—Discount on sale of Postage Stamps	1,61,225	1,21,735	...	39,490
Net Total	1,05,01,536	1,11,61,565	6,50,099	—*9,930*
Deduct—				
Amount credited to the London Post Office.				
Bengal	69,336	...	...	69,336
Bombay	4,07,487	5,48,989	1,41,502	...
	4,76,823	5,48,989	1,41,502	69,336
Deduct—				
Payments to Colonial and Foreign Administrations.				
Bombay	35,044	7,356	...	27,688
Total	5,11,867	5,56,345	1,41,502	97,024

(*a*) Including Sale-proceeds of the Indian Postal Guides and Postal Rates, and Passage-money in Dâk boats, as follows:—

	Sale of Postal Guides and Postal Rates and Calendars.		Passage-money in Dâk Boats.	
	1884-85.	1885-86.	1884-85.	1885-86.
	₹	₹	₹	₹
Bengal	300	289	367	527
Madras	388	390	...	...
Bombay	262	281	...	...
North-Western Provinces	253	230	...	...
Punjab	247	228	...	...
Burma	114	112	557	462
Central Provinces	68	67	...	...
Oudh	52	47	...	...
Rajputana	37	38	...	...
Assam	66	69	...	...
Behar	81	73	...	...
Eastern Bengal	26	18	...	3
Central India	40	35	...	...
Sind	53	46	...	...
Total	1,987	1,923	924	992

Appendix No. X—*continued.*

Heads of Receipts.	1884-85.	1885-86.	Increase.	Decrease.
	₹	₹	₹	₹
Postal Service.				
Net Amount.				
Bengal	16,58,219	16,97,995	39,776	...
Madras	16,97,521	17,69,594	72,073	...
Bombay	18,79,412	18,93,957	14,545	...
North-Western Provinces	11,96,405	12,63,788	67,383	...
Punjab	11,30,363	12,34,422	1,04,059	...
Burma	3,01,526	3,40,481	38,955	...
Central Provinces	4,19,327	4,46,206	26,879	...
Oudh	2,59,209	2,69,564	10,355	...
Rajputana	2,05,842	2,49,435	43,593	...
Assam	2,41,558	2,62,446	20,888	...
Behar	4,44,264	4,84,026	39,762	...
Eastern Bengal	2,47,682	2,66,393	18,711	...
Central India	1,85,767	1,94,014	8,247	...
Sind	2,83,799	3,54,634	70,835	...
Total	1,01,50,894	1,07,26,955	5,76,061	...
Deduct—Discount on sale of Postage Stamps	1,61,225	1,21,735	...	39,490
Net Amount	99,89,669	1,06,05,220	5,76,061	—*39,490*
Non-Postal Branches.				
Bullock Train.				
Punjab	1,01,307	1,44,795	43,488	...
Passenger Service.				
Bengal	...	300	300	...
North-Western Provinces	338	377	39	...
Punjab	1,78,370	2,10,288	31,918	...
Assam	...	480	480	...
Central India	860	5,300	4,440	...
Total	1,79,568	2,16,745	37,177	...
Total of Non-Postal Branches.				
Bengal	...	300	300	...
North-Western Provinces	338	377	39	...
Punjab	2,79,677	3,55,083	75,406	...
Assam	...	480	480	...
Central India	860	5,300	4,440	...
Total	2,80,875	3,61,540	80,665	...

Appendix No. X—*continued.*

Heads of Charges.	1884-85.	1885-86.	Increase.	Decrease.
	₹	₹	₹	₹
Postal Service.				
Fixed Establishment and Charges.				
Director General of the Post Office	1,17,082	1,23,005	5,923	...
Comptroller, Post Office	2,64,069	2,66,126	2,057	...
Bengal	10,50,557	10,96,134	45,577	...
Madras	8,75,468	8,86,193	10,725	..
Bombay	11,11,484	11,67,280	55,796	...
North-Western Provinces	6,69,800	7,03,405	33,605	...
Punjab	5,57,488	5,68,644	11,156	...
Burma	1,64,633	1,68,781	4,148	...
Central Provinces	2,88,068	3,02,541	14,473	...
Oudh	1,53,441	1,62,372	8,931	...
Rajputana	1,43,761	1,71,007	27,246	...
Assam	2,43,230	2,35,780	...	7,450
Behar	2,94,356	3,11,771	17,415	...
Eastern Bengal	2,13,458	2,17,288	3,830	...
Central India	1,22,487	1,31,660	9,173	...
Sind	1,11,860	1,22,106	10,246	...
Railway Mail Service	7,23,784	7,18,424	...	5,360
TOTAL	71,05,026	73,52,517	2,60,301	12,810
Miscellaneous and Contingencies.				
Director General of the Post Office	50,308	57,194	6,886	...
Comptroller, Post Office	10,288	15,166	4,878	...
Bengal	(a) 43; (v) ...; 1,59,076; (p) ...; (c) 282	153; 316; 1,94,528; 1,480; 44	37,120	...
Madras	(a) 77; (p) ...; (f) 4,660; (v) ...; 84,148; (c) 1,570	3; 127; 24,956; 123; 76,079; 670	11,503	...
Bombay	(r) ...; (t) ...; (p) ...; 1,40,109; (f) ...; (c) 11,720; (d) ...	15,043; 245; 218; 1,91,538; 2,366; 3,154; 22,626	83,361	...
North-Western Provinces	(a) 5; (p) ...; 78,797; (v) ...; (c) 244; (f) ...	630; 117; 79,668; 55; 250; 2,034	3,708	...
Punjab	(v) ...; 77,331; (f) 8,708; (t) ...; (i) 79; (l) ...; (m) ...; (c) 37; (n) ...; (g) 17; (p) ...	162; 73,630; 19,010; 116; ...; 63; 4; 385; 454; 23,734; 234	31,620	...
Burma	(a) 2; 32,299; (p) ...; (e) 4,224	13; 29,053; 426; 4,259	...	2,774
Central Provinces	45,743; (p) ...; (c) —956	48,582; 34; 41	3,870	...
Oudh	18,033; (p) ...; (v) ...	18,773; 67; 25	832	...

Appendix No. X—*continued.*

Heads of Charges.	1884-85.	1885-86.	Increase.	Decrease.
	₹	₹	₹	₹
Postal Service—*continued.*				
Miscellaneous and Contingencies—continued.				
Rajputana	18,830; (p) ...; (a) 3; (v) ...	20,794; 44; 2; 221	2,228	...
Assam	(a) 8; (c) ...; 22,916; (v) ...	...; —22; 21,039; 368	...	1,539
Behar	(a) 80; (p) ...; 36,606; (v) ...; (c) 100	...; 42; 37,146; 22; —100	324	...
Eastern Bengal	20,731; (a) ...; (c) 100; (v) ...	22,570; 5; 422; 25	2,191	...
Central India	12,483; (c) 888	15,169; 2,800	4,598	...
Sind	(a) 51; (t) ...; 10,622; (k) 381; (p) ...	2; 7,119; 17,272; ...; 9	13,348	...
Railway Mail Service	(a) 3,300; (e) 4,32,077; 2,57,910; (f 40,602; (d) 35,633; (k) ...	12,317; 4,37,160; 2,33,736; 13,728; 4,824; 26,740	...	41,017
TOTAL*	16,20,165	17,81,302	2,06,467	45,330

(a) Law charges.
(c) Compensation for loss of insured parcels.
(d) Special train hire.
(e) Payments to State Railways.
(f) Haulage of sorting carriages.
(g) Camp of exercise.
(i) Takhat Solyman Camp Office.
(k) Miscellaneous State Railway payments.
(l) Articles supplied to the Patiala State.
(m) Do. do. Jhind State.
(n) Do. do. Nabah State.
(p) London International Exhibition.
(t) Pishin Field Force charges.
(v) Loss by Exchange on Overland Continental money-orders.
(v) Travelling allowances of officers attending examinations.

* *Printing Charges.*

	1884-85.	1885-86.	Increase.	Decrease.
	₹	₹	₹	₹
Bengal	5,421	6,510	1,089	...
Madras	607	320	...	287
Bombay	4,499	5,135	636	...
North-Western Provinces	8,934	6,936	...	1,998
Punjab	2,680	935	...	1,745
Burma	182	58	...	124
Central Provinces	131	207	76	...
Oudh	1,070	2,177	1,107	...
Rajputana	582	1,326	744	...
Assam	209	863	654	...
Behar	1,283	2,007	724	...
Eastern Bengal	394	627	233	...
Central India	659	938	279	...
Sind	239	318	79	...
Railway Mail Service	25,884	30,752	4,868	...
TOTAL	52,774	59,109	10,489	4,154

Appendix No. X—*continued.*

Heads of Charges.	1884-85.	1885-86.	Increase.	Decrease.
Postal Service—*continued.*	₹	₹	₹	₹
Mail-cart (after deducting charges for Passenger Service).				
Bengal	4,053	7,145	3,092	...
Madras	19,235	17,796	...	1,439
Bombay	84,520	67,777	...	16,743
North-Western Provinces	31,118	30,619	...	499
Punjab	1,12,354	80,701	...	31,653
Burma	1,350	...	...	1,350
Central Provinces	25,368	25,912	544	...
Oudh	17,250	6,000	...	11,250
Rajputana	2,719	6,970	4,251	...
Assam	7,530	6,476	...	1,054
Behar	...	440	440	...
Central India	3,616	1,101	...	2,515
Sind	14,616	14,200	...	416
Railway Mail Service	300	...	...	300
Total	3,24,029	2,65,137	8,327	67,219
Bounty Money.				
Bengal	26	144	118	...
Madras	307	475	168	...
Bombay	1,853	2,151	298	...
Burma	287	352	65	...
Total	2,473	3,122	649	...
Construction and Repairs of Post Office Buildings.				
Bengal	10,819	14,507	3,688	...
Madras	412	126	...	286
Bombay	623	601	...	22
North-Western Provinces	1,225	1,060	...	165
Punjab	412	107	...	305
Burma	...	209	209	...
Central Provinces	780	542	...	238
Oudh	418	584	166	...
Rajputana	43	25	...	18
Assam	1,526	1,741	215	...
Behar	2,304	1,642	...	662
Eastern Bengal	1,639	2,823	1,184	...
Central India	17	96	79	...
Sind	199	116	...	83
Railway Mail Service	240	25	...	215
Total	20,657	24,204	5,541	1,994

Appendix No. X—*concluded.*

Heads of Charges.	1884-85.	1885-86.	Increase.	Decrease.
Postal Service—*concluded.*	₹	₹	₹	₹
Total Postal Service.				
Director General of the Post Office	1,67,390	1,80,199	12,809	...
Comptroller, Post Office	2,74,357	2,81,292	6,935	...
Bengal	12,24,856	13,14,451	89,595	...
Madras	9,85,877	10,06,548	20,671	...
Bombay	13,50,309	14,72,999	1,22,690	...
North-Western Provinces	7,81,189	8,17,838	36,649	...
Punjab	7,56,426	7,67,244	10,818	...
Burma	2,02,795	2,03,093	298	...
Central Provinces	3,59,003	3,77,652	18,649	...
Oudh	1,89,142	1,87,821	....	1,321
Rajputana	1,65,356	1,99,063	33,707	...
Assam	2,75,210	2,65,382	...	9,828
Behar	3,33,446	3,50,963	17,517	...
Eastern Bengal	2,35,928	2,43,133	7,205	...
Central India	1,39,491	1,50,826	11,335	...
Sind	1,37,729	1,60,824	23,095	...
Railway Mail Service	14,93,846	14,46,954	...	46,892
Net Total	90,72,350	94,26,282	4,11,973	58,041
Non-Postal Branches.				
Bullock Train.				
Punjab	1,03,529	1,48,231	44,702	...
Passenger Service.				
Bengal	...	300	300	...
North-Western Provinces	338	377	39	...
Punjab	1,78,370	2,10,288	31,918	...
Assam	...	480	480	...
Central India	860	5,300	4,440	...
Total	1,79,568	2,16,745	37,177	...
Subsidy Payments.				
Bengal to British India Steam Navigation Company	5,07,928	4,47,646	...	60,282
Bombay to Euphrates and Tigris do. do.	24,000	42,456	18,456	...
Burma to Irrawaddy Flotilla Company	64,060	55,052	...	9,008
Total	5,95,988	5,45,154	18,456	69,290
Total Non-Postal Branches.				
Bengal	5,07,928	4,47,946	...	59,982
Bombay	24,000	42,456	18,456	...
North-Western Provinces	338	377	39	...
Punjab	2,81,899	3,58,519	76,620	...
Burma	64,060	55,052	...	9,008
Assam	...	480	480	...
Central India	860	5,300	4,440	...
Net Amount	8,79,085	9,10,130	1,00,035	68,990

Appendix

Comparative Abstract of Receipts and Charges of the

Post Office Revenue.	1884-85.	1885-86.	1884-85.	1885-86.
	₹	₹	₹	₹
I.—Postal Service.				
Cash Receipts—				
Postage on Letters, Newspapers and Parcels	25,47,165	19,84,643		
Receipts on account of Money Orders	10,37,202	7,04,046		
Ditto ditto Postal Notes	4,072	2,781		
Ditto ditto British Postal Orders	528	838		
	35,88,967	26,92,308		
Deduct—				
Refund of Postage collections	1,825	3,310		
Ditto Money Order commission	40	22		
Ditto Postal Notes	...	47		
	1,865	3,379		
			35,87,102	26,88,929
Sale of Postage Stamps, ordinary (gross value)	...	...	51,85,559	65,29,953
Ditto ditto, service	...	...	16,17,614	17,19,768
Miscellaneous Receipts, (i. e., *sale of waste paper, &c.*)—				
Fees for Window Delivery Tickets	7,417	7,848		
Other petty receipts	36,363	89,186		
	43,780	97,034		
Deduct—Refund of petty receipts	160	717		
			43,620	96,317
Deduct—			1,04,33,895	1,10,34,967
Amount of Foreign Postage due to London	2,66,568	3,21,879		
Payments to Colonial and other Foreign Administrations	16,433	—13,867		
			2,83,001	3,08,012
Total	...	...	1,01,50,894	1,07,26,955
II.—Non-Postal Branches.				
Bullock Train collections	1,01,317	1,44,795		
Deduct—Refund of ditto	10	...		
Mail Cart, Parcel Van and Passenger Service	1,72,708	2,04,679	1,01,307	1,44,795
Contribution from Native States	6,860	11,300		
Miscellaneous Contributions	...	780		
	1,79,568	2,16,759		
Deduct—Refund of Mail Cart, Parcel Van and Passenger Service	...	14		
			1,79,568	2,16,745
Total	...	...	2,80,875	3,61,540
III.—Receipts not shewn in Post Office Accounts, but credited to Post Office in Finance and Revenue Accounts.				
*District Post collections, including Zemindary Dâk receipts in Bengal	...	...	39,530	42,368
GRAND TOTAL	...	...	1,04,71,299	1,11,30,863

* With the exception of ₹42,368 the assets of the district post are not shown as Post Office Revenue, but are credited in the Finance and Revenue Accounts under the head "No. VI Provincial Rates."

No. XI.

Postal Department during the years 1884-85 and 1885-86.

Post Office Expenditure.	1884-85.	1885-86.	1884-85.	1885-86.
	₹	₹	₹	₹
I.—Postal Service.				
Salaries and Establishment.				
Chief Office, Calcutta. — Director-General's Office, Salaries	87,596	89,527		
Chief Office, Calcutta. — Comptroller's Office, "	35,635	41,608		
Chief Office, Calcutta. — Establishment	2,57,921	2,57,996		
Presidency and District Offices. — Postmasters General, Deputy Postmasters General, and Assistant Director General, R. M. S. Salaries	1,90,988	1,92,496		
Presidency and District Offices. — Presidency Postmasters, Superintendents and Inspectors, Salaries	6,76,866	6,89,336		
Presidency and District Offices. — Establishment	48,51,390	50,47,385		
Conveyance of Mails. — Road Establishment	8,57,583	9,01,689		
Conveyance of Mails. — Ferry "	3,734	3,423		
Conveyance of Mails. — Steam Service Contract	58,632	37,540		
Conveyance of Mails. — Boat Establishment	23,941	24,525		
Conveyance of Mails. — Railway Charges	16,360	17,895		
Post Office, Miscellaneous. — Printing Establishment	44,380	49,097		
Miscellaneous and Contingent Charges.			71,05,026	73,52,517
Chief Office, Calcutta. — Temporary Establishment	4,595	7,552		
Chief Office, Calcutta. — Office Expenses	47,989	56,919		
Chief Office, Calcutta. — Travelling Expenses	8,011	7,889		
Presidency and District Offices. — Experimental and Temporary Establishment	37,295	52,818		
Presidency and District Offices. — Office Expenses	4,05,769	4,62,237		
Presidency and District Offices. — Travelling Expenses	3,29,064	3,48,044		
Conveyance of Mails. — Road Establishment, Temporary	8,058	5,808		
Conveyance of Mails. — Contingent Road Charges	43,554	47,458		
Conveyance of Mails. — Payments to P. and O. Co.	12,123	12,856		
Conveyance of Mails. — Boat Establishment, Contingencies	3,093	6,578		
Conveyance of Mails. — Railway Contingent Charges	1,81,153	1,64,973		
Conveyance of Mails. — Payments to State Railways	4,36,301	4,70,631		
Post Office Miscellaneous. — Printing, Miscellaneous	52,786	59,109		
Post Office Miscellaneous. — Other Miscellaneous Charges	47,218	70,249		
Post Office Miscellaneous. — Special payments to British Indian Representatives at the Postal Conference at Lisbon	3,156	7,281		
			16,20,165	17,81,302
Conveyance of Mails. — Mail Cart (after deducting Passenger Van Service). — Mail Cart Establishment and Charges	5,03,597	4,81,882		
Conveyance of Mails. — Mail Cart (after deducting Passenger Van Service). — Deduct Mail Cart and Parcel Van Passenger Service	1,79,568	2,16,745		
Conveyance of Mails. — Bounty Money	...	...	3,24,029	2,65,137
Post Office, Miscellaneous. — Construction and repair of Post Offices	...	...	2,473	3,122
Discount on sale of ordinary Stamps	...	...	20,657	24,204
			1,61,225	1,21,735
Total	...	...	92,33,575	95,48,017
II.—Non-Postal Branches.				
Conveyance of Mails. — Bullock Train Establishment and Charges			1,03,529	1,48,831
Conveyance of Mails. — Mail Cart and Parcel Van Passenger Service			1,79,568	2,16,745
Conveyance of Mails. — Subsidy to B. I. and other S. N. Companies			5,95,988	5,45,334
Total	...	...	8,79,085	9,10,130
III.—Charges not dealt with in the Postal Department, but debited to Post Office in Finance and Revenue Accounts.				
* District Post Establishments, including Zemindari Dâks in Bengal	...	...	11,40,090	11,85,549
Stores from England	...	...	4,46,280	3,71,390
Payments under Postal arrangements with Lords of the Treasury	...	...	7,00,000	6,80,000
" to Tigris and Euphrates S. N. Co. for conveyance of Mails from Busrah to Bagdad	...	...	12,000	...
Special pay, &c., of the Representative of the British India at the Postal Congress at Lisbon	...	...	9,700	...
† Exchange on charges in England	...	...	2,83,810	3,30,950
Total	...	...	25,91,880	25,07,889
GRAND TOTAL	...	...	1,27,04,540	1,30,26,836

* The entire charges of the District Post, managed by the local Postal Authorities subject to the orders of the Local Governments, are debited to Post Office in the Finance and Revenue Accounts, while no corresponding credit is given to the Post Office for District Post Assets.

† When last year's Annual Report was prepared, this charge was not shewn in the proof of the Finance and Revenue Accounts (Post Office) received from the Director-General's Office.

Appendix

Accounts showing the Gross Revenue, Cost of Management, and Net Revenue, &c.,

[NOTE.—The financial figures in this table do not include either receipts or disbursements

YEAR.	POSTAGE REVENUE PROPER.			MISCELLANEOUS CASH RECEIPTS.	TOTAL RECEIPTS.	NET RECEIPTS AFTER DEDUCTION OF POSTAGE DUE TO FOREIGN COUNTRIES.	NET RECEIPTS, DEDUCTING ALSO OFFICIAL POSTAGE.	DISBURSEMENTS.	EXCESS OF RECEIPTS.	DEFICIT, IF OFFICIAL POSTAGE BE NOT RECKONED AS A RECEIPT.	PROPORTION OF POSTAGE REVENUE PROPER REALISED IN CASH.	POSTAL FACILITIES AT THE CLOSE OF EACH YEAR.
	SALE OF STAMPS TO PUBLIC.	OFFICIAL POSTAGE.	CASH ON UNPAID AND INSUFFICIENTLY PAID LETTERS, &C.									POST OFFICES.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹		No.
1853-54	...	24,71,176	19,92,870	55,584	45,19,630	45,19,630	20,48,454	24,37,209	20,82,421	3,88,755	...	...
1854-55 (estimated)	...	13,00,000	22,72,910	...	35,72,910	32,86,910	19,86,910	27,39,376	5,47,534	7,52,466	...	645
1855-56	8,52,750	16,20,662	7,72,744	60,300	33,06,456	32,11,186	15,90,524	29,44,501	2,66,685	13,53,977	...	753
1856-57	8,70,610	18,62,006	9,94,934	1,69,710	38,97,260	37,12,850	18,50,844	29,03,289	8,09,561	10,52,445	...	779
1857-58	8,53,500	18,53,210	8,25,284	1,75,470	37,07,464	36,03,024	17,49,814	35,92,848	10,176	18,43,034	...	810
1858-59	11,98,870	25,25,189	12,26,002	1,93,230	51,43,291	49,40,141	24,14,952	35,20,092	14,20,049	11,05,140	...	835
1859-60	14,49,040	27,47,012	12,35,683	92,260	55,23,995	53,39,245	25,92,233	37,37,911	16,01,334	11,45,678	...	852
1860-61	15,99,349	23,84,734	12,23,860	83,860	52,91,803	51,19,013	27,34,279	38,60,798	12,58,215	11,26,519	...	889
1861-62	17,59,920	28,68,833	12,54,826	62,760	59,46,339	56,73,679	28,04,846	37,99,755	18,73,924	9,94,909	...	942
1862-63	18,93,089	31,92,983	13,30,874	56,555	64,73,501	62,13,665	30,20,682	37,37,535	24,76,130	7,16,853	...	1,011
1863-64	21,00,107	35,58,546	14,43,410	35,588	71,37,651	67,65,591	32,07,045	38,76,162	28,89,429	6,69,117	...	1,091
1864-65	22,80,090	40,20,822	14,67,745	53,970	78,22,627	74,37,401	34,16,579	39,30,579	35,06,822	5,14,000	...	1,191
1865-66	24,46,105	50,08,003	14,91,707	47,600	89,93,415	85,67,271	35,59,268	41,88,625	43,78,646	6,29,357	...	1,538
1866-67 (11 months)	23,18,930	26,56,260	13,96,468	49,336	64,20,994	60,21,873	33,65,613	40,29,481	19,92,392	6,63,868	...	1,738
1867-68	25,42,261	23,09,839	15,32,952	63,128	64,48,180	60,84,446	37,74,607	47,54,940	13,29,506	9,80,383	...	2,205
1868-69	28,59,802	27,55,016	16,25,976	44,224	72,85,018	68,60,720	41,05,704	53,70,201	14,90,519	12,64,497	...	2,589
1869-70	26,90,557	28,87,627	16,13,383	67,550	72,59,117	68,16,010	39,28,383	55,96,779	12,19,231	16,68,396	...	2,629
1870-71	27,95,220	42,39,124	17,80,090	56,424	88,70,858	79,82,895	37,43,771	51,77,567	28,05,328	14,33,796	...	2,736
1871-72	28,94,628	34,95,569	18,57,037	46,820	82,94,054	78,34,332	43,38,763	50,97,695	27,36,637	7,58,932	...	2,884
1872-73	29,70,417	10,63,847	18,86,960	1,08,779	60,30,003	55,16,109	44,52,262	52,32,689	2,83,420	7,80,427	31·86	3,006
1873-74	31,44,210	10,54,294	19,06,351	88,107	61,92,962	55,78,656	45,24,362	54,21,251	1,57,405	8,96,889	31·23	3,178
1874-75	33,77,668	10,82,570	20,25,126	38,974	65,24,338	59,48,732	48,66,162	55,70,868	3,77,864	7,04,706	31·23	3,408
1875-76	35,98,306	11,44,901	21,28,245	36,382	69,07,834	63,35,301	51,90,400	56,39,310	6,95,991	4,48,910	30·97	3,631
1876-77	37,13,288	12,06,884	21,80,904	37,183	71,38,259	66,88,656	54,81,772	57,87,667	9,00,989	3,05,895	30·71	3,852
1877-78	41,22,910	12,86,136	22,44,948	53,845	77,07,839	72,97,171	60,11,035	60,82,704	12,14,467	71,669	29·33	4,107
1878-79	45,00,924	12,63,017	20,91,107	42,720	78,97,768	74,72,592	62,09,575	65,57,308	9,15,284	3,47,733	26·62	4,392
1879-80	48,37,899	13,48,874	20,47,289	63,822	82,97,884	79,89,726	66,40,852	68,93,435	10,96,291	2,52,583	24·86	4,410
1880-81	48,83,567	13,41,149	25,11,030	53,384	87,89,130	85,33,595	71,92,446	74,14,125	11,19,470	2,21,679	28·74	4,521
1881-82	43,91,285	13,88,929	31,36,104	98,800	90,15,118	87,04,259	73,15,330	79,58,765	7,45,494	6,43,435	35·17	4,819
1882-83	44,50,471	14,90,802	33,77,402	53,297	93,71,972	91,06,935	76,16,133	85,49,226	5,57,709	9,83,093	36·24	5,310
1883-84	47,92,161	15,72,756	35,24,817	57,835	99,47,569	96,62,300	80,89,544	89,42,790	7,19,510	8,53,246	35·64	5,879
1884-85	50,24,334	16,17,614	35,87,102	43,620	1,02,72,670	99,89,669	83,72,055	90,72,350	9,17,319	7,00,295	35·07	6,488
1885-86	64,08,218	17,19,768	26,88,929	56,317	1,09,13,232	1,06,05,220	88,85,452	94,26,282	11,78,938	5,40,830	24·86	6,849

Column 2.—These figures represent the net proceeds of the sale of ordinary postage stamps after deducting the sale discount.

Column 3.—The great differences observable in this column are due mainly to changes of system in the treatment of official correspondence, which was charged at full letter rates up to 1865-66, at the same rates as ordinary correspondence (letters and newspapers, &c.), from that year on to 1872-73, after which a low privileged rate of 1 anna for each letter not exceeding 10 tolas (about 4 oz.) was conceded, thus reducing immensely the postage income.

Column 8.—The figures in this column are useful, as showing the revenue undisturbed by the changes of system in respect of official correspondence explained in the note referring to column 3.

No. XII.

of the Post Office Department in India from 1853-54 to 1885-86.

on account of conveyance of passengers or any of the Non-Postal Branches.]

RECEPTACLES OPEN AT END OF YEAR.		POSTAL LINES.					TOTAL NUMBER OF ARTICLES GIVEN OUT FOR DELIVERY.						ARTICLES FINALLY UNDELIVERED AFTER PASSING THROUGH THE DEAD LETTER OFFICES.		NUMBER OF REGISTERED PERIODICALS AT THE END OF EACH YEAR.	EUROPEAN LETTERS.		INDIAN SHARE OF LOSS UPON SUBSIDY TO THE P. & O. CO., *i.e.*, OF SUBSIDY AFTER DEDUCTION OF SEA POSTAGE RECEIPTS.
LETTER-BOXES.	VILLAGE POSTMEN.	RAILWAY.	MAIL-CART, HORSES, CAMELS, &C.	RUNNER OR BOAT LINES.	STEAMER SERVICES, SEA AND RIVER.	TOTAL MILEAGE.	LETTERS.*	NEWSPAPERS.	PARCELS.	PACKETS.	MONEY ORDERS.	TOTAL.	NUMBER.	PERCENTAGE ON TOTAL IN COLUMN 26.		SENT TO EUROPE BY P. & O. CO.'S STEAMERS.	RECEIVED FROM EUROPE BY P. & O. CO.'S STEAMERS.	
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)
No.	No.	Miles.	Miles.	Miles.	Miles.	Miles.	No.	No.	No.	No.	No.	N.o.	No.		No.	No.	No.	£
							Three digits omitted in these five columns.											
...	...	...	...	...	...	...	17,260	1,824	296	93	...	19,473						
...	...	...	6,127	24,467	...	30,594	26,392	2,629	463	133	...	29,618						
...	...	146	5,697	30,470	...	36,313	29,503	3,133	477	172	...	33,286						
...	...	No information available for this year.					33,863	3,772	492	173	...	38,302						
...	...	273	5,508	31,152	...	36,933	37,453	5,272	533	177	...	43,441						
...	...	532	5,766	33,232	...	39,530	45,743	6,326	625	243	...	52,938						
...	...	711	5,862	32,765	...	39,338	42,637	5,262	564	268	...	48,733						
...	...	1,046	5,740	36,784	...	43,570	42,981	4,652	563	292	...	48,490						
...	...	1,798	4,722	39,034	...	45,554	42,347	4,229	561	321	...	47,459						
...	...	2,382	5,247	34,318	5,137	47,084	44,246	4,558	556	341	...	49,702						
...	...	2,473	5,156	33,853	5,137	46,619	46,907	4,648	556	349	...	52,462						
...	...	2,904	5,319	33,320	5,332	46,875	51,069	4,917	591	391	...	56,968						
...	...	3,275	4,967	33,311	5,444	46,997	54,797	5,134	579	402	...	60,913						
...	...	3,658	4,851	33,976	5,444	47,929	54,057	4,825	562	403	...	59,849						
...	...	3,995	5,140	34,930	5,613	49,678	62,567	5,411	651	525	...	69,154						
...	...	4,235	5,460	34,973	5,613	50,281	68,891	5,773	699	623	...	75,987						
1,422	...	4,433	5,333	35,498	5,613	50,877	76,867	6,165	764	736	...	84,534	...	...	...	...	...	73,110
1,608	...	4,993	4,175	36,911	6,184	52,263	77,303	6,565	694	1,127	...	85,689	...	...	...	...	...	69,150
1,883	...	5,063	4,278	35,929	6,367	51,637	80,636	6,840	675	1,409	...	89,561	...	...	430	...	...	68,110
3,299	...	5,368	3,915	33,400	6,367	49,056	83,127	7,928	653	1,448	...	93,157	...	...	478	...	...	61,072
3,554	...	5,738	4,003	32,947	11,928	54,616	98,531	8,762	605	1,336	...	109,235	1,035,440	·94	542	...	...	54,770
3,938	1,463	6,138	4,226	31,847	13,687	55,898	104,353	9,365	792	1,608	...	116,119	922,001	·79	610	...	...	57,170
4,447	1,695	6,549	4,176	32,632	13,687	57,044	107,576	9,423	851	1,618	...	119,470	781,487	·66	633	...	...	53,125
5,454	1,950	6,938	4,323	33,422	13,687	58,370	110,051	9,880	990	1,619	...	122,541	691,261	·56	644	2,678,392 (a)	2,548,795 (a)	66,685
5,574	2,242	7,338	3,781	33,157	13,687	57,963	115,089	10,999	909	1,827	...	128,826	667,176	·51	683	2,626,264	2,978,519	70,749
6,167	2,601	8,123	3,269	32,875	13,687	57,954	118,599	10,276	998	2,023	...	131,899	635,901	·48	...	2,862,213	2,873,819	71,051
6,426	2,702	8,606	3,042	32,284	14,308	58,240	128,567	11,251	1,074	2,085	...	142,977	658,068	·46	...	3,021,980	3,035,403	88,160
6,720	2,833	9,455	3,020	31,977	14,308	58,760	143,538	11,942	1,080	2,105	...	158,666	673,108	·43	...	2,797,421	3,138,473	71,051
7,190	3,241	9,745	3,303	32,321	14,308	59,677	153,093	12,527	1,152	2,387	2,645	171,804	621,451	·36	...	3,243,047	3,170,123	70,000
7,936	3,670	9,901	3,648	33,135	14,520	61,204	165,553	14,076	1,312	3,113	2,566	186,620	578,606	·31	...	3,272,930	3,176,926	70,000
8,426	3,843	10,631	3,580	34,805†	14,520†	63,536	179,480	15,848	1,286	3,691	3,035	203,340	608,967	·29	...	3,336,127	3,251,652	70,000
8,731	4,039	11,632	4,049	34,482	10,725	60,888	193,513	17,507	1,338	4,425	3,550	220,333	639,399	·29	...	3,531,071	3,429,865	70,000
9,056	4,253	11,862	4,227	35,281	11,117	62,487	211,983	20,342	1,476	5,119	4,163	243,083	672,076	·28	...	3,668,270	3,310,681	68,000

Column 12.—The figures in this column show the proportion of the cash collections in column 4 to the total postal revenue of columns 2, 3 and 4. The comparison commences with the year 1872-73, when the official postage rate was reduced (see note on column 3) and the whole collected in stamps.

Columns 21 to 26.—Three digits are omitted from the figures in these columns.

Columns 27 and 28.—These figures cannot be given prior to 1873-74, owing to a difference in the system of statistical record.

Column 29.—The registration of newspapers only commenced in the year 1871-72 and ended in 1877-78.

(a) Revised so as to include letters to Gibraltar, Malta and places east of Suez.

* Including post-cards from 1879-80.

† 1,712 miles of lines under this head have in 1884-85 been included in column 19.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF DECEMBER 1886.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
		Quantities per Rupee in seers of 80 tolas.													Average Wages per month.		
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Baira or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, millet (Italian (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter, or Blacksmith.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	R a. p.	R a. p.	R a. p.
Madras.	Ganjam	9 10	...	10 8	14 11	...	...	26 6	...	...	...	...	215 8	13 13	...	...	...
	Vizagapatam	9 8	...	9 0	10 3	17 5	27 11	22 3	...	...	...	...	93 3	14 0	5 0 0	5 8 0	11 0 0
	Godavery	9 8	...	14 14	16 0	24 0	27 5	29 2	...	...	...	...	145 8	12 8	4 0 0	5 8 0	13 0 0
	Kistna	9 5	...	14 10	15 3	18 11	...	31 6	...	...	...	...	145 8	15 3	6 0 0	7 0 0	15 0 0
	Nellore	9 14	...	11 14	14 0	23 0	20 14	25 8	...	...	...	...	93 5	13 13	5 0 0	5 0 0	15 0 0
	Cuddapah	14 11	...	11 10	14 8	25 5	27 10	25 14	...	...	...	...	140 0	14 6	7 8 0	7 8 0	15 0 0
	Anantapur	13 6	...	12 5	15 11	35 0	30 2	32 0	...	...	...	...	77 8	12 8	4 0 4	4 6 6	14 7 3
	Bellary	15 6	...	12 5	13 8	28 13	29 2	31 0	...	...	...	...	97 2	12 8	...	...	...
	Kurnool	12 11	...	11 6	12 3	24 11	25 0	...	...	...	...	...	138 8	13 5	4 11 0	4 11 0	18 12 0
	Madras	10 13	...	12 0	14 2	23 0	23 2	25 10	...	...	...	...	85 1	14 8	5 0 0	5 8 0	13 9 6
	Chingleput	...	...	14 5	17 11	...	21 2	26 11	...	...	...	...	97 2	14 11	4 8 0	6 0 0	14 5 4
	North Arcot	10 3	...	14 6	16 6	...	32 3	32 8	...	...	...	...	140 0	13 5	5 0 0	8 0 0	15 0 0
	South Arcot	9 6	...	13 14	16 3	...	31 10	29 6	...	...	...	...	201 7	13 8	5 10 0	5 0 0	13 2 0
	Tanjore	9 14	...	15 13	18 0	...	32 10	33 3	...	...	...	...	166 2	13 13	2 13 1	4 0 0	11 10 0
	Trichinopoly	10 14	...	13 0	13 13	...	28 10	28 13	...	...	...	...	126 4	14 10	6 0 0	6 8 0	12 3 0
	Madura	10 14	...	13 6	13 14	27 8	29 6	31 0	...	...	...	...	119 1	15 6	...	...	...
	Tinnevelly	9 14	...	13 2	16 0	...	...	...	...	...	...	...	70 0	16 2	4 8 0	7 0 0	15 0 0
	Coimbatore	10 11	...	13 8	14 8	26 2	25 6	26 3	...	...	...	...	121 5	14 2	7 8 0	7 8 0	18 12 0
	Nilgiris	8 8	...	9 10	12 0	20 0	16 13	21 10	...	...	...	...	161 8	11 0	7 0 0	8 0 0	25 0 0
	Salem	10 11	...	13 2	14 11	26 6	26 3	29 2	...	...	...	...	186 6	15 13	2 5 4	6 0 0	15 0 3
	South Canara	10 3	...	13 10	16 0	...	...	21 13	...	...	...	...	128 8	16 3	7 8 0	6 12 0	18 2 0
	Malabar	8 10	...	13 13	14 10	...	...	20 6	...	...	...	...	155 5	14 6	5 8 0	7 0 0	16 14 0
Bombay.	Bombay	10 1	20 6	7 9	11 2	20 0	16 1	15 1	18 9	15 13	21 6	8 7	58 4	12 9	...	...	...
	Daskrohi	12 0	22 8	6 8	11 8	20 0	17 8	...	...	16 0	...	...	80 0	16 8	...	...	...
	Kaira	10 10	...	9 6	10 0	...	17 12	22 13	...	17 12	...	11 7	80 0	16 0	4 0 0	4 3 0	6-0 to 8-0
	Surat	15 0	17 0	8 0	12 0	17 0	16 0	...	...	16 0	...	10 0	85 0	16 0	5-0 to 8-0	8-0 to 10-0	15-0 to 25-0
	Broach	13 3	...	8 0	11 0	16 0	15 14	...	...	18 1	...	12 0	120 0	14 2¼	...	...	...
	Tanna (Salsette)	9 0	...	8 3	10 0	14 0	14 6	...	...	12 5	...	8 0	71 2	15 9	7 8 0	9 0 0	18-12 to 22-8
	Colába (Alibag)	10 12	...	7 4	11 4	...	13 0	...	...	12 12	...	8 2	100 0	12 0	6 0 0	10 0 0	20 0 0
	Khandesh (Dhulia)	13 12	...	7 8	9 6	27 12	20 5	...	14 8	14 8	...	10 8	131 0	12 4	6-0 to 7-0	7-0 to 9-0	12-0 to 20-0
	Násik	12 6	...	10 8	12 0	27 8	16 8	22 8	...	16 8	...	10 8	106 8	13 12	7 8 0	9 0 0	20-0 to 22-0
	Ahmednagar	12 10	10 4	8 3	9 9	26 2	17 9	...	...	18 10	...	11 0	80 0	13 13	8 0 0	10 0 0	22-8 to 25-0
	Poona (City)	11 8	9 0	8 9	9 13	21 12	18 6	16 6	...	16 2	...	10 2	60 13	12 13	7 8 0	10 0 0	15-0 to 20-0
	Sholápur	14 1	26 0	11 6	12 6	29 5	24 6	...	26 0	19 3	...	13 13	80 0	13 4	7 0 0	9 0 0	20-0 to 25-0
	Bijapur	No return received.															
	Satara	13 6	...	9 9	11 7	24 0	20 11	...	...	13 10	...	...	116 8	13 2	5-0 to 6-0	6-0 to 8-0	11-8 to 18-0
	Belgaum	17 8	14 0	12 0	12 8	22 0	23 8	26 0	...	13 8	...	12 0	67 0	14 0	...	...	...
	Dharwar (Hubli)	17 0	...	10 0	11 0	27 0	23 0	31 0	...	19 0	...	8 0	80 0	10 0	8 0 0	6 0 0	15-0 to 18-0
	Ratnágiri	11 3	...	9 4	12 11	16 14	16 9	21 2	...	14 11	...	10 14	120 0	14 4	7 8 0	7 8 0	15 0 0
Bengal.	Karwar	12 4	...	7 0	12 12	18 0	14 0	22 0	...	14 0	...	11 8	213 5½	11 8	8 7 0	9 0 0	18-12 to 22-8
	Pánch Mahals (Godhra)	11 *	...	9 0	12 0	...	19 0	28 0	...	24 0	30 0	11 0	320 0	15 0	7 8 0	12 0 0	15-0 to 22-8
	Aden	8 0	...	6 3	8 0	11 3	10 3	...	...	11 3	...	5 9	65 5	32 0	...	10 0 0	30-0 to 37-8
	Asirgarh Cantonment	14 8	...	10 0	12 0	28 0	24 0	...	19 0	17 0	...	10 0	160 0	12 0	6 0 0	6 0 0	15 0 0
	Baroda Camp (Sadar Bazar)	10 5	17 2	7 7	9 2	18 5	16 0	18 5	...	13 11	...	10 5	80 *	13 11	7 8 0	7 0 0	22 8 0
	Disa Cantonment	16 7	... *	8 0	9 6	22 0	22 5	...	...	18 2	...	11 0	150 0	13 0	5 13 0	7 0 0	19 6 0
	Nimach Cantonment	17 8	19 0	8 0	10 0	31 0	18 0	...	...	25 4	35 0	13 0	160 0	14 0	5 10 0	7 0 0	12 0 0
	Nasirabad Cantonment	16 13	27 0	7 0	8 0	30 0	21 0	...	12 0	28 0	30 5	13 0	90 0	15 8	6-0 to 7-0	6-0 to 9-0	10-0 to 15-0
	Rajkot Station	11 8	...	6 8	9 0	17 0	12 8	...	...	15 0	...	7 8	80 0	40 0	10 0 0	8 0 0	15-0 to 22-8
	Upper Sind Frontier	13 0	20 0	10 0	16 0	21 4	22 0	...	...	18 12	...	13 0	160 0	12 0*	9 0 0	9 0 0	30 0 0
	Karachi	11 8	17 8	8 0	14 0	20 0	15 0	...	...	18 8	15 0	7 0	85 0	16 0	8-0 to 15-0	12-0 to 15-0	30-0 to 40-0
	Haidarabad (Gidu Bunder)	11 8	20 0	9 8	17 8	20 0	18 0	...	...	16 8	...	...	160 0	13 8	12 0 0	8 0 0	30 0 0
	Shikarpur	12 0	20 8	9 12	10 8	19 0	20 0	...	...	19 0	...	10 8	120 0	13 0	8 0 0	8 0 0	25-0 to 28-0
	Sukkur	14 8	22 8	10 0	16 0	20 0	22 0	...	...	21 0	...	14 0	120 0	13 0	8 0 0	9 0 0	30 0 0
	Thar & Parkar (Umarkot)	16 0	...	...	14 11	...	19 13	...	...	...	...	...	160 0	14 12	8-0 to 12-0	10 0 0	19-0 to 39-0
	Western Districts.																
	Burdwan	17 4	...	20 8	26 10	...	...	...	...	21 4	...	25 11	120 0	13 9*a*	8 0 0	6 8 0	10-0 to 15-0
	Bankoora	18 0	24 0	22 8	30 0	...	...	...	...	19 0	39 0	20 0	280 0	12 8*b*	5-10 to 9-8	4-0 to 7-0	7-8 to 15-0
	Beerbhoom	20 0	...	19 8	25 8	...	...	...	...	24 0	...	18 0	160 0	12 0*c*	4-0 to 6-0	4-0 to 6-0	8-0 to 10-0
	Midnapore	17 0	...	17 0	25 0	...	...	...	...	18 0	...	16 0	155 0	12 8*d*	6 8 0	5 0 0	7-8 to 9-6
	Hooghly	16 0	...	10 0	17 0	...	...	...	...	19 0	...	13 0	120 0	13 0*e*	7 8 0	5 0 0	20 0 0
	Howrah	15 0	...	13 8	18 0	...	...	...	...	20 8	...	14 12	90 0	12 0 *	7-8 to 15-0	7 0 0	12-0 to 25-0
	Central Districts.																
	Calcutta	14 10	21 3	9 6	16 12	13 6	15 0	...	17 12	19 12	24 10	19 15	79 0	13 0	12 0 0	7 0 0	15 0 0
	24-Pergunnahs	14 4	21 4	8 0	18 4	...	...	...	...	22 8	26 8	18 4	100 0	12 5*f*	10 8 0	6 0 0	15-0 to 20-0
	Nuddea	16 0	32 0	16 0	20 0	...	...	...	...	26 10	...	20 0	...	11 10½*g*	6 0 0	6 0 0	7-8 to 15-0
	Khoolna	...	...	17 0	21 0	...	...	...	...	16 0	...	...	160 0	10 8*h*	8-0 to 12-0	6-0 to 8-0	10-0 to 15-0
	Jessore	16 0	...	14 0	21 0	...	...	...	...	21 4	...	20 0	130 0	10 12*i*	7 8 0	6 0 0	15 0 0
	Moorshedabad	17 0	...	13 0	25 8	...	...	...	...	31 0	40 0	20 0	160 0	12 0*j*	5 0 0	5 0 0	7 8 0
	Dinagepore	11 0	20 0	21 8	27 8	...	...	...	...	20 0	...	...	120 0	12 0	7 8 0	6-0 to 8-0	10-0 to 15-0
	Rajshahye	20 0	48 0	18 0	22 8	...	...	...	...	28 2	...	17 0	240 0	12 0*k*	4-0 to 5-0	5-0 to 6-0	10-0 to 14-0
	Rungpore	17 0	...	18 0	23 10†	...	...	...	...	17 0	...	11 8	120 0	12 0*l*	7 8 0	6-0 to 7-0	12-0 to 15-0
	Bogra	15 0	...	15 0	24 0	...	...	...	...	16 8	...	...	90 0	10 8	6-0 to 7-0	5-0 to 7-8	10-0 to 22-0
	Pubna	22 8	...	8 0	26 4	...	...	...	...	22 0	...	18 0	200 0	11 6*m*	5-0 to 6-0	5-0 to 8-0	12-0 to 18-0
	Darjeeling	11 0	16 0	5 0	14 0	...	...	13 0	...	12 0	25 0	8 0	120 0	9 0 *	...‡	...‡	...‡
	Jalpáiguri	13 4	20 0	18 0	26 0	...	...	...	...	16 10	...	...	128 0	12 0*n*	8 0 0	7 0 0	20-0 to 25-0
	Eastern Districts.																
	Dacca	16 0	26 0	15 0	17 0	...	...	...	...	18 0	...	...	120 0	10 8*o*	6-0 to 8-0	5-0 to 8-0	8-0 to 20-0
	Furreedpore	20 0	26 0	16 0	22 0	...	...	...	...	21 0	...	14 0	120 0	11 8*p*	7 8 0	7 0 0	12-0 to 15-0
	Backergunge	...	...	15 0	17 4	...	...	...	...	16 0	...	13 0	120 0	11 8*q*	8 0 0	7 0 0	8-0 to 15-0
	Mymensingh	13 0	...	12 4	18 0	...	...	...	...	18 12	...	...	...	11 12*r*	7-0 to 10-0	6-0 to 7-0	12-0 to 30-0
	Chittagong	16 0	...	13 0	18 0	...	...	...	...	14 0	...	11 0	75 0	12 0*s*	9-0 to 11-0	7-0 to 8-0	7-0 to 12-0
	Noakholly	...	...	20 0	22 0	...	...	...	...	13 0	...	...	...	9 0*t*	7-0 to 10-0	5-0 to 7-0	7-0 to 15-0
	Tipperah	11 8	...	20 2	23 8	...	...	...	...	16 0	...	10 0	...	11 4*u*	6-0 to 8-0	5-0 to 7-0	6-0 to 15-0
	Chittagong Hill Tracts	...	...	11 6¼	13 5	...	...	...	...	...	...	...	320 0	8 0	9 6 0	...	...
	Hill Tipperah	12 0	...	13 0	18 0	...	...	...	...	12 0	...	16 0	...	11 0	8 0 0	6 0 0	15 0 0

* In common use.
† The sudden fall in the price of rice is owing to the appearance of new rice in the market.
‡ Present rates not furnished.
a In sub-divisions retail prices of salt per rupee were:—Culna and Cutwa 13-8 seers and Raneegunge 13 seers.
b At Bishenpore retail price of salt 12 seers per rupee.
c At Rampore Hát retail price of salt 13-4 seers per rupee.
d In Contai retail price of salt 13 seers per rupee.
e In sub-divisions the retail prices of salt per rupee were:—Serampore 12 seers and Jehanabad 13-8 seers.
f In sub-divisions retail prices of salt per rupee were:—Baraset, Bussirhat, and Barrackpore 12 seers, Diamond Harbour (at Kulpihat) 13 seers, and Dum-Dum 11 seers.
g In sub-divisions retail prices of salt per rupee were:—Koostia and Meherpore 12 seers, Chooadanga 13 seers and Ramghat 12-8 seers.
h In Satkhira and Bagirhat sub-divisions retail price of salt 11 seers per rupee.
i In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, Magoora 10-12 seers and Bongong 13 seers.
j In sub-divisions retail prices of salt per rupee were:—Lalbagh 12 seers, Jungipore and Kandi 12-8 seers.
k In sub-divisions retail prices of salt per rupee were:—Nattore 12 seers, and Nowgong 10-14 seers.
l In sub-divisions retail prices of salt per rupee were:—Kurigram 12 seers, Gaibanda 9-12 seers.
m In Serajgunge retail price of salt 12 seers per rupee.
n At Fallacotta (in Alipore sub-division) retail price of salt 10 seers per rupee.
o In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers, Moonsheegunge 10-12 seers and Naraingunge 11-12 seers.
p In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers and Madaripore 12-8 seers.
q In sub-divisions retail prices of salt per rupee were:—Patuakhali 9 seers, Perozepore 11 seers, and Bhola 10-8 seers.
r In sub-divisions retail prices of salt per rupee were:—Kishoregunge 9-2 seers, Atteá 12 seers, Jamalpore and Sherpore 10 seers, and Netrokona 12-5 seers.
s In Cox's Bazar retail price of salt 12 seers per rupee.
t At Panchgachia in Fenny sub-division retail price of salt 9 seers per rupee.
u In Brahmunberiah and Chandpore sub-divisions retail price of salt 11-8 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF DECEMBER 1886—*continued*.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
		Quantities per Rupee in seers of 80 tolas.													Average Wages per month.		
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter, or Blacksmith.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	R a. p.	R a. p.	R a. p.
Bengal—*continued*.	*Behar.*																
	Patna	20 0	34 0	11 8	26 8	32 0	26 0	26 0	20 0	32 0	40 0	34 0	110 0	11 8	4-0 to 5-0	4-8 to 5-0	6-0 to 8-0
	Gya	17 0	35 0	10 0	22 8	...	...	...	18 0	27 0	...	24 0	120 0	11 0*v*	...†	...†	...†
	Shahabad	17 0	32 0	9 0	19 0	...	...	...	...	29 0	...	15 0	140 0	12 0*w*	5 0 0	5 0 0	7 8 0
	Durbhunga	19 14	33 0	14 6	22 0	22 0	...	33 0	...	27 8	30 0	19 14	176 0	13 0*x*	2-12 to 5-0	2-8 to 5-0	3-8 to 9-0
	Mozufferpore	20 0	32 0	12 0	23 0	...	...	30 0	...	30 0	32 0	21 0	140 0	12 0*y*	3-0 to 4-0	3-0 to 4-0	6-0 to 8-0
	Sarun	17 8	32 0	8 8	23 0	...	...	28 8	15 0	25 0	31 8	26 0	160 0	12 0*z*	3-12 to 6-9	4-0 to 6-0	6-9 to 10-0
	Chumparun	21 0	40 0	7 8	20 0	...	...	...	...	31 8	31 8	24 8	...	12 0	...†	...†	...†
	Monghyr	20 0	42 0	18 13	18 13	27 0	...	...	21 0	27 12	42 0	21 0	126 0	12 1*a*1	3 12 0	4 0 0	5-10 to 7-8
	Bhágalpur	16 6	40 6	20 3	24 0	...	...	...	...	27 12	40 6	20 3	183 12	12 10*a*2	4-8 to 6-0	4-0 to 5-0	7-0 to 12-0
	Purneah	18 0	...	23 0	24 0	...	...	...	...	22 0	...	20 0	123 0	10 8*a*3	4-11 to 5-10	4-0 to 5-0	7-0 to 16-0
	Maldah	15 0	...	16 0	25 0	...	...	...	...	27 0	...	...	160 0	11 0	4-8 to 5-0	5 0 0	7-8 to 11-4
	Sonthal Pergunnahs	14 8	...	25 0	33 0	...	...	...	...	...	50 0	27 0	200 0	12 0*a*4	3 12 0	5 0 0	7-8 to 9-6
	Orissa.																
	Cuttack	13 2	...	13 2	18 6*	...	...	...	...	kalai 18 6	...	...	80 0	14 0	5 10 0	4 0 0	7-8 to 10-0
	Pooree	14 7	...	15 12	22 5	...	...	...	...	,, 15 12	...	15 12	70 0	14 7	6 0 0	5 0 0	8-0 to 10-0
	Balasore	16 0	13 0	13 0	24 0	...	...	...	...	15 0	...	13 0	160 0	10 8*a*5	5-10 to 7-8	4-0 to 6-0	7-8 to 9-0
	Chota Nagpore. *South-Western Frontier Agency.*																
	Hazáribágh	19 0	18 0	13 0	23 0	...	...	50 0	...	23 0	40 0	19 0	240 0	9 0*a*6	3 12 0	3-0 to 4-0	8 0 0
	Lohardugga	24 0	18 0	22 0	29 0	...	...	48 0	...	20 0	30 0	20 0	120 0	10 0*a*7	3-4-6 to 3-12	3-0 to 4-8	6-0 to 12-0
	Singbhoom	24 0	24 0	28 0	32 0	...	...	...	...	16 0	...	21 0	320 0	9 0	3 0 0	4 8 0	5-0 to 12-0
	Manbhoom	16 0	30 0	18 0	32 0	...	...	...	...	17 0	40 0	...	240 0	10 10	4 11 0	...†	9-6 to 15-0
Assam.	Sylhet	13 0	...	14 0	16 10	...	...	...	...	20 0	...	13 0	108 0	11 8	7 0 0‡	6-0 to 7-0	12-0 to 30-0
	Cáchár	8 0	...	8 0	14 8*a*8	...	...	...	...	17 12*a*9	...	11 13*a*10	64 0	11 2	5 0 0	7 0 0	14-0 to 20-0
	Goálpará	20 0	...	8 0	16 0	...	...	...	...	16 0	...	10 0	80 0	11 0	6-0 to 7-0	7-0 to 8-0	15-0 to 35-0
	Gáro Hills	8 0	...	6 0	13 0	...	...	...	...	10 0	...	9 0	160 0	8 0	5-10 to 7-8	7-8 to 10-0	7-8 to 45-0
	Kámrup	16 0	...	8 0	13 0	...	...	...	...	14 0	...	11 0	160 0	11 0	7-0 to 8-0	8-0 to 10-0	12-0 to 15-0
	Darrang	7 0	...	6 0	12 0	...	...	...	...	12 0	...	10 0	150 0	9 0	6-0 to 7-0	8-0 to 10-0	6-0 to 20-0
	Nowgong	8 0	...	8 0	16 0	...	...	...	...	10 0	...	10 0	120 0	8 0	7-0 to 9-0	9-0 to 10-0	10-0 to 30-0
	Sibságar	...	...	14 0	17 0	...	...	...	...	11 0	...	...	80 0	9 0	6-0 to 9-0	8-0 to 12-0	12-0 to 25-0
	Lakhimpur	9 0	...	10 0	15 0	...	...	...	...	13 0	8 0	10 8	160 0	9 0	7-0 to 8-0	8-0 to 10-0	15-0 to 40-0
	Khási and Jaintiá Hills	...	...	6 0	8 8	...	...	...	...	9 0	16 0	7 0	100 0	8 0	8-0 to 25-0	8-0 to 12-0	15-0 to 37-0
	Nágá Hills	...	...	...	7 0	...	...	...	...	...	...	...	80 0	3 4	9-0 to 20-0	9-0 to 15-0	30-0 to 60-0
N.-W. Provinces.	Dehra Dún																
	Saháranpur																
	Muzaffarnagar																
	Meerut																
	Bulandshahr																
	Aligarh																
	Kumaun																
	Garhwál																
	Bijnor																
	Moradabad																
	Budaun																
	Bareilly																
	Sháhjahánpur																
	Tarái Pergunnahs																
	Muttra																
	Agra																
	Farukhabad																
	Mainpuri																
	Etáwah	No return received.															
	Etah																
	Jalaun																
	Jhánsi																
	Lalitpur																
	Cawnpore																
	Fatehpur																
	Bánda																
	Allahabad																
	Hamírpur																
	Jaunpur																
	Gorakhpur																
	Basti																
	Azamgarh																
	Mirzapur																
	Benares																
	Gházipur																
	Balia																
	Pilibhít																
Oudh.	Sultánpur																
	Partábgarh																
	Fyzabad																
	Kheri																
	Lucknow																
	Bára Banki																
	Bahraich	No return received.															
	Rai Bareli																
	Sitapur																
	Gonda																
	Unáo																
	Hardoi																
Punjab.	Hissar	16 0	30 0	...	10 0	30 0	21 0	...	...	32 0	20 0	...	100 0	13 0	...	...	...
	Rohtak	16 0	25 0	...	12 0	26 0	20 0	...	...	28 0	24 0	...	120 0	13 8	...	...	...
	Gurgaon	18 0	28 0	...	10 0	25 0	23 0	...	...	28 0	24 0	...	120 0	12 0	...	...	...
	Delhi	16 0	25 0	...	15 0	19 0	20 0	...	16 0	25 0	24 0	23 0	80 0	12 0	...	...	...
	Karnál	16 0	26 0	...	12 0	22 0	20 0	22 0	16 0	26 0	22 0	25 0	160 0	12 12	...	...	...
	Umballa	18 0	29 0	...	14 0	22 0	20 0	20 0	20 0	29 0	27 0	20 0	160 0	13 12	...	...	...
	Simla	14 0	19 0	...	9 0	16 0	18 0	26 0	14 0	20 0	19 0	11 0	70 0	10 0	...	...	...
	Kángra	18 0	28 0	...	14 0	...	...	36 0	20 0	21 0	22 0	14 0	140 0	11 8	...	...	...
	Hoshiarpur	17 0	28 0	...	15 0	22 0	20 0	20 0	16 0	28 0	24 0	20 0	120 0	14 4	...	...	...
	Jullundur	16 0	26 0	...	8 0	24 0	16 0	...	18 0	27 0	24 0	...	100 0	14 0	...	...	...
	Ludhiána	17 0	31 0	...	13 0	25 0	20 0	...	18 0	30 0	25 0	...	110 0	15 0	...	...	...

* In the interior the retail prices of common rice vary from 21 to 26-5 seers per rupee.
† Present rates not furnished. ‡ Inclusive of fooding.
a In Jalánabad retail prices of salt 12 seers per rupee.
w In sub-divisions retail prices of salt per rupee were:—Buxar and Sasseram 12-8 seers and Bhabooah 11-8 seers.
x In sub-divisions retail prices of salt per rupee were:—Madhubani 11 seers and Tajpore 12 seers.
y In Hajeepore sub-division retail price of salt 12-4 seers per rupee.
z In sub-divisions retail prices of salt per rupee were:—Sewan 12 seers, Gopalgunge 10-5 seers.
*a*1 In Begu Serai and Jamui sub-divisions retail price of salt 11 seers per rupee.
*a*2 In sub-divisions retail prices of salt per rupee were:—Banka and Soopole 11 seers and Maddapore 10-8 seers.
*a*3 In subdivisions retail prices of salt per rupee were:—Kissengunge 10 seers and Arrareah (at Ranigunge) 13 seers.
*a*4 In sub-divisions retail prices of salt per rupee were:—Deoghur and Pakour 12-8 seers, Rajmehal 12 seers, Godda 11 seers, and Jamtara 13 seers.
*a*5 In Bhadruck retail price of salt 9 seers per rupee.
*a*6 At Kharagdiha in Giridi sub-division retail price of salt 12 seers per rupee.
*a*7 At Daltongunge in Palamow sub-division retail price of salt 10·68 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF DECEMBER 1886—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
		Quantities per Rupee in seers of 80 tolas.													Average Wages per month.		
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chola, Kadalay or Sunaga (*Cicer arietinum*.)	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter, or Blacksmith.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	R a. p.	R a. p.	R a. p.
Punjab—*continued.*	Ferozepore	16 0	29 0	...	11 0	23 0	20 0	...	24 0	29 0	23 0	...	90 0	14 8	...	...	...
	Mooltan	13 0	22 0	...	10 0	18 0	15 0	...	16 0	23 0	19 0	...	80 0	15 0	...	...	...
	Jhang	14 0	26 0	...	10 0	18 0	18 0	22 0	20 0	23 0	20 0	10 0	200 0	14 0	...	...	...
	Montgomery	15 0	23 0	...	10 0	20 0	16 0	...	20 0	26 0	20 0	12 0	200 0	12 0	...	...	...
	Lahore	14 0	25 0	...	13 0	20 0	16 0	...	16 0	28 0	20 0	14 0	100 0	14 0	...	...	...
	Amritsar	16 0	27 0	...	13 0	22 0	18 0	16 0	21 0	27 0	23 0	17 0	90 0	15 6	...	...	...
	Gurdáspur	18 0	24 0	...	14 0	22 0	16 0	...	16 0	24 0	22 0	...	120 0	15 0	...	...	...
	Siálkot	14 0	30 0	...	13 0	22 0	21 0	...	30 0	26 0	20 0	...	120 0	15 0	...	...	...
	Gujrát	16 0	26 0	...	12 0	21 0	21 0	...	16 0	25 0	21 0	...	100 0	16 0	...	...	...
	Gujránwála	15 0	25 0	...	14 0	20 0	16 0	30 0	10 0	25 0	19 0	...	100 0	15 0	...	...	...
	Shahpur	15 0	23 0	...	12 0	20 0	17 0	24 0	18 0	21 0	18 0	11 0	240 0	10 0	...	...	...
	Jhelum	16 0	27 0	...	13 0	23 0	19 0	...	...	27 0	21 0	13 0	140 0	16 0	...	...	...
	Ráwalpindi	16 0	28 0	...	10 0	...	27 0	...	22 0	27 b	23 0	27 0	100 0	15 8	...	...	...
	Hazára	15 0	21 0	...	16 0	...	20 0	...	...	20 0	23 0	...	120 0	12 0	...	...	...
	Pesháwar	15 0	25 0	...	13 0	25 0	19 0	...	19 0	21 0	21 0	32 0	105 0	46 8	...	...	...
	Kohát	15 0	24 0	...	17 0	26 0	20 0	...	15 0	20 0	22 0	...	160 0	64 0	...	...	...
	Bannu	19 0	33 0	...	14 0	26 0	20 0	...	8 0	29 0	29 0	14 0	60 0	40 0	...	...	...
	D. I. Khán	15 0	26 0	...	8 0	19 0	17 0	16 0	5 0	25 0	...	...	113 0	40 0	...	...	...
	D. G. Khán	13 0	29 0	...	9 0	16 0	14 0	10 0	11 0	21 0	15 0	...	125 0	25 0	...	...	...
	Muzaffargarh	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Central Provinces.	Saugor	18 0	...	8 10	9 15	...	...	...	...	24 11	...	14 0	160 0	10 0	4 8 0	5 8 0	9 0 0
	Damoh	18 13	...	11 7	...	...	...	...	...	24 0	...	15 1	200 0	10 11	4 0 0	6 0 0	12-0 to 13-0
	Jubbulpore	15 0	...	9 8	15 0	24 0	...	...	...	23 0	...	15 0	120 0	11 0	3-0 and 4-0	5-0 to 7-0	10-0 to 15-0
	Mandla	17 13	...	10 13	16 0	...	...	...	...	27 13	...	16 0	256 0	11 0	4 8 0	5 0 0	11 4 0
	Seoni	17 15	...	10 11	13 9	...	...	...	...	22 6	...	13 3	220 0	10 11	4 0 0	6 0 0	12 0 0
	Narsinghpur	17 3	...	9 3	10 8	26 3	...	...	...	23 5	...	15 14	140 0	11 7	5 0 0	6 0 0	15 0 0
	Hoshangabad	16 0	...	7 0	9 0	21 0	...	...	...	19 0	...	11 0	200 0	10 14	6 0 0	6-0 and 7-0	12-0 to 30-0
	Nimár	14 4	...	7 8	11 7	27 9	...	...	...	17 4	...	10 4	120 0	11 15	6 0 0	6 0 0	15-0 to 20-0
	Betúl	16 12	...	8 12	9 10	20 4	...	...	...	16 2	...	9 8	320 0	9 1	3-0 to 5-0	6-0 and 7-0	15-0 to 20-0
	Chhindwára	15 3	...	8 0	10 0	24 0	...	...	...	21 11	...	9 0	200 0	9 2	2-8 to 3-0	4-0 to 5-0	10-0 to 15-0
	Wardha	19 3	...	8 12	12 0	24 0	...	...	...	14 12	...	12 13	160 0	10 11	4 0 0	6-0 to 7-0	15-0 to 20-0
	Nágpur	19 11	...	8 12	13 2	24 6	...	...	...	19 11	...	14 1	130 0	10 7	5 0 0	5 0 0	15 0 0
	Chánda	18 0	...	10 11	12 13	23 0	...	...	...	14 13	...	12 14	612 0	10 5	4 0 0	6 0 0	12-0 to 15-0
	Bhandára	17 8	...	11 4	15 0	...	...	...	...	18 12	...	12 8	260 0	11 0	4 0 0	6 0 0	15 0 0
	Bálaghát	17 1	...	13 2	19 2	...	...	...	...	16 13	...	16 4	144 0	11 0	3 0 0	4 0 0	15 0 0
	Raipur	21 8	...	12 9	18 8	...	...	...	...	24 12	...	21 4	80 0	11 3	4 0 0	5 0 0	11 0 0
	Bilaspur	24 6	...	14 10	18 0	...	...	...	...	25 2	...	21 14	128 0	9 0	1 8 0	4 0 0	10 0 0
	Sambalpur	16 10	...	16 0	26 4	...	...	...	...	17 4	...	11 0	160 0	11 6	3 0 0	3 0 0	7 8 0
	Arakan Division.																
	Akyab	...	...	11 8	15 0	...	...	...	...	10 0	...	...	200 0	35 0	12-0 to 16-0	10-0 to 12-0	15-0 to 20-0
	Kyoukpyu	...	...	14 14	16 4	...	...	...	...	4 0	...	...	50 0	42 0	10 0 0	15 0 0	30 0 0
	Sandoway	...	...	19 2	22 14	...	...	...	...	...	...	...	469 11	22 13	12 0 0	15 0 0	30 0 0
Lower Burma.	*Pegu Division.*																
	Rangoon Town	11 2	...	12 6	14 2	...	...	...	...	15 0	...*	...	320 0	29 2	20 0 0	14 0 0	30 0 0
	Pegu	...	...	10 15	15 13	...	...	...	...	11 2	...	...	135 0	26 15	26 0 0	12 0 0	30 0 0
	Tharrawaddy	...	...	11 14	14 5	...	...	...	...	11 1	...	...	535 11	29 12	22 8 0	15 0 0	30 0 0
	Prome	12 2	...	14 15	16 2	...	...	...	...	12 7	33 9	...	209 8	18 10	15 0 0	12 0 0	30 0 0
	Irrawaddy Division.																
	Bassein	...	...	13 9	15 8	...	...	...	...	10 3	...	...	245 14	25 4	15 0 0	14 0 0	40 0 0
	Henzada	...	...	11 15	15 10	...	...	...	...	...	...	...	183 8	35 8	15 0 0	12 0 0	22 0 0
	Thonegwa	...	...	9 6	12 3					12 14	...	...	184 8	25 5	15 0 0	15 0 0	12 0 0
	Thayetmyo	10 0	...	10 3	11 5	...	...	...	...	10 1	...	...	245 0	18 15	15 0 0	12 0 0	30 0 0
	Tenasserim Division.																
	Moulmein Town and Amherst	9 0	...	9 11	11 2	...	...	...	...	12 2	12 2	...	220 0	30 8	25 0 0	12 0 0	25 0 0
	Tavoy	...	...	13 0	17 15	...	...	...	...	...	...	...	399 3	16 1	10 0 0	15 0 0	30 0 0
	Mergui	...	...	16 1	19 10	...	...	...	...	...	...	...	428 0	14 9	15 0 0	15 0 0	30 0 0
	Toungoo	...	...	10 10	12 13	...	...	...	...	8 11	...	...	27 0	9 6	15 0 0	14 0 0	45 0 0
	Shwaygyin	...	...	10 10	11 5	...	...	...	...	...	...	...	200 0	18 14	20 0 0	15 0 0	25 0 0
Hyderabad Assigned Districts.	Secunderabad	No return received.															
	Bolarum																
	Chadarghat																
	Amráoti																
	Akola																
	Ellichpur																
	Buldana																
	Wun																
	Básim																
Mysore.	Bangalore	10 11	11 6	9 13	11 0	27 8	...	36 0	...	11 13	...	14 7	84 0	11 4	...	...	...
	Kolar	...	12 0	12 0	14 0	...	...	41 0	...	12 0	...	12 12	144 0	10 12	...	...	...
	Támkúr	13 0	12 8	13 0	15 0	...	...	50 0	...	12 0	...	16 0	340 0	10 12	...	...	...
	Mysore	12 8	10 0	11 0	13 4	44 0	32 0	34 0	12 0	12 8	...	16 8	81 0	9 8	...	...	...
	Hassan	...	12 0	13 0	17 0	...	...	44 0	...	13 0	...	12 0	96 0	11 0	...	...	...
	Shimoga	...	14 11	12 10	14 11	33 10	...	42 0	...	12 10	...	...	480 0	10 8	...	...	...
	Kadur	10 0	12 0	16 0	20 0	...	...	42 0	...	12 0	...	10 0	320 0	11 0	...	...	...
	Chitaldroog	15 0	16 0	10 8	13 0	42 0	30 0	50 0	44 0	12 0	...	14 0	320 0	10 0	...	...	...
Coorg	Coorg	10 0	9 8	13 0	16 8	...	...	37 8	...	30 8	...	...	110 0	11 8	7 8 0	8 0 0	22 8 0
Rajpootana.	Jeypore	14 12	28 8	4 12	9 0	30 0	24 0	...	22 0	28 0	30 0	33 0	120 0	14 0	2-0 to 3-0	3-8 to 6-0	7-8 to 11-4
	Kishengurh	14 12	30 8	8 8	9 8	33 0	20 8	...	...	31 8	30 8	...	...	16 0	3-0 to 5-0	5-0 to 7-0	4-11 to 15-12
	Kerrowlee	16 4	26 4	10 0	14 6	16 4	23 11	...	25 0	28 12	...	37 8	200 0	13 2	...	...	...
	Ulwur	16 8	25 7	8 0	11 8	26 8	21 0	...	21 0	26 14	27 0	35 0	200 0	15 0	4-0 to 4-8	3-8 to 6-0	8-0 to 15-0
	Bhurtpore (City)	15 12	23 10	7 0	8 4	19 11	20 3	...	14 10	24 1	21 8	21 8	160 0	12 4	...	...	...
	Ajmere	13 8	25 0	3 0	8 0	30 0	20 0	...	...	28 0	26 0	...	70 0	15 0	3-0 to 4-0	5-0 to 8-0	10-0 to 20-0
	Deoli Cantonment	19 0	31 11	5 8	9 0	32 0	25 3	...	...	32 0	...	...	230 0	13 0	3-12 to 5-10	...	7-8 to 9-6
	Erinpura	No return received.															
	Sirohee																
	Abu																
	Anadra																
	Bálmere																
	Jeysalmere																
	Hilly Tracts of Meywar	20 0	26 0	...	16 0	...	...	...	...	25 0	40 0	...	†	11 0	5 4 0	4 9 0	12-3 to 15-0
	Meywar (Oodeypore)	14 1	20 5	10 15	11 11½	21 14	15 10	...	17 3	20 5	24 3½	9 6	200 0	12 1¾	...	...	...
	Bánswára (Meywar Agency)	21 4	22 8	7 8	17 8	22 8	...	...	...	32 8	37 8	...	...	12 8	4 0 0	4 0 0	9-0 to 15-0
	Partábgarh (,,)	15 0	16 4	9 6	11 14	25 0	17 8	...	...	27 8	28 12	21 14	...	18 9	6 0 0	4 8 0	13-8 to 15-0
	Marwar (Jodhpore)	No return received.															

* None in market.

† Ten pies per bundle.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF DECEMBER 1886—*concluded*.

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PROVINCES.	DISTRICTS.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Mahia or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Average Wages per month. Able-bodied Agricultural Labourer. / Syce or Horse-keeper. / Common Mason, Carpenters, or Blacksmith.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	₹ a. p. / ₹ a. p. / ₹ a. p.
RAJPOOTANA—*contd.*	Bikaneer	11 14	... 4	3 9	7 3	...	16 15	...	...	21 3	...	8 8	100 0	14 0	4 13 6 / 4 0 0 / 6-9 to 9-12-6
	Boondee	21 0	31 4	10 8	11 0	31 4	17 8	...	...	34 8	32 8	... 0	200 0	13 0	5 10 0 / 5 10 0 / 7-8 to 15-0
	Kotah	20 0	20 0	8 0	11 0	30 0	20 0	...	...	36 0	27 8	18 0	240 0	13 0	4 10 0 / 4 0 0 / 7-8 to 8-0
	Tonk	18 0	29 8	8 8	10 8	35 8	25 0	...	...	29 8	29 12	...	90 0	14 8	4 10 0 / 2 13 / 7 8 0
	Jhallawar	20 5	23 14	9 7	11 13	30 8	19 74	...	17 11	37 10	34 2	11 13	175 0	11 13	5 10 0 / 4-0 to 7-0 / 5-7 to 30-0
	Shahpoora	14 12	27 0	9 0	12 4	29 0	18 0	...	...	25 0	30 0	...	160 0	13 0	5 10 0 / 4-0 to 5-0 / 7-8 to 9-6
	Dholpur	17 3	22 8	...	9 9	23 7	22 12	...	18 0	24 13	...	31 10	90 0	13 0	3 12 0 / ... / ...
CENTRAL INDIA.	Indore	15 0	18 0	8 8	10 0	32 0	20 0	*	*	21 6	34 0	11 6	100 0	12 0	4 11 0 / 5-0 to 6-0 / 6-0 to 7-0
	Gwalior	18 10	19 0	7 4	9 15	22 10	20 14	*	17 4	23 5	25 14	27 3	136 14	11 6	4 11 0 / 4-0 to 5-0 / 5 8 0
	Goona	29 0	24 0	10 0	11 0	43 0	18 0	*	*	43 0	50 0*	17 0	200 0	12 0	4 11 0 / 4-0 to 5-0 / 4-0 to 6-0
	Baghelkhand (Sutna)	16 8	26 8	8 0	16 0	26 8	22 0	*	*	24 0	...	31 0	160 0	12 0	3 8 0 / 3 8 0 / 4 8 0 / 9-12 to 17-8

* Not sold.

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXIX of 1886-87.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 2nd January, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 1st January, 1887. Total.	Per mile open.	Total receipts from 1st April to 2nd January, 1886.	Per mile open per week.	Total receipts from 1st April to 1st January, 1887. Total.	Per mile open per week.	Total Increase in 1886-87.	Total Decrease in 1886-87.
			₹	₹		₹	₹	₹	₹	₹	₹	₹	₹
	Lines worked by Guaranteed Companies.												
First 8 days of Jan., 1887.	Oudh and Rohilkhand	608	93,294	153	686	1,34,301	196	41,77,150	174	48,75,832	181	6,98,682	...
8th Jan., 1887	Madras	861	1,49,743	174	861	1,51,279	176	57,38,252	168	59,89,369	176	2,51,117	...
8th ditto	South Indian	654	1,32,659	203	654	1,03,238	158	34,59,000	134	38,12,567	148	3,53,567	...
15th ditto	Great Indian Peninsula	1,504	7,59,032	505	1,504	9,99,359	664	2,60,00,755	437	2,87,03,384	484	27,02,629	...
8th ditto	Bombay, Baroda and Central India	461	2,77,340	602	461	2,54,000	551	95,92,274	526	1,00,29,821	552	4,37,547	...
	Total	4,088	14,12,068	345	4,166	16,42,177	394	4,89,67,431	302	5,34,10,973	325	44,43,542	...
	State Lines worked by Guaranteed Companies.												
15th Jan., 1887	East Indian	1,515	8,18,170	540	1,515	9,25,847	611	3,46,71,484	578	3,45,26,950	578	...	1,44,534
15th ditto	Patna-Gya	57	9,119	160	57	9,572	168	3,73,077	165	4,03,646	179	30,569	...
15th ditto	Dildarnagar-Ghazipur	12	720	60	12	848	71	34,494	73	35,449	75	955	...
15th ditto	Sindia	75	6,024	80	75	8,432	112	2,67,901	90	2,85,238	96	17,337	...
15th ditto	Rajputana-Malwa (*a*)	1,660	3,91,376	235	1,664	3,89,000	234	1,27,35,203	194	1,34,95,331	206	7,60,128	...
15th ditto	Southern Mahratta	315	22,706	72	476	44,296	93	7,60,803	61	13,24,922	96	5,64,119	...
15th ditto	Indian Midland	...	...	...	42	4,465	106	...	...	94,317	57	94,317	...
First 8 days of Jan., 1887.	Lucknow-Sitapur and Seramao.	...	...	...	56	3,494	62	...	...	(*b*)18,621	50	18,621	...
	Total	3,634	12,48,115	343	3,897	13,85,954	356	4,88,42,962	340	5,01,84,474	337	13,41,512	...
	State Lines worked by Government.												
15th Jan., 1887	Eastern Bengal	234	1,14,225	488	234	1,14,996	491	33,91,599	366	40,10,319	435	6,18,720	...
15th ditto	Nalhati	27	1,493	55	27	1,570	58	58,603	55	62,386	59	3,783	...
8th ditto	Northern Bengal	249	63,861	250	249	52,867	212	16,82,546	171	19,97,179	203	3,14,633	...
8th ditto	Kaunia-Dharla	37	2,720	73	37	2,386	64	95,451	65	89,592	61	...	5,859
15th ditto	Tirhoot	226	22,154	98	246	29,991	122	9,64,373	108	11,63,953	120	1,99,580	...
First 8 days of Jan., 1887.	Wardha Coal	45	14,754	328	45	16,362	363	4,24,703	238	5,00,768	282	76,060	...
Ditto	Nagpur and Chattisgarh	149	41,862	281	149	35,446	238	9,37,478	159	8,83,929	150	...	53,549
8th Jan., 1887	Burma	327	45,543	139	327	47,004	144	14,79,455	123	17,22,063	134	2,42,608	...
1st ditto	Cherra-Companyganj	...	...	...	6	22	4	...	...	1,152	6	1,152	...
15th ditto	North-Western (*c*)	1,869	4,97,338	266	1,869	3,83,424	205	2,22,49,201	301	1,83,36,508	249	...	39,12,693
First 8 days of Jan., 1887.	Bareilly-Pilibhit	36	2,830	78	36	2,075	57	57,108	40	66,944	47	9,836	...
			3,910	45	86	7,577	88	76,280	31	1,96,842	58	1,20,562	...
15th Jan., 1887	Dacca	86											
Last 6 days of Dec., 1886.	Jorhat	30	397	13	30	(*d*)405	13	27,429	27	(*e*)31,358	26	3,929	...
15th Jan., 1887	Bilaspur-Etawah (Kutni-Umaria Section)	...	...	...	38	3,946	104	...	...	(*f*)11,675	34	11,675	...
	Total	3,315	8,11,087	245	3,379	6,98,071	206	3,14,44,226	244	2,90,74,663	218	...	23,69,563
	GRAND TOTAL (Guaranteed and State)	11,037	34,71,270	314	11,442	37,26,202	325	12,92,54,619	297	13,26,70,110	297	34,15,491	...
	Gross estimated Expenses	...	...	...	...	...	...	6,73,45,496	155	6,63,95,036	149	...	...
	Net Receipts	...	...	...	...	...	...	6,19,09,123	142	6,62,75,074	148	43,65,951	...
	Assisted Companies												
15th Jan., 1887	Bengal Central	125	18,956	151	125	20,296	162	4,00,484	81	4,44,419	90	43,935	...
First 8 days of Jan., 1887.	Rohilkhand-Kumaon	67	9,004	134	67	3,427	51	1,90,006	72	2,32,968	88	42,962	...
8th Jan., 1887	Assam	78	6,983	84	78	6,968	89	1,96,751	63	2,56,877	83	60,126	...
8th ditto	Bengal and North-Western	303	23,352	78	376	27,809	74	9,66,257	82	14,37,174	118	4,70,917	...
15th ditto	Tarakessur	22	3,966	180	22	3,832	174	1,83,722	211	1,79,665	207	...	4,057
	Total	595	62,061	104	668	62,332	93	19,37,220	82	25,51,103	108	6,13,883	...
	Native States.												
First 8 days of Jan., 1887.	Bhavnagar-Gondal	193	17,254	89	193	16,533	86	7,19,309	94	7,38,234	97	18,925	...
15th Jan., 1887	Jodhpore	64	3,209	50	64	4,800	75	1,34,322	53	1,62,120	64	27,798	...
First 8 days of Jan., 1887.	Nizam's	121	23,761	196	208	25,813	124	8,79,465	184	11,07,388	135	2,27,923	...
Ditto	Mysore	140	10,722	76	140	8,141	58	3,41,427	62	3,64,056	66	22,629	...
15th Jan., 1887	Rajpura-Patiala	16	1,310	82	16	959	60	35,670	56	42,749	68	7,079	...
Last 6 days of Dec., 1886.	Morvi	...	...	...	51	(*g*)15	...	...	...	(*h*) 31,986	31	31,986	...
	Total	534	56,256	105	672	56,261	84	21,10,193	100	24,46,533	92	3,36,340	...

(*a*) Including the Cawnpore-Achnera State Railway.
(*b*) Receipts from 16th November 1886 to 1st January, 1887.
(*c*) Including the Amritsar-Pathankot State Railway.
(*d*) Receipts for last 6 days of December, 1886.
(*e*) Receipts from 1st April to 31st December, 1886.
(*f*) Receipts from 31st October, 1886, to 1st January, 1887.
(*g*) Receipts for last 6 days of December, 1886.
(*h*) Receipts from 1st April to 31st December, 1886.

R. GARDINER, *Captain, R.E.*,
Offg. Under-Secretary.

FORT WILLIAM,
The 27th January, 1887.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 26th JANUARY 1887.

GENERAL REMARKS.—Rain has fallen in Bengal, the North-Western Provinces and Oudh, and Assam. Slight showers have also occurred in the Punjab, Central Provinces, Central India, and Rajputana.

Except in Bombay and the Central Provinces, where slight injury has been caused by blight, rain, and hail, the *rabi* crops throughout the country generally are in good condition and have benefited by the late rainfall.

In Madras the general prospects are favourable, though rain is needed in Madura, Chingleput, and Coimbatore. The rice harvest in Bengal has been completed and the outturn is satisfactory.

In Burma the harvest is well advanced.

Poppy continues to thrive in the North-Western Provinces, but in places in Bengal the plant has been injured by rain and caterpillars.

Coffee-picking in Coorg continues and the season is favourable.

The public health is generally fair. Fever and smallpox prevail in certain districts of the Bombay and Madras Presidencies.

Prices are fluctuating in two and rising in three districts of the Punjab, and are rising in three States in the Rajputana Agency; in Mysore they have fallen in two districts; elsewhere they remain generally stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Jan. 26th)		
Bellary		Standing crops generally fair, but in parts *dholl* affected by insects, cotton and wheat by disease. Harvest wet and dry grains, yield nearly average. Fever in three taluks; cattle-disease in one.
Kurnool		Standing crops good. Harvest white *cholum*, outturn below average. Smallpox in one, fever in three and cattle-disease in four taluks.
Ganjam		Slight smallpox in two and fever in three divisions. Cholera exists
Kistna		Standing crops generally good. Harvest paddy, outturn below average. River 2·8 feet over anicut. Fever in parts. Cholera abating in three and cattle-disease in two taluks.
Chingleput (Madras)		Standing crops generally fair, but paddy withering in parts of three taluks for want of water. Harvest wet and dry grains, outturn average. Fever and smallpox in parts; slight cholera; cattle-disease in four taluks.
Coimbatore		Standing crops generally good, but in want of water in five taluks. Harvest wet and dry grains, outturn irrigated crops in parts average and in others above average, unirrigated crops poor. Smallpox in one and fever in two taluks.
Tanjore		Standing crops pretty good, but in parts require rain. Harvest wet and dry grains, outturn up to average. Slight cholera in one taluk; cattle-disease exists.
Madura		Standing crops in parts of five taluks withering from want of water; outturn where harvested unsatisfactory.
Malabar		Harvest second crop paddy, outturn about average. Fever in one and slight smallpox in eight taluks. Cattle-disease in one.
Travancore		Harvest of second crop paddy begun. Smallpox and slight fever.
		General Remarks.—General prospects good.
Bombay—(Jan. 26th)		
Karachi	*Nil*	River at Kotri on 24th 3 feet 6 inches against 3 feet 3 inches on same date last year. *Rabi* crops injured by frost in Tatta and Sehwan talukas and by frost and blight in Mirpur Batoro. Fever in ten and cattle-disease in three talukas. Wheat, red rice and *bajri* in Karachi 24, 30, and 34 and in Tatta, 24 and 40 pounds per rupee respectively.
Hyderabad	*Nil*	*Kharif* harvesting still continues. Cotton cultivation damaged by frost in Hyderabad and Hala talukas and *rabi* cultivation in Hyderabad and Dero Mohbat talukas. River at Kotri on 24th 3 feet 6 inches against 3 feet 5 inches on same date last year. Cattle-disease in one and fever in two talukas. Weather cloudy. Wheat 24$\frac{12}{16}$, *bajri* 38, *jowari* 40, white rice 20, and red rice 30 pounds per rupee.
Baroda	*Nil*	Public health good. Smallpox in Kathor taluka of the Navsari division. Crops in fair condition. *Bajri* 29, wheat 22, and rice 23 pounds per rupee.
Surat	*Nil*	Crops healthy. Reaping of *jowari* completed. Slight fever and cough in Bardoli and fever in Mandvi. *Jowari* 39 and *nagli* 44 pounds per rupee.
Nasik	*Nil*	*Khari* threshing vigorously progressing. *Rabi* sowing completed. Standing crops thriving except linseed and wheat. The former is blighted throughout and the latter in a few places of the district. Gram crops have been injured by insects in Chandor, Baglan, and Kalvan. Public health generally good except in Chandor, Kalvan and Peint where fever and ague prevail. Wheat 25$\frac{7}{16}$, *bajri*, 36$\frac{8}{16}$, and rice 20$\frac{37}{40}$ pounds per rupee. Weather clear and cold.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Colaba (Bombay)	*Nil*	Abnormal temperature 1° cool on 19th and 20th, fell to 5° cool by 22nd, and gradually rose to 1° cool on 25th. Vapour in air in excess of normal on 19th and 25th, normal on 20th, and in defect of normal on all other days. Wind northerly on 22nd and normal on all other days.
Poona		Rabi crops doing well in all the talukas, except Indapur, Khed, Bhimthadi, and Purandhar where they are slightly injured by blight. Public health generally good. Slight cattle-disease in Indapur and smallpox in Haveli taluka. *Bajri* 44 and *jowari* 59 pounds in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona City.
Ahmednagar	*Nil*	Reaping of *jowari* commenced. Wheat and gram injured. Slight cattle disease in Nevasa. *Bajri* 60 and *jowari* 68 pounds per rupee.
Sholapur	*Nil*	Linseed, gram, *kardi*, and wheat crops blighted in places. Reaping of *rabi* crops commenced in Sangola and Malsiras talukas. Public health good. *Jowari* 70$\frac{1}{2}$ and *bajri* 55$\frac{1}{2}$ pounds per rupee.
Dharwar	*Nil*	Harvesting of rice and early *jowari* in progress. Indigenous cotton generally good. Exotic cotton blighted in Hubli, Nargund, Gadag, Bankapur, and Ron. Wheat blighted in Dharwar, Hubli, Gadag, Hangal, and Ron. Slight fever in Mugud, Mandargi, Hangal, Kod and Ron. Slight cattle-disease in Ranibennur taluka. Rice 25$\frac{1}{2}$ and *jowari* 60$\frac{3}{4}$ pounds per rupee.
Kanara	*Nil*	Second crop thriving in coast. Weather cold. Slight cattle-disease in two and fever in four talukas. Common rice Karwar and district average 13 seers per rupee.
Rajkot	*Nil*	Weather cold. *Kharif* crops all in grain-yard. *Rabi* in good condition except wheat which is blighted in some places. Prevailing diseases: fever and measles. Smallpox has appeared in Rajkot. Wheat 25, *bajri* 26, and *jowari* 33 pound per rupee.
		General Remarks.—Slight rain in the Shikarpur and Upper Sind frontier districts. In several districts standing crops slightly damaged by blight and frost. Fever in parts of eleven, cattle-disease in parts of ten, and smallpox in parts of four districts.
Bengal—(Jan. 26th)		
Chittagong (Jan. 25th)	2·01	Weather cold. Reaping of *aman* nearly over. Rain has much benefited spring crops. Prices steady. A few cases of cholera in town. Public health otherwise good.
Dacca	0·47	Pressing of sugarcane going on. Pulses being gathered. Winter crops doing well. Prospects good. Cholera decreasing. Public health otherwise good.
24-Pergunnahs	0·18	*Aman* harvest nearly over. Estimated outturn above the average. *Rabi* crops doing well. *Mug* and *matar* being reaped. Isolated cases of cholera. Public health generally good.
Khoolna	0·43	Weather cool. *Aman* harvest nearly complete; outturn good. Winter crops doing well. Public health fair.
Moorshedabad	1·25	Weather seasonable. Some heavy rain. Standing crops benefited by it. Prospects good.
Pubna	0·49	Outturn of *aman* very good. Prospects of *rabi* excellent. Public health good.
Dinagepore	1·41	Weather cloudy and cold with rain. Prospects of *rabi* good. Cholera and cattle-disease in two thanas.
Rungpore	0·95	Weather cool and cloudy. Harvesting of *aman* over; outturn average. Mustard and potato being gathered. Cutting and pressing of sugarcane in progress. Public health good.
Midnapore	0·26	Weather cold. Prospects fair. Public health normal.
Burdwan	0·69	Prospects excellent. Fever still prevails, and cholera in thana Rayna.
Bhagulpore	1·82	Weather very cold. Rain has benefited *rabi* crops. Mustard and *kalai* being reaped. Public health good.
Monghyr		Prospects of poppy continue good. Rain has done good to young plants. A few complaints of caterpillars.
Purneah	2·27	Heavy rain has injured *torai* that had been reaped, but was waiting to be threshed. Other *rabi* crops doing well. Health of people and of cattle fair. Rivers low.
Durbhanga	1·51	*Rabi* crops in flower have somewhat suffered from rain. Prices rising. Public health good.
Mozufferpore		Caterpillars still reported among poppy, but outturn expected to be as good as in last year.
Sarun	Rain on 19th, 20th and 21st.	Slight blight observed in Sewan. Prospects of poppy otherwise good.
Chumparun	1·14	Rain somewhat injurious to *rabi* crops. Prices stationary. Public health fair.
Patna	0·94	*Rabi* and poppy crops promising well. In some places poppy has commenced to flower. Public health good.
Gya	0·42	Rice harvest very good. *Rabi* very promising. Poppy damaged by grubs. Public health good. Cattle-disease reported.
Shahabad		Weather cloudy and rainy for some days; now bright. Prospects of poppy fair.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Hazareebagh . .	1·35	Rain in early part of week. Weather now clear and cold. Prospects of *rabi* crops excellent. Carterpillars still doing damage to poppy; but only smaller plants have been attacked, and damage to date reported to be small. General health good. A few cases of smallpox and cattle-disease.
Cuttack	0·58	Weather cold. Reaping of *sarad* rice nearly completed. Outturn fair. Price of rice falling. Public health generally good, but fever still reported.
		General Remarks—The weather was cold, and general rain fell during the week. Rain was heavy in Behar, in parts of North Bengal and Chota Nagpore, and in Chittagong and Moorshedabad. *Rabi* crops are generally in good condition. Rain has been unfavourable to poppy in Shahabad, and caterpillars are causing damage to this crop in Gya, Mozufferpore and Hazaribagh. Public health is generally fair.
N.-W. Provinces and Oudh—(Jan. 26th)		
Benares (Jan. 25th)	Average ·90 . .	Cloudy weather has prevailed during week, but it is now clear and seasonable. *Rabi* prospects fairly good. Supplies plentiful, but slight rise in prices due to falling off in imports consequent on rainfall. The public health is good, but a few cases of cattle-disease still continue to be reported from the Sadr.
Gorakhpore („ 24th)	·20 at Sadr . .	Weather now bright and cold. *Rabi* looking well. Prices stationary. Health fair.
Fyzabad („ 25th)	Slight rain, averaging ·30 in 4 tahsils.	Weather continues cloudy. *Rabi* looking well. *Sarson* injured by insects. General health of people and cattle fair.
Lucknow („ 24th)	. . . .	Weather very cold. Strong west wind. *Rabi* crops in flower. Poppy doing well. Some injury done to *sarson* by *mahu* insect. Supplies abundant. Prices variable. Public health, good. Cattle-disease gradually dying away.
Rai Barelli („ „)	Ranging from ·30 to ·50 all over the district.	Weather very cold and cloudy. *Rabi* crops generally good except mustard which has been injured in places by insects. Hailstorm in Tahsil Dalmau without any injury. Supplies abundant. Prices almost stationary. General health of people and cattle good.
Pertabgarh („ 25th)	. . . .	It is hoped that the west winds and sunshine of the past few days will avert rust of which there was some fear on account of the late rains. Prospects good.
Allahabad („ „)	Averaging ·10 to ·90 fell in 8 tahsils on 20th; in 4 tahsils the rain was accompanied by hail.	The damage done by hail has however been slight. Weather cold. The crops are generally doing well. Markets full. Prices show a slight rise due to the unsettled weather during the past week. Health good.
Cawnpore („ „)	Rain from ·10 to ·30	Weather cloudy. *Rabi* benefited by recent rain and coming on well. Slight injury by hail in two or three villages. Poppy in thriving condition, but clear and settled weather is now required. Prices stationary.
Farakhabad („ „)	Rain has fallen in one tahsil.	*Rabi* prospects good. Markets well supplied. Health good.
Sitapur („ „)	*Nil*	Weather cold and cloudy for most part of the week. *Rabi* prospects continue favourable. Poppy crops healthy. Supplies ample. Prices stationary. Health good.
Bareilly („ „)	About ·10 . .	The rain has been very beneficial. Crops in excellent condition. Markets steady. General health good.
Ballia („ 24th)	Average ·90 . .	*Rabi* crops benefited. Slight hail fell on 21st. Supplies plentiful. Public health good.
Kumaon („ 25th)	Good fall of rain and snow.	Weather cloudy and cold. *Rabi* crops progressing. Prices stationary. Health good. Cattle-disease on decrease.
Agra („ 24th)	Slight only in two parganas.	Weather somewhat cloudy. Prospects favourable. Prices rising slightly. Health good.
Jhansi („ „)	. . . .	Weather excessive cold. Crops doing fairly well. Markets well stocked.
Banda („ 25th)	Rain on 19th and 20th; slight hailstorm on 19th.	No injury done. Prices stationary. Public health good. Cattle-disease in two villages.
Meerut („ „)	In all tahsils . .	Very unsettled weather. No injury to crops as yet. Prices steady.
		General Remarks.—General rain throughout the week accompanied by hail in some places. Slight injury to crops reported, but the *rabi* has generally benefited by the rain, and prospects continue favourable everywhere. Poppy thriving. Supplies abundant, and prices fairly steady. Public health good. Cattle-disease decreasing.
Punjab—(Jan. 26th)		
Delhi (Jan. 25th)	·47	Health good. Prices fluctuating. *Rabi* prospects good.
Hissar . . .	Slight rain . .	More rain wanted. Health good. Prices fluctuating.
Umballa . . .	·72	Health fair. Prices rising. *Rabi* crops improved.
Jullundur . . .	. . . .	Health good. Prices slightly rising. *Rabi* crops good.
Amritsar . . .	·10	Health good. Prices stationary. *Rabi* crops flourishing.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Ferozepore . .	·30	More rain wanted. Health good. Prices stationary. *Rabi* crops average.
Lahore . . .	Slight rain . .	More rain wanted. Health good. Prices high and stationary. *Rabi* crops good.
Rawalpindi . . .	. . . .	Health good. Prices rising. *Rabi* crops average.
Shahpur . . .	. . . .	Health good. Prices high and stationary. *Rabi* crops withering for want of rain.
Mooltan . . .	. . . .	Health good. Prices rising. *Rabi* crops flourishing.
Dera Ismail Khan .	Slight rain . .	Health good. Prices stationary. *Rabi* crops improved.
Peshawar . . .	·03	More rain wanted. Health fair. *Rabi* crops suffering from want of rain.
		General Remarks—Rain has fallen in the Hissar, Delhi, Umballa Ferozepore, Amritsar, Lahore, Dera Ismail Khan and Peshawar districts; more wanted in the Hissar, Ferozepore, Lahore, Shahpur and Peshawar districts. General health good. Prices rising in the Umballa, Multan and Rawalpindi districts, fluctuating in the Hissar and Delhi districts, elsewhere stationary. Prospects of the *rabi* harvest good, except in Shahpur and Peshawar where crops are suffering from want of rain.
Central Provinces—(Jan. 26th)		
Nagpore (Jan. 25th)	. . . .	Weather clear and cold. *Rabi* crops good. *Til* and linseed being gathered. Fever and cattle-disease prevalent. Prices steady.
Jubbulpore . .	·15	Weather cloudy. Linseed, *masur* and gram unfavourably reported on; other crops fair. Health good. Prices high.
Saugor (Jan. 25th)	·02 Slight showers.	Weather cold and windy. Crops slightly damaged by rain and hail. Health good. Prices unchanged.
Seoni . . .	·03	Weather clear and cool. Health good. Prices steady.
Hoshangabad . .	. . . .	Linseed slightly injured by rust. Fever in places. Prices stationary.
Bilaspur . . .	. . . .	Threshing of *dhan* and *kodo* continues. Wheat and gram good; linseed in flower. Fever prevalent. Cattle-disease in places.
Khandwa . . .	. . . .	Weather clear and cold. Linseed injured by rust, otherwise prospects good. Health good.
Raipur . . .	. . . .	Weather clear. *Rahar* slightly damaged, other *rabi* crops good. Prices steady.
Sambalpur (Jan. 22nd)	. . . .	Weather cloudy. Rice harvest completed. Sugar-making in progress. Health good.
		General Remarks.—Some of the *rabi* crops have been slightly damaged in the northern districts by rain and hail. Prospects otherwise good. Prices steady.
British Burma—(Jan. 26th)		
(Report for week ending Jan. 22nd.)		
Akyab . .	*Nil*	A few cases of cholera in town and district. Cattle healthy. Crops good. Reaping nearly completed.
Bassein . . .	*Nil*	Public health and health of cattle good. Reaping continues.
Rangoon . . .	*Nil*	Two fatal cases of cholera in town. Otherwise public health good.
Amherst (Moulmein) .	*Nil*	Public health and health of cattle good.
Tavoy	*Nil*	Public health and health of cattle good. Harvesting in progress.
Pegu	*Nil*	Public health and health of cattle good. Reaping nearly finished.
Henzada . . .	*Nil*	Public health and health of cattle good.
Prome . . .	*Nil*	Public health and health of cattle good.
Toungoo . . .	*Nil*	Public health and health of cattle good. Reaping nearly completed.
Thayetmyo . .	*Nil*	One fatal case of cholera in town and two in district. Otherwise public health and health of cattle good. Reaping finished.
		General Remarks.—Slight cholera in Akyab, Rangoon, Tharrawaddy, and Thayetmyo. Otherwise public health satisfactory. Cattle healthy. Slight disease in one district. Harvest generally well advanced. No rainfall beyond a few drops in Prome.
Assam—(Jan. 26th)		
Gauhati . . .	·81 During week ending 25th instant.	Weather cloudy and rainy. Public health good. Reaping of *sali* finished. Gathering of mustard in progress.
Sylhet . . .	0·62	State and prospects of the crops favourable.
Cachar . . .	·67	Whether very cold. Reaping of *kalai* continues. Common rice 16 seers per rupee. Health good.
Dibrugarh . . .	1·36	Weather very cold. Gathering of mustard continues. Prospects good. Ploughing for *ahu* commenced. Public health fair.
Mysore and Coorg—(Jan. 26th)		
Bangalore . . .	. . . .	Standing crops in good condition. Prospects of season generally favourable. Public health good. Prices slightly fallen in Kadur and Chitaldroog Districts.
Mysore . . .		
Mercara . . .	. . . .	Harvesting of coffee and rice continue. Season favourable. Prices stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Berar and Hyderabad— (Jan. 26th)		
Amraoti . . .	. . . . .	Weather clear and cool. *Kharif* crops ready for market. *Rabi* in good condition. Wheat 20 and *jowari* 28 seers per rupee.
Akola . . .	. . . . .	Weather clear. Threshing of *kharif* near completion. *Rabi* doing well.
Hyderabad . .	*Nil*	Weeding of *tabi* crops continues. Wheat and gram crops becoming blighted, other *rabi* crops in good condition. Fever prevalent in slight form, also cattle-disease. Prices—wheat 13½, coarse rice 13¼, white *juar* 20¼, and *tur* 17¼ seers per current sicca rupee.
Central India States— (Jan. 26th)		
Indore . . .	...	Weather unusually cold. Health good.
Morar (Gwalior) . .	...	Health and prospects good. Weather seasonable.
Neemuch . . .	...	Crops and health good. Prices slightly rising.
Goona . . .	...	Health and prospects good.
Sutna . . .	·17	Health and prospects good.
Agar . . .	...	Weather cloudy. Health and crops good.
Sehore . .	...	Weather cold and seasonable. Crops flourishing. Prospects good.
Nowgong . . .	·02 (Total 44·83)	Weather cold. *Rabi* prospects fair. Health good. Prices rising.
Rajputana—(Jan. 26th)		
Abu . . .	·01	Weather warmer. Health good.
Sirohi (Jan. 24th)	*Nil*	Tanks drying, wells, health and crop prospects good. Weather clear and cool.
Marwar („ 23rd)	·08 on 19th.	Tanks almost full. Health and crop prospects good. Weather cold. Prices rising.
Meywar („ 24th)	*Nil*	Water in tanks and wells decreasing. Health good. Prices rising. Weather seasonable.
Harowti („ „)	*Nil*	Weather windy. Crops progressing favourably. Prices fallen. Health good.
Jhallawar („ „)	Hail in a few places	Weather cold.
Shahabad . . .	*Nil*	Health better.
Kotah („ 22nd)	*Nil*	General health and crop prospects good, but cloudy weather is causing damage to latter.
Ajmere („ 25th)	·25	High winds. Weather warmer. General health good. Prices slightly rising.
Kerowli („ 22nd)	·26	Tanks and wells drying. Crops good. More rain wanted. Small pox very prevalent. Prices daily rising. Weather very cold.
Dholpore („ 25th)	Rain averaging ·02	Tanks and wells low. Crop prospects fair. Health good. Prices stationary. Weather cold.
Bhurtpore („ „)	·10	Crops flourishing. Weather occasionally cloudy.
Ulwar („ „)	·27	Crops benefited. Health good.
Kherwara („ 24th)	*Nil*	Tanks and wells falling gradually. Crops promising. Health good. Prices unchanged. Weather fine and cold.
Bickaneer („ 22nd)	Bickaneer ·11, districts ·30	Weather cold and cloudy with thunder and lightning. Prices stationary.
Nepal—(Jan. 21st)		
Katmandu (Jan. 21st)	1·03	Cold wintry weather. Snow fell at Katmandu on the low hills in the neighbourhood on the night of the 20th. This is a very unusual occurrence. Prospects fair. Prices still high.

E. C. BUCK,
Secretary to the Government of India.

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Irrigation.

REVENUE REPORT OF IRRIGATION WORKS IN THE PUNJAB FOR 1885-86.

No. 141., dated Fort William, the 28th January 1887.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Letter from the Government of the Punjab, No. 4874 I., dated the 4th December 1886, forwarding the Revenue Report of Irrigation Works in the Punjab for 1885-86, and the Resolution by that Government reviewing the report.

OBSERVATIONS.—The Capital outlay, exclusive of ₹1,18,67,230, contributed by Native States for the construction of the Sirhind Canal, at the close of the year under review amounted to ₹5,52,99,891, of which ₹22,70,868 was spent during the year.

Of the total outlay ₹5,28,69,702 represents the Capital of canals in operation including all those for which Revenue Accounts have been opened.

The gross revenue assessed on canals, for which Capital Accounts are kept, amounted to ₹40,17,946, and the working expenses to ₹20,19,199; the net assessed revenue was therefore ₹19,98,747, giving a return of 3·61 per cent. on the total Capital outlay and 3·78 per cent. on that of canals in operation. Up to the close of the year the net revenue had exceeded the interest charges by ₹2,00,43,257.

It is noted that the Sirhind, Swat River and Lower Sohag and Para Canals on which an expenditure of ₹2,50,46,489, or nearly half of the Capital outlay has been incurred, are still in a very incomplete state, and that the revenue assessed to them barely covers the ordinary maintenance charges.

2. The following statement compares the assessments of 1885-86 with those of the three previous years :—

Canals.		Assessments.			
		1885-86.	1884-85.	1883-84.	1882-83.
		₹	₹	₹	₹
Permanent	Bari Doab	17,96,938	13,77,388	13,87,047	13,12,256
	Western Jumna	9,16,787	11,40,738	16,96,485	14,22,785
	Sirhind	3,30,374	75,240	3,397	*Nil*
	Swat River	19,102	*Nil*	*Nil*	*Nil*
Inundation	Lower Sohag and Para	17,755	307	*Nil*	*Nil*
	Other systems	12,91,824	13,82,811	13,73,952	12,32,821
	Total	43,72,780	39,76,484	44,60,881	39,67,862

There is a still further decrease in the revenue assessed to the Western Jumna Canal, the cause of which is explained in a subsequent paragraph.

The above table includes under the head "Inundation, Other systems" the revenue assessed to the Muzaffargarh Canals, but as they have no Capital Account, the revenue from these canals is not included in the calculations of profit on Capital outlay. The Lower Sohag and Para Canal is shown separately, as it is a Productive Public Work.

3. The working expenses, both direct and indirect, for the same years are given below :—

Canals.		Working Expenses.			
		1885-86.	1884-85.	1883-84.	1882-83.
		₹	₹	₹	₹
Permanent	Bari Doab	5,52,042	4,99,607	5,62,330	5,29,573
	Western Jumna	5,16,579	4,77,422	4,77,664	4,71,794
	Sirhind	2,20,280	1,45,210	17,491	*Nil*
	Swat River	25,009	*Nil*	*Nil*	*Nil*
Inundation	Lower Sohag and Para	8,139	*Nil*	*Nil*	*Nil*
	Other systems	8,63,695	9,91,376	10,90,169	9,47,693
	Total	21,85,744	21,13,615	21,47,654	19,49,060

Increased expenditure on the Bari Doab Canal is principally due to extensive repairs and improvements to the head works, and on the Western Jumna to the transfer of the maintenance of considerable length of new canal and distributaries from Capital to Revenue; the same causes led to the increased charges on the Sirhind Canal. The decrease in maintenance charges of the Inundation canals is due to the restricted grant to the Upper Sutlej canals and to the necessity for great economy in expenditure from the local Canal Fund on the Multan canals.

4. The net assessed revenue as derived from the previous tables amounted to :—

Canals.		Net assessed Revenue.			
		1885-86.	1884-85.	1883-84.	1882-83.
		₹	₹	₹	₹
Permanent	Bari Doab	12,44,896	8,77,781	8,24,717	7,82,683
	Western Jumna	4,00,208	6,63,316	12,18,821	9,50,991
	Sirhind	1,10,094	—69,970	—14,094	*Nil*
	Swat River	—5,907	*Nil*	*Nil*	*Nil*
Inundation	Lower Sohag and Para	9,616	307	*Nil*	*Nil*
	Other systems	4,28,129	3,91,435	2,83,783	2,85,128
	Total	21,87,036	18,62,869	23,13,227	20,18,802

The increase of nearly 4 lakhs of rupees in the net revenue of the Bari Doab Canal is very satisfactory, the more so as from the explanation given in the Chief Engineer's Report, paragraphs, 43 to 49, hopes may reasonably be entertained that the increase will be permanent. This canal returned 7·75 per cent. on its Capital outlay. It is explained that the seasons were again unfavourable to irrigation from the Western Jumna Canal, and the table of rainfall given at paragraph 23 of the Chief Engineer's Report fully bears out this statement. For two years in succession the tract commanded by this canal has been favoured with an abundant rainfall, and in such seasons the branch canal to Sirsa, alluded to in paragraph 12 of the Resolution by the Lieutenant-Governor, which would pass through a practically rainless country, will be invaluable in steadying the revenue and utilizing water which in such seasons runs to waste. On the Sirhind Canal only one branch was open for irrigation, and the water was still charged for at half rates. The irrigation of the Swat River Canal was assessed at nearly nominal rates (paragraphs 71 and 72 of the Chief Engineer's Report). Water was admitted into 20 miles of the Lower Sohag and Para Canal, and the villages which came under command are said to have largely benefited by the irrigation.

5. In the following statement the areas irrigated in 1885-86 and three previous years are compared :—

Canals.		Areas irrigated.			
		1885-86.	1884-85.	1883-84.	1882-83.
		Acres.	Acres.	Acres.	Acree.
Permanent	Bari Doab	505,357	376,762	390,860	353,615
	Western Jumna	223,322	279,208	472,426	374,243
	Sirhind	152,837	36,102	5,030	*Nil*
	Swat River	44,092	*Nil*	*Nil*	*Nil*
Inundation	Lower Sohag and Para	17,246	645	*Nil*	*Nil*
	Other systems	844,713	921,571	783,752	955,414
	Total	1,787,567	1,614,288	1,652,068	1,683,272

There was an increase of 128,595 acres on the Bari Doab Canal and of 116,735 acres in the irrigation from the Sirhind Canal. The large area irrigated in this first year of the Swat River Canal augurs well for its future success as a remunerative work. The work done by the Western Jumna Canal is not half of what it can do; the causes of the great falling off in the year under review have been explained in a previous paragraph; the facilities for irrigation have been greatly increased in later years, but the ground was so saturated by the heavy

and continued falls of rain that canal water was not wanted. The area irrigated by the Inundation canals was below the average of previous years; it is explained that this was due to the absence of high floods and to the low state of the rivers in August and September.

6. The following table compares the irrigated areas of the principal crops for four years :—

Crops.	1885-86.		1884-85.		1883-84.		1882-83.	
	Acres.	Per cent.	Acres.	Per cent.	Acres.	Per cent.	Acres.	Per cent.
Wheat	640,442	36·33	533,885	33·07	615,836	37·28	593,437	35·25
Rice	147,529	8·25	147,402	9·13	142,025	8·03	140,097	8·80
Millets	168,029	9·44	184,473	11·43	163,724	9·91	165,339	9·82
Cotton	196,851	11·01	180,549	11·50	174,452	10·56	168,586	10·01
Indigo	120,784	7·09	147,913	9·16	119,080	7·24	166,396	9·88
Sugarcane	58,398	3·27	69,610	4·31	52,810	3·20	69,428	4·12
Other crops	439,934	24·61	344,456	21·34	382,941	23·18	370,379	22·03
Total	1,787,567	100·00	1,614,288	100·00	1,652,068	100·00	1,683,272	100·000

There is an increase in wheat due to the extension of irrigation on the Bari Doab, Sirhind and Swat River Canals. The decrease in indigo was on the Western Jumna and Inundation Canals where the seasons were unfavourable to its cultivation.

7. The duty and earnings of each cubic foot of water entering the heads of the permanent canals are compared below :—

Canals.		1885-86.		1884-85.		1883-84.		1882-83.	
		Kharif.	Rabi.	Kharif.	Rabi.	Kharif.	Rabi.	Kharif.	Rabi.
Bari Doab	Acres	59·4	130·8	47·6	115·1	53·0	138·7	53·8	103·9
	Rupees	104·3	305·6	140·4	250·0	145·5	305·6	166·4	233·2
Western Jumna	Acres	80·0	70·0	94·0	81·0	74·0	121·0	66·0	101·0
	Rupees	275·0	151·0	287·0	131·0	211·0	264·0	210·0	221·0
Sirhind	Acres	57·3	125·9	...	...	...	...	...	...
	Rupees	91·4	259·2	...	...	...	...	...	...
Swat River	Acres	...	151·6	...	...	...	...	...	...
	Rupees	...	75·7	...	...	...	...	...	...

The improvement in the duty of water on the Bari Doab Canal is satisfactory. The high duty obtained in this early stage by the Sirhind Canal is attributed to the efficiency of the distributary system, which is also being introduced by degrees on the Bari Doab Canal. On the Swat river the large area irrigated per cubic foot of supply is due to its perfect command over the country and to the stiffness of the soil which requires comparatively few waterings.

8. The following table compares the maintenance charges per acre irrigated for 1885-86 and three previous years :—

Canals.		Per acre irrigated.			
		1885-86.	1884-85.	1883-84.	1882-83.
		₹	₹	₹	₹
Permanent	Bari Doab	1·09	1·32	1·44	1·49
	Western Jumna	2·31	1·71	1·01	1·26
	Sirhind	1·44	4·02	...	...
	Swat River	0·57	...	...	...
Inundation	Lower Sohag and Para	0·47	...	...	...
	Other systems	1·02	1·07	1·39	0·90
On whole area		1·22	1·31	1·29	1·15

The decrease in rate on the Bari Doab and Sirhind Canals is due to the large increase in areas irrigated, and the increase on the Western Jumna Canal to the increased cost of maintenance and to a diminution in area. The Swat River and Lower Sohag and Para Canals are still unfinished, and the rate struck on the sums actually charged to repairs may be somewhat misleading, as the maintenance of distributaries for the first year after completion is charged to the estimate for construction.

9. The balance of canal revenue uncollected at the close of the year out of a total demand of ₹18,38,765 amounted to ₹61,813; for the years 1884-85 and 1883-84 the outstanding balances were ₹38,372 and ₹36,945; nearly half of the outstandings of the year under review are on the Bari Doab Canal. In paragraph 53 of the Chief Engineer's Report it is mentioned that the attention of the Local Revenue authorities has been drawn to the necessity for prompt realization of canal revenue.

10. With reference to remarks by the Chief Engineer in his report relating to the probable early completion of the Sirhind, Western Jumna, Swat River and Lower Sohag and Para Canals, and also to the separate report announcing the opening of the Sidhnai Canal for irrigation in May 1886, the Government of India would invite the early submission of reports and estimates for the Kharif Branch of the Western Jumna Canal and of the Jhelum Canal project, which are mentioned in paragraph 12 of the Resolution by His Honor the Lieutenant-Governor of the Punjab, and proposals for any other irrigation schemes which the Lieutenant-Governor considers will be useful and remunerative.

Order.—Ordered, that copies of this Resolution and of the Report, and of the Resolution by the Punjab Government, be forwarded to the Secretary of State, and to the Finance and Commerce and Revenue and Agricultural Departments of this Government for information.

Also, that copies of this Resolution be forwarded to the Government of the Punjab for information and guidance.

Also, that copies of this Resolution and of the Report, and Resolution by the Punjab Government, be forwarded to the Local Governments and Administrations noted in the margin, for information.

The Governments of Madras, Bombay, Bengal and North-Western Provinces and Oudh, in the Public Works Department.
The Chief Commissioners, Central Provinces and Burma.
The Foreign Department for communication to the Resident at Mysore and Coorg.
The Resident at Hyderabad.
The Agents to the Governor General for Central India and Rajputana.

Also, that this Resolution and the Resolution by the Local Government, with a few selected tables, be published in the Supplement to the *Gazette of India*.

R. HOME, *Colonel, R. E.*,
Deputy Secy. to the Govt. of India.

IRRIGATION BRANCH.

Proceedings of the Hon'ble the Lieutenant-Governor of the Punjab and its Dependencies, in the Public Works Department,—No. 4873 I., dated 4th December, 1886.

Read—

Revenue Report of the Chief Engineer, Irrigation Works, Punjab, for the year 1885-86.

Resolution.—The result of the working of the Punjab Canals for the financial year was as follows :—

1. The percentage of the net Revenue on the Capital invested is by assessments a profit of ₹0·12 and by collection a loss of ₹0·82, as compared with a profit of ₹1·00 and ₹0·70 in the previous year.

2. The area irrigated in the year was 1,787,567 against 1,614,288 acres in the previous year. On the Western Jumna Canal there was a further decrease

of 55,886, but in the Bari Doab Canal there was a large increase of 128,595; and on the Sirhind Canal of 116,735 acres. The Swat River Canal, which was opened on 12th February 1885, irrigated 44,092 acres. On the Inundation Canals there was a falling-off of 60,257 acres.

3. The Capital invested by Government amounted at the close of the year to R5,52,99,891, to which must be added R1,18,67,230 contributed by Native States to the Sirhind Canal. The total money invested was therefore R6,71,67,121, of which R32,63,317 have been expended on a famine relief and insurance work —the Swat River Canal.

4 The Capital expenditure during the year was R22,70,868. The loss after paying all charges and the interest on the Protective and Productive Works amounted to R4,96 234, in which is included a credit of R44,922 on account of adjustments of previous year's accounts. If this sum is not taken into account the total loss for the year is R5,41,156.

5. In the expenditure for the year under review the following items have been included: R5,06,277 interest charges on Swat River Canal to end of 1884-85 and R1,041 on account of arrears of interest for 10 years on loss by exchange, now shown as a direct charge against the Capital Account of the Sirhind Canal. The total surplus receipts at the close of the year amounted to R2,00,43,257.

PERMANENT AND INUNDATION CANALS IN OPERATION CLASSED AS PRODUCTIVE AND PROTECTIVE WORKS.

6. The Capital expenditure during the year on the Permanent Canals in operation and on the Lower Sohag and Para Inundation Canals, which is also classed as a Productive Work, was R15,13,193, and the Capital invested at the end of the year was R5,14,31,762. The gross revenue collected was R25,61,018, the working expenses R13,22,049, and the interest charge R19,35,652. The result is a loss of R6,96,683, or R1·35 per cent. on the Capital invested. The revenue assessed for the year was R30,80,956, and the loss R1,76,745, or R0·34, after defraying all charges against both Capital and Revenue.

INUNDATION CANALS.

7. There is a decrease of R16,581 in the Capital account of the Inundation Canals in operation due to sales of stores from the Madhopur Workshops. The total Capital invested to the end of the year was R18,77,334.

8. The revenue collected during the year was R9,57,919; the working expenses R6,97,150. The profit was therefore R2,60,769, or R13·89 per cent. on the Capital invested.

9. The revenue assessed for the year was R9,36,990, which will give a net profit of R2,39,840, or R12·78 per cent., after paying working expenses.

10. The following table shows the area irrigated on Permanent and Inundation Canals during the year under review and for the four preceding years:—

Canals.	1885-86.	1884-85.	1883-84.	1882-83.	1881-82.
	Acres.	Acres.	Acres.	Acres.	Acres.
Permanent	925,608	692,072	868,316	727,858	668,547
Inundation	861,959	922,216	783,752	955,414	1,019,178
TOTAL .	1,787,567	1,614,288	1,652,068	1,683,272	1,687,725

11. As before stated, there was a further decrease in the area irrigated by the Western Jumna Canal as well as by the Inundation Canals, and an increase on all the other Permanent Canals.

12. The completion of the report and estimates of the canal from the Jhelum has been unavoidably delayed. A project for a kharif branch from the Western Jumna Canal to Sirsa has been under consideration during the present year, and will shortly be submitted for approval.

WESTERN JUMNA CANAL.

13 There was a further decrease during the year of 55,886 acres in the area irrigated by this canal, which was due to the abundant and timely rainfall which made the cultivators generally independent of canal water.

14. By collections there is a loss of 0·19, and by assessments a net profit of 0·11 per cent. The percentages of net profit in the previous year were 7·99 and 2·86, respectively.

15. The cost of Establishment was 1·22 per acre against 0·91 in the previous year; the working expenses amounted to 2·31 per acre against 1·71 in 1884-85. The increase in the rates is due to the falling-off in the area irrigated and to the increase in share of Establishment debited to the Revenue Account.

16. The balance of profit to the credit of this canal at the close of the year was R2,78,90,548.

BARI DOAB CANAL.

17. There was a large increase of 128,595 acres in the area irrigated by this canal, due to a better supply of water, to the increase in the mileage of distributaries, and to the construction of minors and amalgamation of village watercourses. Great credit is due to the officers concerned for their efficient administration of this canal.

18. The net profits from collection and assessments were 2·26 and 3·92 per cent., against 1·39 and 1·69 in the previous year.

19. The charges for Establishment and Working Expenses were 0·451 and 1·09 per acre, against 0·506 and 1·33 in the previous year. The decrease is due to the larger area irrigated.

20. The charges and interest at the debit of this canal at the close of the year amounted to R47,42,930, which is R3,63,936 less than in previous year.

SWAT RIVER CANAL.

21. This canal was opened for irrigation on the 12th February 1885, and water was given for the kharif crop of that year free of charge. Subsequent crops will be charged for at progressive rates, and full crop rates will be realized for rabi of 1887-88. The area irrigated during both crops of the year was 44,092 acres.

22. The collection and assessments show a loss of 4·55 and 3·97 per cent. on the Capital invested.

23. The charges for Establishment and Working Expenses were 0·21 and 0·57 per acre irrigated.

24. The charges and interest at the debit of the canal at the close of the year amounted to R6,54,710.

SIRHIND CANAL.

25. The area irrigated was 152,837, or 116,735 acres more than in the previous year. The irrigation was entirely from the Abohar Branch.

26. The loss by collection and assessments were respectively 4·12 and 3·20 per cent. on the Capital invested.

27. The charges for Establishment and Working Expenses were 0·35 and 1·44 per acre against 0·99 and 4·02 in the previous year. The improvement is due to the irrigation of a larger area.

28. The charges and interest at the debit of this canal at the end of the year was R72,87,808.

LOWER SOHAG AND PARA CANAL.

29. Only a short length of this canal was in operation during the year.

30. The area irrigated during the year was 17,246 acres.

31. The loss by collection and assessments was 2·78 and 0·84 per cent. respectively.

32. The charges for Establishment and Working Expenses were 0·09 and 0·47 per acre irrigated.

33. The charges and interest at the debit of the canal at the close of the year amounted to ₹ 20,653.

UPPER SUTLEJ INUNDATION CANALS.

34. The area irrigated during the year was 75,843 acres against 90,074 in the previous year. The decrease was due to the absence of high floods, which alone can irrigate the more elevated lands.

35. By collection there was a profit of 2·35 against a loss of 3·13 per cent. in the previous year, and by assessments a loss of 2·57 against 1··7 per cent.

36. The charges for Establishment and Working Expenses were 0·76 and 1·49 per acre against 0·46 and 1·30 in the previous year. The increase was due to the smaller area irrigated.

37. The debit balance of working expenses at the end of the year was ₹38,269.

LOWER SUTLEJ AND CHENAB INUNDATION CANALS.

38. The area irrigated by these canals was 43,846 acres less than in the previous year, but there are doubts as to the correctness of the area recorded for the year, and the matter is under investigation.

39. The profit was 208·74 against 199·45 per cent. in the previous year.

40. The cost of Establishment was 0·21 per acre against 0·20 in the previous year, and of Working Expenses 1·03 per acre against 1·13.

41. The share of Land Revenue was ₹3,20,094, as compared with ₹3,18,035 in the previous year. The increase was due to fewer remissions having been granted during the year under review.

42. The cost of irrigation to cultivators was 1·74 against 1·46 per acre during the previous year, the increase of rate being due to the smaller area reported to be irrigated.

43. The balance at the credit of these canals at the end of the year was ₹52,82,550.

INDUS INUNDATION CANALS.

44. The area irrigated by these canals was 172,122 acres against 186,302 acres in the previous year. The decrease was due to the low state of the river in August and September.

45. There was a slight profit of 0·49 in the working of these canals, compared with a loss of 3·46 per cent. in the previous year. The improvement was due to a large increase in the miscellaneous revenue and to a diminution in the maintenance charges.

46. The cost of Establishment and Working Expenses was 0·47 and 1·37 per acre against 0·41 and 1·36 per acre in the previous year. The slight increase was due to the smaller area irrigated.

47. The share of Land Revenue was ₹1,59,646 or ₹82 less than in the previous year.

48. The balance at the credit of these canals up to the end of the year was ₹31,145.

MUZAFFARGARH INUNDATION CANALS.

49. The area irrigated by these canals during the year was 252,260 acres against 258,035 acres in the previous year, but was above the average of the four preceding years.

50. The profit of the year amounted to ₹1,78,853 against ₹1,81,388 in the previous year, but ₹9,436 have been erroneously omitted in the credit afforded for the share of Land Revenue. With this correction the profit would be ₹1,88,289 or ₹6,90, more than in the previous year. The improvement was due to less expenditure on Extensions and Improvements, and Establishment charges.

51. The cost of Establishment and Working Expenses was 0·15 and 0·66 per acre irrigated against 0·18 and 0·75 in the previous year. This decrease was due to the smaller expenditure incurred, as stated in the previous paragraph.

52. The share of Land Revenue was ₹2,41,951 against ₹2,40,660 in the previous year.

53. The cost of irrigation to the cultivators was 1·35 per acre against 1·32 in the previous year.

54. The balance at credit of these canals at the end of the year was ₹10,92,903.

SHAHPUR INUNDATION CANALS.

55. The area irrigated was 15,727 acres against 14,553 acres in the previous year. The increase was due to irrigation having been extended to the lands of 13 new villages.

56. The percentage of profit on the Capital outlay was 34·04 against 13·91 in the previous year.

57. The balance of profit at credit of these canals at the end of the year was ₹90,035.

GENERAL REMARKS.

58. The statistical statements prescribed by Government of India's letter No. 1661., dated 11th July 1885, and lithographic maps of canals in the various Irrigation Circles are bound up with the Chief Engineer's Report.

59. This being the last report which will be submitted by Colonel R. Home, the Hon'ble the Lieutenant-Governor takes this opportunity of expressing his sense of the care and ability with which this Department has been administered by that Officer, and of the benefits which have resulted from the numerous works of irrigation which have been initiated and carried out by Colonel Home during his long connection with the canals of this Province.

By Order of the Hon'ble the Lieutenant-Governor,

F. J. HOME, *Major, R.E.*,
Offg. Joint Secy. to Government, Punjab,
P. W. D., Irrigation Branch.

Statement showing the Financial Results of Irrigation Works in the Punjab up to and for the Year 1885-86, the Revenue Account being based on the Collections for the Year.

CANALS.	CAPITAL OUTLAY.						GROSS REVENUE.			WORKING EXPENSES.		NET REVENUE.		CHARGES FOR INTEREST.		PROFIT.		PERCENTAGE OF PROFIT DURING YEAR ON CAPITAL OUTLAY.	
	During 1885-86.			To end of 1885-86.			During 1885-86.			During 1885-86.	To end of 1885-86.	During 1885-86.	To end of 1885-86.	During 1885-86.	To end of 1885-86.	During 1885-86.	To end of 1885-86.	Excluding interest.	Including interest.
	Direct.	Indirect.	Total.	Direct.	Indirect.	Total.	Direct.	Indirect.	Total.										
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹		
PROTECTIVE WORKS.																			
Works for which Capital and Revenue Accounts are kept.																			
Canals in operation.																			
Swát River Canal	1,19,643	6,691	1,26,334	31,51,664	1,11,653	32,63,317	250	...	250	25,009	25,009	—24,759	—24,759	1,23,674	6,29,951	—1,48,433	—6,54,710	—0·75	—4·55
PRODUCTIVE WORKS.																			
Canals in operation.																			
Works for which Capital and Revenue Accounts are kept.																			
Western Jumna Canal	1,88,745	8,151	1,96,896	98,00,178	5,05,054	1,03,15,132	8,26,353	(*a*)58,324	8,84,677	5,16,579	1,39,79,639	3,68,098	3,48,30,075	3,88,592	69,39,527	—20,494	2,78,90,548	3·56	—8·19
Bári Doáb Canal	1,19,276	3,687	1,22,963	1,54,44,270	6,25,805	1,60,70,141	11,88,863	3,11,407	15,00,270	5,52,042	1,17,37,742	9,48,228	1,22,69,677	6,15,385	1,70,12,607	3,32,843	—47,42,930	5·90	2·07
Sirhind Canal { Imperial	8,97,968	38,220	9,36,188	2,03,15,098	10,57,401	2,13,72,499	1,34,672	...	1,34,672	2,20,280	3,82,981	—85,608	—2,15,603	7,94,645	70,67,205	—8,80,253	—72,82,808	—0·40	—4·12
Sirhind Canal { Contributions	6,56,838	...	6,56,838	1,18,67,230	...	1,18,67,230	9,838	...	9,838	61,765	95,346	—51,927	—79,059	...	...	—51,927	—79,059	—0·43	—0·43
Lower Sohág and Pára Canal	1,27,025	3,787	1,30,812	3,07,414	13,259	4,10,673	473	9,583	10,056	8,139	8,139	1,917	1,917	13,356	22,570	—11,439	—20,653	0·46	—2·78
TOTAL { Imperial	13,33,014	53,845	13,86,859	4,59,08,090	22,02,479	4,81,08,443	21,50,301	3,79,314	25,29,675	12,97,040	2,61,08,501	12,32,635	4,68,86,066	18,11,978	3,10,41,909	—5,79,343	1,58,44,157	2·56	—1·20
TOTAL { Contributions	6,56,838	...	6,56,838	1,18,67,230	...	1,18,67,230	9,838	...	9,838	61,765	95,346	—51,927	—79,059	...	...	—51,927	—79,059	—0·43	—0·43
Works for which only Capital Accounts are kept.																			
Canals under construction.																			
Chenáb Canal	5,51,540	12,807	5,64,347	13,44,880	52,827	13,97,707	...	...	...	...	...	...	...	42,764	70,418	—42,764	—70,418	...	—3·06
Sidhnái Canal	2,03,243	6,305	2,09,548	5,40,530	17,096	5,57,634	...	...	...	...	...	...	...	17,556	28,361	—17,556	—28,361	...	—3·15
TOTAL	7,54,783	19,112	7,73,895	18,85,410	69,923	19,55,339	...	...	...	...	...	...	...	60,320	98,779	—60,320	—98,779	...	—3·08
GRAND TOTAL PRODUCTIVE WORKS. { Imperial	20,87,797	72,957	21,60,754	4,78,51,382	22,72,402	5,01,23,784	21,50,301	3,79,314	25,29,675	12,97,040	2,61,08,501	12,32,635	4,68,86,066	18,72,298	3,11,40,688	—6,39,663	1,57,45,378	2·46	—1·28
GRAND TOTAL PRODUCTIVE WORKS. { Contributions	6,56,838	...	6,56,838	1,18,67,230	...	1,18,67,230	9,838	...	9,838	61,765	95,346	—51,927	—79,059	...	...	—51,927	—79,059	—0·43	—0·43
IRRIGATION MINOR WORKS AND NAVIGATION.																			
Works for which Capital and Revenue Accounts are kept.																			
Canals in operation.																			
Upper Sutlej Inundation Canals	...	...	...	5,21,103	56,148	5,77,251	22,972	(*b*)89,566	1,12,538	8,93,183	17,20,951	26,14,134	1,12,765	26,52,403	—227	—38,269	...	...	—227	—38,269	—0·04	—0·04
Lower Sutlej and Chenáb Inundation Canals	—1,013	...	—1,013	1,07,561	2,541	1,10,102	2,47,054	3,20,094	5,67,148	43,76,519	68,99,591	1,12,76,110	3,37,317	59,93,560	2,29,831	52,82,550	...	...	2,29,831	52,82,550	208·74	208·74
Indus Inundation Canals	2,213	...	2,213	6,90,110	19,729	7,09,848	79,903	1,59,646	2,39,549	12,28,912	35,80,032	48,08,944	2,36,082	47,77,799	3,467	31,145	...	...	3,467	31,145	0·49	0·49
Shahpur Inundation Canals	...	...	...	38,868	1,871	40,739	24,855	...	24,855	2,05,860	...	2,05,860	10,986	1,15,825	13,869	90,035	...	...	13,869	90,035	34·04	34·04
Mádhopur Workshops	—17,781	...	—17,781	4,39,394	...	4,39,394	...	...	...	36,584	...	36,584	...	4,49,456	...	4,12,872	...	...	...	—4,12,872	...	...
TOTAL	—16,581	...	—16,581	17,97,045	80,289	18,77,334	3,74,784	5,69,306	9,44,090	67,41,058	1,22,00,574	1,89,41,632	6,97,150	1,39,89,043	2,46,940	49,52,589	...	...	2,46,940	49,52,589	13·15	13·15
Works for which only Capital Accounts are kept.																			
Under Suspension.																			
Abdul Rahmán Khán's Canals	352	9	361	35,447	9	35,456	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	352	9	361	35,447	9	35,456	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL MINOR AND NAVIGATION WORKS.	—16,229	9	—16,220	18,32,492	80,298	19,12,790	3,74,784	5,69,306	9,44,090	67,41,058	1,22,00,574	1,89,41,632	6,97,150	1,39,89,043	2,46,940	49,52,589	...	...	2,46,940	49,52,589	12·91	12·91
GRAND TOTAL { Imperial	21,91,211	79,057	22,70,868	5,28,35,538	24,64,353	5,52,99,891	25,25,395	9,48,620	34,74,015	5,63,52,857	3,55,83,592	9,19,36,449	20,19,199	4,01,22,553	14,54,816	5,18,13,896	19,95,972	3,17,70,639	—5,41,156	2,00,43,257	2·63	—0·98
GRAND TOTAL { Contribution	6,56,838	...	6,56,838	1,18,67,230	...	1,18,67,230	9,838	...	9,838	16,287	...	16,287	61,765	95,346	—51,927	—79,059	...	...	—51,927	—79,059	—0·43	—0·43
IRRIGATION MINOR WORKS AND NAVIGATION.																			
Works for which only Revenue Accounts are kept.																			
Canals in operation.																			
Muzaffargarh Inundation Canals	...	...	...	...	...	...	1,12,883	2,32,515	3,45,398	6,61,882	14,19,952	20,81,814	1,66,545	9,88,911	1,78,853	10,92,903	...	...	1,78,853	10,92,903	...	...

(*a*)	(*b*)
3,11,407	89,566
31,093	13,829
3,42,500	1,03,395

NOTE.—Amount for the year . . .
Adjustment of previous year . .

Total as shown by Examiner P. W. A. .

Statement showing the Financial Results of Irrigation Works in the Punjab for and to end of the year 1885-86, the Revenue Account being based on the Assessments of the Year.

CANALS.	CAPITAL OUTLAY. During 1885-86. Direct.	Indirect.	Total.	CAPITAL OUTLAY. To end of 1885-86. Direct.	Indirect.	Total.	GROSS ASSESSMENTS. Direct.	Indirect.	Total.	WORKING EXPENSES. Direct.	Indirect.	Total.	Net Revenue.	Charges for Interest.	Profit.	PERCENTAGE OF PROFIT DURING THE YEAR ON CAPITAL OUTLAY. Excluding Interest.	Including Interest.	AREA IRRIGATED.
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	Acres.
PROTECTIVE WORKS.																		
Works for which Capital and Revenue Accounts are kept.																		
Canals in operation.																		
Swát River Canal	1,19,643	6,691	1,26,334	31,51,664	1,11,653	32,63,317	250	18,852	19,102	23,727	1,282	25,009	—5,907	1,23,674	—1,29,581	—0·18	—3·97	44,092
PRODUCTIVE WORKS.																		
Canals in operation.																		
Works for which Capital and Revenue Accounts are kept.																		
Western Jumna Canal	1,88,745	8,151	1,96,896	98,09,178	5,05,954	1,03,15,132	8,58,463	58,324	9,16,787	4,78,340	38,239	5,16,579	4,00,208	3,88,592	11,616	3·88	0·11	223,322
Bári Doáb Canal	1,19,276	3,687	1,22,963	1,54,44,276	6,25,865	1,60,70,141	13,72,662	4,24,276	17,96,938	5,20,145	31,897	5,52,042	12,44,896	6,15,385	6,29,511	7·75	3·92	505,357
Sirhind Canal — Imperial	8,97,968	38,220	9,36,188	2,03,15,098	10,57,401	2,13,72,499	3,30,374	...	3,30,374	2,12,751	7,529	2,20,280	1,10,094	7,94,645	—6,84,551	0·52	—3·20	152,837
Sirhind Canal — Contributions	6,56,838	...	6,56,838	1,18,67,230	...	1,18,67,230	9,838	...	9,838	61,765	...	61,765	—51,927	...	—51,927	—0·43	—0·43	...
Lower Sohág and Pára Canal	1,27,025	3,787	1,30,812	3,97,414	13,259	4,10,673	473	17,282	17,755	7,915	224	8,139	9,616	13,356	—3,740	2·34	—0·91	17,246
TOTAL — Imperial	13,33,014	53,845	13,86,859	4,59,65,966	22,02,479	4,81,68,445	25,61,972	4,99,882	30,61,854	12,19,151	77,889	12,97,040	17,64,814	18,11,978	—47,164	3·66	—0·09	898,762
TOTAL — Contributions	6,56,838	...	6,56,838	1,18,67,230	...	1,18,67,230	9,838	...	9,838	61,765	...	61,765	—51,927	...	—51,927	—0·43	—0·43	...
Canals under construction.																		
Works for which only Capital Accounts are kept.																		
Chenáb Canal	5,51,540	12,807	5,64,347	13,44,880	52,827	13,97,707	...	...	...	...	...	...	...	42,764	—42,764	...	—3·06	...
Sidhnái Canal	2,03,243	6,305	2,09,548	5,40,536	17,096	5,57,632	...	...	...	...	...	...	...	17,556	—17,556	...	—3·15	...
TOTAL	7,54,783	19,112	7,73,895	18,85,416	69,923	19,55,339	...	...	...	...	...	...	...	60,320	—60,320	...	—3·08	...
GRAND TOTAL PRODUCTIVE WORKS — Imperial	20,87,797	72,957	21,60,754	4,78,51,382	22,72,402	5,01,23,784	25,61,972	4,99,882	30,61,854	12,19,151	77,889	12,97,040	17,64,814	18,72,298	—1,07,484	3·52	—0·21	898,762
GRAND TOTAL PRODUCTIVE WORKS — Contributions	6,56,838	...	6,56,838	1,18,67,230	...	1,18,67,230	9,838	...	9,838	61,765	...	61,765	—51,927	...	—51,927	—0·43	—0·43	...
IRRIGATION MINOR WORKS AND NAVIGATION.																		
Works for which Capital and Revenue Accounts are kept.																		
Canals in operation.																		
Upper Sutlej Inundation Canals	...	...	...	5,21,103	56,148	5,77,251	19,906	78,005	97,911	1,04,573	8,192	1,12,765	—14,854	...	—14,854	—2·57	—2·57	75,843
Lower Sutlej and Chenab Inundation Canals	—1,013	...	—1,013	1,07,561	2,541	1,10,102	2,47,054	3,20,094	5,67,148	3,27,427	9,890	3,37,317	2,29,831	...	2,29,831	208·74	208·74	328,761
Indus Inundation Canals	2,213	...	2,213	6,90,119	19,729	7,09,848	79,979	1,59,646	2,39,625	2,24,726	11,356	2,36,082	3,543	...	3,543	0·50	0·50	172,122
Shahpur Inundation Canals	...	...	...	38,868	1,871	40,739	32,306	...	32,306	10,778	208	10,986	21,320	...	21,320	52·33	52·33	15,727
Mádhopur Workshops	—17,781	...	—17,781	4,39,394	...	4,39,394	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	—16,581	...	—16,581	17,97,045	80,289	18,77,334	3,79,245	5,57,745	9,36,990	6,67,504	29,646	6,97,150	2,39,840	...	2,39,840	12·78	12·78	592,453
Works for which only Capital Accounts are kept.																		
Under suspension.																		
Abdul Rahmán Khán's Canal	352	9	361	35,447	9	35,456	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL MINOR WORKS AND NAVIGATION	—16,229	9	—16,220	18,32,492	80,298	19,12,790	3,79,245	5,57,745	9,36,990	6,67,504	29,646	6,97,150	2,39,840	...	2,39,840	12·78	12·78	592,453
GRAND TOTAL — Imperial	21,91,211	79,657	22,70,868	5,28,35,538	24,64,353	5,52,99,891	29,41,467	10,76,479	40,17,946	19,10,382	1,08,817	20,19,199	19,98,747	19,95,972	2,775	3·61	...	1,535,307
GRAND TOTAL — Contributions	6,56,838	...	6,56,838	1,18,67,230	...	1,18,67,230	9,838	...	9,838	61,765	...	61,765	—51,927	...	—57,925	—0·43	—0·43	...
IRRIGATION MINOR WORKS AND NAVIGATION.																		
Works for which only Revenue Accounts are kept.																		
Canals in operation.																		
Muzaffargarh Inundation Canals	...	...	...	...	...	...	1,12,883	2,41,951	3,54,834	6,61,189	5,356	1,66,545	1,88,289	...	1,88,289	...	...	252,305

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENT OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF DECEMBER 1886, PUBLISHED IN PAGES 136, 138, 139 AND 141 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 29th JANUARY 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
		Quantities per Rupee in seers of 80 tolas.													Average Wages per month.		
Province.	District.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorgum vulgare*).	Bajra or Cumbu (*Penicillarium typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Able-bodied Agricultural Labourer.	Syce or Horse keeper.	Common Mason, Carpenter, or Blacksmith.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	R a. p.	R a. p.	R a. p.
Madras.	Ganjam	...	...	...	...	...	...	...	...	...	...	...	...	...			
	Anantapur (*Revised*)	...	...	...	...	...	...	...	...	...	...	...	...	...	3 8 0	6 0 0	12 0 0
	Bellary	...	...	...	...	...	...	...	...	...	...	...	...	...	4 0 0	5 0 0	15 0 0
	Madura	...	...	...	...	...	...	...	...	...	...	...	...	...	4 0 0	6 0 0	15 0 0
															4 0 0	7 8 0	20 0 0
N.-W. Provinces.	Dehra Dún	16 0	31 0	9 8	12 0	20 0	22 0	28 0	...	22 8	26 0	24 0	160 0	11 0	...	...	...
	Saháranpur	16 2	25 13	9 11	12 15	26 14	23 10½	32 4	32 4	25 13	26 14	21 8	107 8	12 14½	...	...	...
	Muzaffarnagar	17 0	33 0	6 9	15 6	22 0	21 0	17 10	17 10	25 5	24 6	16 8	132 0	13 8	...	...	...
	Meerut	14 8	26 0	6 0	15 0	21 0	21 8	20 0	20 0	24 0	21 0	23 8	100 0	13 8	...	...	...
	Bulandshahr	16 8	27 0	6 0	11 0	23 0	22 0	...	16 0	26 8	25 0	18 8	150 0	12 12	...	...	...
	Aligarh	16 4	26 8	5 4	12 0	24 8	23 8	...	16 0	27 0	28 0	32 0	120 0	13 0	...	...	...
	Kumaun	14 0	14 0	12 0	13 0	...	...	20 0	20 0	14 0	20 0	10 0	200 0	8 0	...	...	...
	Garhwál	18 0	20 0	8 0	13 0	25 0	...	...	...	11 0	...	8 0	160 0	8 0	...	...	...
	Bijnor	15 1	25 14	12 6	13 8	...	19 2	...	...	23 6	22 8	...	135 0	12 8	...	...	...
	Moradabad	17 8	32 0	10 8	15 8	28 8	23 12	...	16 8	23 8	29 0	26 0	125 0	13 8	...	...	...
	Budaun	18 9½	27 9½	6 0	15 9½	21 9½	20 6½	...	26 6½	25 3	30 0	25 12½	144 0	12 0	...	...	...
	Bareilly	16 9	28 12	6 4	14 1	23 12	21 4	25 0	17 8	23 12	24 6	20 0	125 0	12 8	...	...	...
	Sháhjahánpur	19 0	31 0	10 0	18 8	28 0	26 0	...	24 0	28 0	28 0	25 0	120 0	11 8	...	...	...
	Tarái Pergunnahs	20 10	25 0	8 12	16 4	30 0	22 8	...	30 0	22 8	30 0	22 8	100 0	11 4	...	...	...
	Muttra	16 0	24 0	7 8	15 8	24 0	21 0	...	16 0	26 0	23 8	28 0	120 0	13 0	...	...	...
	Agra	16 0	23 0	6 0	12 8	20 8	20 0	...	...	24 0	26 0	17 0	100 0	14 0	...	...	...
	Farukhabad	17 0	25 14	7 0	13 0	20 0	21 0	...	26 0	26 0	...	26 0	120 0	12 0	...	...	...
	Mainpuri	17 12	24 12	4 8	12 0	21 8	21 8	...	...	26 4	27 8	25 4	160 0	12 8	...	...	...
	Etáwah	18 0	26 0	13 4	15 8	25 0	24 4	24 0	24 0	28 0	32 0	28 8	120 0	12 0	...	...	...
	Etah	17 12	25 0	7 0	14 0	20 0	19 3	30 0	20 0	28 0	30 0	21 0	120 0	12 8	...	...	...
	Jalaun	20 8	23 0	9 0	11 0	28 0	25 0	...	16 0	32 0	22 0	34 0	140 0	11 0	...	...	...
	Jhánsi	22 5	28 8	8 8	16 0	31 11	28 8	...	...	32 10	35 15	35 0	200 0	11 8	...	...	...
	Lalitpur	21 4	31 8	12 0	14 0	30 8	22 0	35 0	34 0	32 0	34 0	16 0	160 0	11 8	...	...	...
	Cawnpore	18 8	28 0	10 8	15 6	24 8	24 8	...	25 0	29 8	32 8	28 8	140 0	14 0	...	...	...
	Fatehpur	16 0	24 8	14 4	17 4	...	24 0	...	...	26 4	...	26 0	160 0	11 4	...	...	...
	Bánda	17 8	22 8	8 0	17 0	26 0	23 0	30 0	26 0	33 0	...	23 0	160 0	12 4	...	...	...
	Allahabad	15 0	25 0	7 0	15 0	27 0	25 0	...	...	28 0	...	19 8	120 0	11 4	...	...	...
	Hamirpur	18 14	23 8	10 0	16 6	28 2	27 6	...	...	33 15	...	32 0	140 0	12 0	...	...	...
	Jaunpur	No return received.															
	Gorakhpur	17 1½	28 13	10 5½	21 2½	...	23 6½	30 9½	25 3	29 11	27 0	24 5	140 0	13 0	...	...	...
	Basti	22 0	36 0	10 0	16 4	...	...	...	...	31 0	...	26 0	140 0	12 0	...	...	...
Oudh.	Azamgarh	No return received.															
	Mirzapur	16 0	27 0	9 0	16 0	22 0	22 0	32 0	24 0	26 0	28 0	22 0	80 0	11 0	...	...	...
	Benares	16 13	25 12	11 15	19 8	25 8	26 9	17 14	22 12	26 0	27 2	23 5	110 0	11 13	...	...	...
	Gházipur	18 0	29 10	7 12	17 6½	25 12	28 15¼	38 10	20 9½	28 5	33 7½	23 13½	128 12	11 9	...	...	...
	Balia	19 4	31 0	10 4	18 0	30 8	21 8	20 8	...	29 8	30 8	21 8	100 0	12 0	...	...	...
	Pilibhit	18 12	31 4	15 0	17 8	...	...	...	...	23 12	28 4	...	160 0	11 4	...	...	...
	Sultánpus	18 0	32 0	10 0	18 0	30 0	24 0	40 0	20 0	34 0	31 0	32 0	160 0	11 8	...	...	...
	Partábgarh	17 4	26 0	14 2	18 0	26 0	24 4	33 0	...	27 0	...	18 0	180 0	11 6	...	...	...
	Fyzabad	17 8	32 0	9 8	19 0	28 8	26 0	35 0	18 0	36 0	33 0	25 0	100 0	11 8	...	...	...
	Kheri	25 0	40 0	8 0	18 0	45 0	37 0	50 0	26 0	36 0	46 0	20 0	120 0	12 0	...	...	...
	Lucknow	18 0	29 9	6 0	15 12	27 0	25 0	...	26 8	28 8	29 0	25 0	100 0	11 12	...	...	...
	Bara Banki	No return received.															
	Bahraich	21 0	48 0	14 0	18 0	40 0	22 0	40 0	...	36 0	37 0	30 0	160 0	12 0	...	...	...
	Rae Bareli	18 0	24 0	7 0	17 0	26 0	25 8	35 0	27 0	28 0	26 0	28 0	180 0	11 0	...	...	...
	Sitapur	19 8	33 0	8 0	18 0	30 0	28 0	...	22 0	34 0	32 0	...	140 0	11 0	...	...	...
	Gonda	19 13	36 8	17 8	20 6	35 8	30 4	37 12	25 8	39 8	40 0	32 8	200 0	12 0	...	...	...
	Unao	18 0	26 0	10 0	16 0	27 0	25 0	...	21 0	27 0	28 0	19 0	160 0	12 0	...	...	...
	Hardoi	19 8	30 0	7 0	16 0	...	26 0	...	...	30 0	32 0	28 0	120 0	11 8	...	...	...
H. A. Districts.	Amraoti	17 12	...	8 0	10 0	28 8	18 0	...	...	16 0	...	11 8	*	12 0	8 0 0	7 0 0	22 8 0
	Akola	20 0	...	7 0	10 0	28 0	23 0	...	...	18 0	...	16 0	*	12 0	7 8 0	7 0 0	22 8 0
	Ellichpur	19 0	9 0	7 0	10 0	26 0	16 0	...	...	14 0	...	10 0	*	11 0	6 0 0	7 0 0	14 0 0
	Buldana	17 0	...	8 0	12 0	32 0	24 0	...	...	16 0	...	9 0	*	12 0	5 0 0	6 0 0	17 0 0
	Wun	19 0	...	9 0	11 0	36 0	13 0	...	...	14 0	...	20 0	*	11 8	4 0 0	8 0 0	15 0 0
	Basim	20 10	...	7 0	11 5	39 10	28 0	...	...	17 5	...	...	*	10 0	6 0 0	8 0 0	22 8 0
Rajputana.	Erinpura	17 8	30 0	...	9 8	23 0	23 0	...	...	28 8	...	...	255 0	14 8	6 0 0	6 0 0	12 0 0
	Sirohi	16 0	30 0	6 0	8 0	20 0	28 0	...	20 0	22 0	25 0	15 0	200 0	14 8	5 2 0	5 0 0	10 0 0
	Abu	13 6	23 0	5 8	7 0	19 0	19 0	...	...	18 0	...	10 0	...	13 1	7-0 to 11-0	7 0 0	18-0 to 22-0
	Anadra	17 8	26 0	6 0	8 0	22 0	22 0	...	...	20 0	...	12 0	...	14 8	7-0 to 11-0	7 0 0	18-0 to 22-0
	Balmere	17 0	...	5 0	10 0	...	28 0	...	...	20 0	...	...	260 0	18 0	5 12 0	...	11 4 0
	Jeysalmere	12 8	...	11 2	13 4	18 0	17 10	...	...	16 12	...	...	...	25 9	15 0 0	...	15 0 0
	Marwar (Jodhpore)	15 10	25 0	6 4	8 12	25 0	22 8	...	...	23 12	21 4	...	...	16 0	5 10 0	6 0 0	12 0 0

* Firewood is sold by head-load, bullock-load and cart-load, and not by weight.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XL OF 1886-87.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 9th January, 1887. Total.	Per mile open.	Total mean length open.	Receipts for week ending 8th January, 1887. Total.	Per mile open.	Total receipts from 1st April 1885 to 9th January, 1886. Total.	Per mile open per week.	Total receipts from 1st April 1886 to 8th January, 1887. Total.	Per mile open per week.	Total Increase in 1886-87.	Total Decrease in 1886-87.
			₹	₹		₹	₹	₹	₹	₹	₹	₹	₹
	Lines worked by Guaranteed Companies.												
15th Jan., 1887	Oudh and Rohilkhand	680	98,271	144	686	1,37,263	200	42,75,422	173	50,13,095	182	7,37,673	...
15th ditto	Madras	861	1,36,069	158	861	1,49,063	173	58,74,500	168	61,70,213	177	2,95,713	...
15th ditto	South Indian	654	80,079	122	654	1,10,789	169	35,39,079	133	39,23,697	148	3,84,618	...
15th ditto	Great Indian Peninsula	1,504	7,88,921	524	1,504	8,90,953	592	2,07,89,074	439	2,96,07,490	486	28,17,816	...
15th ditto	Bombay, Baroda and Central India	461	2,27,394	493	461	2,46,000	534	98,19,668	525	1,02,68,408	551	4,48,740	...
	TOTAL	4,160	13,30,734	320	4,166	15,34,066	368	5,02,98,343	303	5,49,82,903	328	46,84,560	...
	State Lines worked by Guaranteed Companies.												
22nd Jan., 1887	East Indian	1,515	9,43,530	622	1,515	9,44,275	623	3,56,15,013	579	3,54,71,225	579	...	1,43,788
22nd ditto	Patna-Gya	57	10,085	177	57	8,636	151	3,83,162	165	4,12,282	178	29,120	...
22nd ditto	Dildarnagar-Ghazipur	12	727	61	12	932	78	35,221	72	36,381	75	1,160	...
22nd ditto	Sindia	75	7,254	96	75	9,681	129	2,75,155	90	2,94,919	97	19,764	...
15th ditto	Rajputana-Malwa (*a*)	1,664	3,06,332	184	1,664	3,38,000	203	1,28,70,162	211	1,32,23,051	218	3,52,889	...
22nd ditto	Southern Mahratta	315	17,327	55	476	36,915	77	7,80,537	61	13,02,297	95	5,81,760	...
22nd ditto	Indian Midland	...	...	...	42	4,329	103	...	...	98,646	58	98,646	...
22nd ditto	Lucknow-Sitapur and Seramau.	...	...	...	56	2,558	45	...	...	(*b*)21,179	50	21,179	...
	TOTAL	3,638	12,85,255	353	3,897	13,45,326	345	4,99,59,250	342	5,09,19,980	333	9,60,730	...
	State Lines worked by Government.												
22nd Jan., 1887	Eastern Bengal	234	90,288	386	234	84,158	359	34,81,887	366	40,04,477	432	6,12,590	...
22nd ditto	Nalhati	27	1,515	56	27	1,778	66	60,118	54	64,138	58	4,020	...
22nd ditto	Northern Bengal	249	54,908	220	249	44,538	179	17,37,454	170	20,47,687	201	3,10,233	...
22nd ditto	Kaunia-Dharla	37	2,519	68	37	2,152	58	97,970	65	93,288	61	...	4,682
22nd ditto	Tirhoot	226	24,102	106	246	27,265	111	9,88,474	107	11,90,576	119	2,02,102	...
15th ditto	Wardha Coal	45	29,344	652	45	18,074	401	4,54,048	240	5,18,837	285	64,789	...
15th ditto	Nagpur and Chattisgarh	149	34,272	230	149	33,917	227	9,71,751	161	9,17,898	152	...	53,853
15th ditto	Burma	327	47,537	144	327	54,894	167	15,26,994	123	17,73,885	132	2,46,891	...
1st ditto	Cherra-Companyganj	...	...	...	...	(*c*)	...	...	...	(*d*)1,152	6	1,152	...
22nd ditto	North-Western (*e*)	1,869	5,43,737	290	1,869	3,93,701	210	2,27,92,938	301	1,87,30,212	248	...	40,62,726
15th ditto	Bareilly-Pilibhit	36	992	28	36	2,251	62	58,100	39	69,196	47	11,096	...
22nd ditto	Dacca	86	2,347	27	86	5,993	70	78,627	32	2,02,836	59	1,24,209	...
8th ditto	Jorhat	30	400	13	30	407	13	27,988	27	31,884	26	3,896	...
15th ditto	Bilaspur-Etawah (Katni-Umaria Section)	...	...	...	38	1,820	48	...	...	(*f*)13,495	35	13,495	...
	TOTAL	3,315	8,31,961	251	3,373	6,70,948	199	3,22,76,349	240	2,97,49,561	218	...	25,26,788
	GRAND TOTAL (GUARANTEED AND STATE)	11,113	34,47,950	310	11,436	35,50,340	310	13,25,33,942	297	13,56,52,444	297	31,18,502	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	6,89,91,202	155	6,80,48,074	149	...	...
	NET RECEIPTS	...	...	...	...	...	...	6,35,42,740	142	6,76,04,370	148	40,61,630	...
	Assisted Companies.												
22nd Jan., 1887	Bengal Central	125	8,562	68	125	9,181	73	4,00,047	81	4,53,601	89	44,554	...
15th ditto	Rohilkhand-Kumaon	67	2,695	40	67	3,800	56	1,92,700	71	2,37,774	87	44,074	...
8th ditto	Assam	78	5,457	70	78	6,102	78	2,02,208	60	2,02,980	78	60,772	...
15th ditto	Bengal and North-Western	303	26,774	88	376	31,185	89	9,03,031	81	14,68,359	117	4,75,328	...
22nd ditto	Tarakessur	22	4,266	194	22	4,028	183	1,87,988	208	1,83,694	204	...	4,294
	TOTAL	595	47,754	80	668	54,302	81	19,84,974	82	26,05,408	108	6,20,434	...
	Native States.												
15th Jan., 1887	Bhavnagar-Gondal	193	15,183	79	193	16,489	85	7,34,492	94	7,54,588	97	20,096	...
15th ditto	Jodhpore	64	3,445	54	64	5,300	83	1,38,751	53	1,67,420	65	28,669	...
15th ditto	Nizam's	121	15,211	117	208	19,397	93	8,94,677	182	11,26,785	134	2,32,108	...
15th ditto	Mysore	140	6,402	45	140	8,323	59	3,47,829	61	3,72,418	66	24,589	...
22nd ditto	Rajpura-Patiala	16	1,038	65	16	910	57	36,708	56	43,659	67	6,951	...
8th ditto	Morvi	...	...	...	51	1,245	24	...	..	33,231	28	33,231	...
	TOTAL	534	41,279	77	672	51,664	77	21,52,457	99	24,98,101	95	3,45,644	...

(*a*) Including the Cawnpore-Achnera State Railway.
(*b*) Receipts from 16th November, 1886, to 8th January, 1887.
(*c*) Return not received.
(*d*) Receipts from 16th June, 1886, to 1st January, 1887.
(*e*) Including the Amritsar-Pathankot State Railway.
(*f*) Receipts from 31st October, 1886, to 8th January, 1887.

R. GARDINER, *Captain, R.E.*,
Offg. Under-Secretary

FORT WILLIAM,
The 3rd February, 1887.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 2nd FEBRUARY 1887.

GENERAL REMARKS.—Except in Bengal, Assam, the North-Western Provinces and Oudh, Punjab, and Upper Burma where slight showers have occurred in a few districts the week under report has been rainless.

The reaping of the early *rabi* crops has commenced in Bombay and Bengal and except in the Punjab where more rain is still wanted the standing *rabi* crops throughout the country are generally in excellent condition and promise a good harvest. In Madras the general prospects are good but in several districts water is wanted. In Bombay standing crops have in some places been injured by blight, frost, and insects.

In Bengal the *aman* rice has been gathered with a good outturn, and in the districts of both Upper and Lower Burma the harvest is rapidly approaching completion.

Poppy continues to thrive in the North-Western Provinces and Oudh, and a fair crop is expected though in two districts the weather is unfavourable.

In Bengal, the North-Western Provinces and Oudh, and Assam the crushing of sugarcane is in progress, and in the last-named Province the mustard crop is being got in.

The public health continues generally satisfactory throughout the country.

Prices show an upward tendency in the North-Western Provinces and Oudh and are rising in most districts of the Punjab and in three States in the Rajputana Agency. In Coorg they are falling but are generally stationary elsewhere.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Feb. 2nd)		
Bellary		Standing crops generally fair, but in parts *dholl* affected by insects, cotton and wheat by disease, and white *cholum* withered. Harvest wet and dry crops, yield paddy and sugarcane nearly average, dry crops short. Fever in three and cattle-disease in four taluks.
Kurnool		Standing crops good. Harvest white *cholum*, yield below average. Fever in six, smallpox and cattle-disease in three taluks increasing.
Ganjam		Slight smallpox in four, fever and cattle-disease in three divisions. Cholera almost disappeared.
Kistna		Standing crops generally good. Harvest paddy, outturn below average. River 2·65 feet over anicut. Fever in parts; cholera abating in two taluks.
Chingleput (Madras)		Standing crops generally fair, but in parts indifferent owing to want of rain. Harvest paddy and *varagu*, outturn below average. Slight smallpox; cattle-disease in four taluks.
Coimbatore	Average ·04	Standing crops generally good, but in parts withering from want of water. Harvest wet and dry grains, outturn paddy and *ragi* generally above average, rest poor. Fever in one and smallpox in two taluks.
Tanjore		Standing crops generally good, but in parts require rain. Harvest wet and dry grains, outturn up to average. Cattle-disease in two taluks.
Madura		Standing crops in parts of four taluks withering from want of water; outturn, where harvested, unsatisfactory.
Malabar		Harvest second crop paddy, outturn average. Fever in one, slight smallpox in eight, and cattle-disease in two taluks.
Travancore		Harvest of second crop paddy continuing. Smallpox and fever prevalent in parts.
Bombay—(Feb. 2nd)		*General Remarks*—General prospects good.
Karachi	*Nil*	River at Kotri on 27th 3 feet 4 inches against 3 feet 7 inches on same date last year. Slight shock of earthquake on 30th evening. *Rabi* crops injured by crickets in Sehwan and Mirpur Batoro talukas. Fever in nine talukas. Wheat, red rice, and *bajri* in Karachi 24, 31, 34, and in Mirpur Batoro 24, 40, and 40 pounds per rupee, respectively.
Hyderabad	*Nil*	*Kharif* harvesting still continues. *Rabi* cultivation damaged by frost in Badin and Bago Tando talukas. River at Kotri on 31st 4 feet 5 inches against 4 feet 3 inches on same date last year. Fever in four and cattle-disease in one taluka. Wheat 24, *bajri* 38, *jowari* 40, white rice 20 and red rice 30 pounds per rupee.
Ahmedabad	*Nil*	Standing crops good. Public health good. Wheat 29 and *bajri* 33 pounds per rupee.
Baroda	*Nil*	Public health fair. Smallpox in parts of Navsari and Kadi divisions. Crops in fair condition. *Bajri* 34, wheat 19 and rice 23 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Surat	*Nil*	Crops healthy. Fever and cough in Bardoli and fever in Mandvi. *Jowari* 41 and *nagli* 46 pounds per rupee.
Nasik	*Nil*	*Rabi* sowing completed. *Kharif* threshing vigorously progressing. Public health generally good. Measles and cattle-disease prevail in Sinnar. Fever and ague as usual during the present season of the year in Peint. Wheat 25⅞, *bajri* 36²⁸⁄₄₀, and rice 20³³⁄₄₀ pounds per rupee. Weather cold.
Colaba (Bombay)	*Nil*	Abnormal temperature *nil* on 26th and 28th, 1° cool on 27th, 29th and 30th, and 2° cool on 31st and 1st. Vapour in air in excess of normal from 26th to 31st, and in defect of normal on 1st. Wind normal.
Poona	*Nil*	Wheat, gram, and *jowari* slightly injured by blight in places throughout the district, except in Sirur and Mawal talukas where crops are doing well. Reaping of *jowari* and threshing of rice in progress in Bhimthadi and Haveli talukas respectively. Public health generally good. Slight cattle-disease in Indapur and smallpox in Haveli taluka. *Bajri* 44 and *jowari* 60 pounds in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona City.
Ahmednagar	*Nil*	Reaping of *jowari* commenced. Wheat and gram injured. Slight cattle-disease in Newasa. *Bajri* 57 and *jowari* 69 pounds per rupee.
Sholapur	*Nil*	Linseed, gram, *hardi*, cotton, and wheat crops blighted in places. Reaping of *kharif* crops almost completed and that of *rabi* commenced. Public health good. *Jowari* 70⅛ and *bajri* 55⅛ pounds per rupee.
Dharwar	*Nil*	Harvesting of rice and early *jowari* nearly completed. Indigenous cotton generally good. Exotic cotton blighted in Hubli, Gadag, Bankapur, and Ron. Wheat blighted in Dharwar, Hubli, Gadag, Ranibennur and Ron. Slight fever in Mugud, Mundargi, Hangal, Kod, and Ron. Slight cattle-disease in Ranibennur. Rice 25 and *jowari* 61 pounds per rupee.
Kanara (Feb. 2nd)	*Nil*	Crops in good condition. Strong north-west winds on coast. Slight cattle-disease in one and fever in three talukas. Common rice in Karwar and in district average 13 seers per rupee.
Rajkot	*Nil*	Weather cold. Measles prevailing in some parts of Hallar: also at Porbandar. Smallpox in Rajkot. Wheat 24, *bajri* 25, and *jowari* 33 pounds per rupee.
		General Remarks.—Reaping of late *kharif* and early *rabi* crops going on in several districts. Standing crops injured by blight in some parts of the Deccan and Southern Maratha Country, and by frost and insects in parts of Hyderabad, Karachi, and the Panch Mahals. Fever and cattle-disease in parts of eleven and smallpox in parts of five districts.
Bengal—(Feb. 2nd)		
Chittagong (Feb. 1st)	0·10	Weather seasonable. *Aman* harvested with good outturn. Prospects of winter crops fair. Prices of food-grains steady. Public health good.
Dacca	0·36	Winter crops doing well. Sugarcane being pressed and pulses gathered. Rain has done much good to *boro* paddy. Cholera decreasing.
24-Pergunnahs	*Nil*	Threshing and storing of *aman* going on; outturn satisfactory. Sugarcane is being cut and pressed. Price of common rice 18 to 20½ seers per rupee. Public health good. A few sporadic cases of cholera reported.
Khoolna	0·37	Weather cool. *Aman* harvest nearly over; outturn good. Winter crops doing well. Public health fair.
Moorshedabad	Slight rain.	Prospects of crops good, notwithstanding some injury in places from hail. Public health good.
Pubna	0·46	Weather seasonable. Outturn of *aman* good. Winter crops promising. Rain has allowed land to be prepared. Public health good.
Dinagepore	*Nil*	Weather very cold and bleak. Prospects of *rabi* good. Cattle-pox reported from Pirganj and Himtabad, and cholera from Ranisankoil and Birgunge. Rice 27 seers per rupee.
Rungpore	*Nil*	Weather cold. *Rabi* crops doing well, except in sadr sub-division. Mustard being gathered. Land being ploughed for *aus* and jute crops. Public health good.
Midnapore	*Nil*	Weather still cold. Rice harvest good. Prospects of *rabi* fair. Public health improving.
Burdwan	*Nil*	State and prospects of crops good. Common rice 21 to 28 seers per rupee. Public health fair.
Bhagulpore	*Nil*	Prospects of crops continue favourable. Rice 21 seers 7 chittaks per rupee. Public health good.
Monghyr		Prospects of poppy continue good.
Purneah	*Nil*	Prospects of cold weather crops excellent. Coarse rice 24 seers per rupee. Rivers low. Health of people and cattle good.
Durbhanga	*Nil*	*Rabi* prospects of favourable. Late rain did slight injury to *rahar*, and other crops now flowering. Prices rising. Public health generally good.
Mozufferpore		Prospects of poppy improved by recent rain.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Sarun		Weather on the whole not favourable in Chupra Kothi. Damage done by blight estimated at one anna. Condition of poppy otherwise good.
Chumparun	*Nil*	Propects of *rabi* and poppy continue favourable. Prices stationary. Public health fair.
Patna	*Nil*	Prospects of *rabi*, poppy, *rahar* and cotton fair. Public health generally good.
Gya	*Nil*	Prospects of *rabi* good. Weather fair. Prospects of poppy have improved. Public health fair. Cattle-disease reported.
Shahabad	*Nil*	Weather unfavourable to poppy. Low-lying fields slightly injured.
Hazareebagh	*Nil*	Weather cold and seasonable. *Rabi* doing well. Caterpillars have done great damage to smaller poppy plants, but a fair outturn expected. Public health good. Cattle-disease reported from Ramghur Station.
Cuttack	*Nil*	Weather fair. Reaping of paddy completed with good outturn. *Dalua* paddy and tobacco growing well. Price of rice falling. Public health generally good.
		General Remarks.—Weather cold. Showers fell in the eastern and central districts. *Aman* harvest has been got in with good outturn. *Rabi* crops are very favourably reported on. Poppy is generally expected to be a fair crop, but weather is unfavourable in Saran and Shahabad. Sugarcane is being pressed, and mustard and other early *rabi* crops are being gathered. Recent rain has facilitated ploughing for early crops, which has begun. Public health is generally good, but fever is prevalent in Backergunge and cholera in Tipperah.
N.-W. Provinces and Oudh—(Feb. 2nd)		
Benares (Feb. 1st)		Weather bright and seasonable. *Rabi* crops doing generally well. Wheat and *sarson* somewhat injured in places by blight. Markets well stocked. Prices unaltered. Public health good.
Ballia („ 31st)		Sky clear. West wind prevailing. *Rabi* prospects good. Supplies plentiful, but prices show a slight rise. Public health good.
Gorakhpore („ „)		Weather bright and cold. *Rabi* looking well. Prices stationary. Health fair.
Fyzabad (Feb. 1st)		Weather seasonable. Crops promising. Prices rising owing to export. Supplies sufficient. General health good.
Lucknow (Jan. 31st)		Weather clear and cool. West winds. Gram in ear. Poppy being weeded and watered. Sugarcane being pressed. Supplies ample. Price of wheat rising, that of gram falling. Public health good. No cattle-disease.
Rai Barelli („ „)		Weather cold and clear. Strong westerly wind. The crops are generally doing well. Markets well supplied. Prices almost stationary. General health of people and cattle good.
Pertabgarh (Feb. 1st)		Prospects of the *rabi* crop generally good. Poppy is in flower and promises well. Prices stationary. Health of the people and cattle good.
Allahabad („ „)	*Nil*	Weather cold and clear. Crops flourishing. Markets well stocked. Prices stationary. Health good.
Cawnpore („ „)		Weather cloudy at times. *Rabi* progressing. Poppy in thriving condition. Prices almost stationary. Cattle-disease in one place.
Farakhabad („ „)	*Nil*	*Rabi* prospects good. Markets well supplied. Health good.
Sitapur („ „)		The weather has been cold and seasonable during the week. Prospects continue favourable.
Bareilly („ „)		Late rain has benefited poppy. Sky alternately clear and cloudy. Markets steady. General health good.
Banda (Jan. 31st)	*Nil*	Weather seasonable. *Rabi* coming on well. Prices show a tendency to rise. Public health good. Cattle-disease in five villages.
Kumaon („ „)		Weather fair and cold. Rain sufficient for *rabi*, which is progressing. Prices stationary. General health good. Cattle-disease on decrease.
Agra („ „)	*Ni*	Prospects favourable. Prices stationary. Health good.
Jhansi („ „)		Prospects continue favourable. Supplies ample. Health of people and condition of cattle good.
Meerut (Feb. 1st)	*Nil*	Weather clear and cold. Crops much benefited by recent rain, but rust reported in Sardhana. Supplies sufficient. Prices steady. Health good.
		General Remarks.—Weather clear and cold. *Rabi* crops flourishing and prospects good everywhere. Markets well supplied, but prices show an upward tendency. Public health good. Slight cattle-disease in a few places.
Punjab—(Feb. 2nd)		
Delhi (Feb. 1st)	·46	Health good. Prices slightly rising. *Rabi* crops good.
Hissar	*Nil*	Rain much needed. Health good. Prices rising.
Umballa		Health good. Prices rising. *Rabi* prospects improving by recent rain. Average yield expected.
Jullundur		Health good. Prices stationary. *Rabi* crops good; sugarcane crop in Jullundur tahsil damaged by frost.
Amritsar	Slight rain	Health good. Prices rising. *Rabi* crops flourishing.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Sialkot		Health good. Prices rising. *Rabi* crops flourishing. Anticipated outturn good.
Ferozepore	·10	More rain wanted. Health good. Prices rising. *Rabi* crops not good on *barani* lands.
Lahore		Health good. Prices almost stationary. *Rabi* crops good, but rain is wanted.
Rawalpindi		Health good. Prices rising. *Rabi* crops average.
Shahpur		Health good. Prices high and rising. Crops suffering for want of rain.
Mooltan		Health good. Prices almost stationary. *Rabi* crops good, but rain is wanted.
Dera Ismail Khan	Slight rain	Health good. Prices almost stationary. *Rabi* crops improved.
Peshawar	·01	More rain needed. Health fair. Prices rising. *Rabi* crops suffering from want of rain.
		General Remarks.—Slight rain in the Delhi, Ferozepore, Amritsar Dera Ismail Khan, and Peshawar districts. Health good. Price, stationary in the Jullundur, Lahore, Mooltan, and Dera Ismail Khan districts, elsewhere rising. Crop prospects good, but more rain is wanted.
Central Provinces— (Feb. 2nd)		
Nagpore (Feb. 1st)		Linseed being gathered, outturn poor in one tahsil. Fever and cattle-disease prevalent. Prices steady.
Jubbulpore		Linseed and wheat slightly injured by rust. Health good. Prices higher.
Saugor		Prospects good. Smallpox in places. Prices steady.
Seoni		Prospects of *rabi* fair. Health good. Prices steady.
Hoshangabad		Linseed slightly injured in places. Fever in two tahsils. Prices stationary.
Khandwa		*Tur* slightly injured by cold. Prospects of *rabi* good. Prices steady.
Raipur		Threshing of rice and *kodo* continues. Prospects of *rabi* crops good. Prices stationary.
Bilaspur		Weather cloudy. Threshing of *dhan* continues. *Rabi* crops doing well. Fever and cattle-disease prevalent.
Sambalpur (Jan. 20th)		Sugarcane pressing nearly completed. Cholera in places.
		General Remarks.—Weather clear and cold except in Bilaspur. Prospects of *rabi* crops generally favourable. Threshing of *kharif* continues in Chhattisgarh. Fever and cattle-disease in places. Prices steady.
Burma—(Feb. 2nd) (Report for week ending 29th January 1887.)		
Akyab	*Nil*	A few cases of cholera in district. Otherwise public health and health of cattle good. Crops good. Reaping nearly completed.
Bassein	·09	Public health and health of cattle good. Harvest almost in.
Rangoon	*Nil*	Public health and health of cattle good.
Amherst (Moulmein)	*Nil*	Public health and health of cattle good.
Tavoy	*Nil*	Public health and health of cattle good. Harvesting finished.
Pegu	*Nil*	Public health and health of cattle good. Reaping nearly finished.
Henzada	*Nil*	Slight cholera in one township. Cattle healthy.
Prome	*Nil*	Public health and health of cattle good. Reaping over. Weather seasonable.
Toungoo	·17	Public health and health of cattle good. Reaping nearly over.
Thayetmyo	*Nil*	Two fatal cases of cholera in district. Otherwise public health and health of cattle good. Reaping finished.
Shwebo	·50	Public health and health of cattle good. Food-supply sufficient for home consumption. Prices normal. *Mayind.* Cultivation in South and West progressing satisfactorily.
Kyaukse	*Nil*	Public health fairly good. Crops fully reaped.
Myingyan	·05	Public health fair. Food-supply good. Prices ordinary.
Minbu	*Nil* (Total to date ·34)	Public health good. Nearly all paddy taken in. Food-supply sufficient. Prices normal.
Yamethin	*Nil* (Total to date ·89)	Public health good. Season so far favourable.
		General Remarks.—A few cases of cholera in four districts of Lower Burma, and slight cattle-disease in one. Harvest all but over. Reports received from eight Upper Burma districts, and but for a little cholera in Pagan, the public health is good. Food-supplies sufficient and prices normal. Crops being got in. Slight rain has fallen in most districts.
Assam—(Feb. 2nd)		
Gauhati	·20 During week ending 1st instant.	Weather cloudy and rainy. Public health good. Gathering of mustard nearly finished. Crushing of sugarcane commenced.
Sylhet	0·03	Mustard and linseed partly damaged by insects in Habiganj and South Sylhet sub-division, otherwise state and prospects of the crops good.
Cachar	·12	Weather very cold. Reaping of *kalai* finished. Reaping of mustard progressing. Common rice 16 seers per rupee. General health good.
Dibrugarh	·24	Weather very cold. Ploughing for *ahu* progressing. Cholera still lingering in Dhakuakhana.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Mysore and Coorg— (Feb. 2nd)		
Bangalore		Standing crops in good condition except in parts of the Tumkur district where blight prevails. Prospects of season continue favourable. Public health good. No material change in prices.
Mysore		
Mercara		Prospects favourable. Prices slightly fallen.
Berar and Hyderabad— (Feb. 2nd)		
Amraoti		Weather clear and cool. *Rabi* crops in good condition. Wheat 20 and *jowari* 28 seers per rupee.
Akola		Weather clear and cool. *Kharif* threshing completed. *Rabi* crops doing well.
Hyderabad	*Nil*	Wheat and linseed crops becoming blighted. Fever and ague prevalent in almost all taluks. Prices—wheat 13¾, coarse rice 12, white *juar* 18¼, yellow *juar* 21, and *tur* 15 seers per current sicca rupee.
Central India States— (Feb. 2nd)		
Indore	*Nil*	Weather cold and high westerly winds. Health good.
Morar (Gwalior)		Health and prospects good. Weather seasonable.
Neemuch		Crops thriving. Weather fine. Health good.
Sutna		Health and prospects good.
Agar		Health and crops good.
Sehore		Weather warm. Opium and other crops flourishing.
Nowgong		Weather cold. Prospects fair. Health good. Prices rising.
Rajputana—(Feb. 2nd)		
Abu (Feb. 2nd)	*Nil*	Weather seasonable. Health good.
Sirohi (Jan. 31st)	*Nil*	Tanks drying up. Wells, health and prospects good. Weather fine and cool.
Marwar („ 30th)	*Nil*	Tanks almost full. Health and prospects good. Weather seasonable, cold and mild. Prices stationary.
Pertabgurh („ „)	*Nil*	Health good. Water in tanks low.
Meywar („ 31st)	*Nil*	Water in tanks and wells decreasing. Health good. Crops average. Prices stationary. Weather seasonable.
Harowti („ „)	*Nil*	Weather seasonable. Health and prospects good.
Jhallawar („ „)	*Nil*	Health and prospects good.
Kotah („ 29th)	*Nil*	General health good. Prices rising. Weather clear.
Ajmere (Feb. 1st)	*Nil*	Weather again cold. General health good. Prices still rising, especially of wheat.
Jeypore („ „)	*Nil*	Condition of crops below average.
Dholpore („ „)		Tanks and wells low. Crop prospects fair. Health good. Prices stationary. Weather rather cold and windy.
Bhurtpore („ „)	*Nil*	Crops flourishing. Health good. Weather fair.
Ulwar („ „)	*Nil*	Crop prospects and health good. Prices rising.
Kherwara (Jan. 31st)	*Nil*	Tanks and wells filling. Crops promising. Health good. Prices as before.
Bikaneer („ 29th)	1·04	Fever in Bikaneer. Prices stationary.
Nepal—(Jan. 27th)		
Katmandu (Jan. 28th)	1·10	Weather cold and frosty. Prospects fair. Prices high.

E. C. BUCK,
Secretary to the Government of India.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 9th FEBRUARY 1887.

GENERAL REMARKS.—With the exception of light showers in Eastern Bengal the week under report has been rainless.

The early *rabi* crops continue to be reaped in Bombay and Bengal. Elsewhere the prospects of the standing crops are generally excellent, though some injury has been done to them by frost and blight in parts of Bombay, the North-Western Provinces and Oudh, the Central Provinces—where linseed has been principally affected—Rajputana and Central India. In the Punjab rain is still much needed for the *rabi* in five districts.

In Madras the standing crops are generally in good condition but in parts they have been affected by disease and in some places are withering for want of rain. In Coorg the season promises favourably.

The winter rice harvest is over in Bengal and the spring rice is being transplanted. In Burma the rice harvest is approaching completion and threshing operations have commenced.

The pressing of sugarcane is in progress in Assam, Bengal, the North-Western Provinces and Oudh and the Central Provinces. The gathering of mustard in Assam is almost over.

Poppy prospects continue excellent in the North-Western Provinces and Oudh, but are less favourable in Bengal. In Central India and Rajputana the plant has been affected by frost.

The general health of the people continues satisfactory.

Prices again show an upward tendency in the North-Western Provinces and Oudh this week and are still rising in the Punjab and in some States in the Rajputana Agency. Elsewhere they remain generally steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Feb. 9th)		
Bellary . . .	. . . . .	Standing crops generally fair, but in parts cotton and wheat affected by disease, and white *cholum* withered. Harvest wet and dry crops, yield below average. Fever in two and cattle-disease in three taluks.
Kurnool . . .	. . . . .	Standing crops good. Harvest white *cholum*, outturn below average. Fever in three, smallpox in five and cattle-disease increasing in four taluks.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—*contd.*		
Ganjam		Slight smallpox in three and fever in two divisions. Slight cholera.
Kistna		Standing crops generally good, but dry crops in parts affected by blight. Harvest paddy, outturn below average. River 2 4 feet over anicut. Fever in parts; cholera abating in four and cattle-disease in two taluks.
Chingleput (Madras)		Standing crops generally good, but in parts indifferent owing to want of rain. Harvest paddy and *ragi*, outturn below average. Cattle-disease in one taluk.
Coimbatore		Standing crops generally good, but in parts in want of rain, and paddy affected by disease in one taluk. Harvest wet and dry grains, outturn, irrigated crops generally above average, rest poor. Fever in two and smallpox in four taluks; cattle-disease in one.
Tanjore		Standing crops generally good, but in parts withering from want of rain. Harvest wet and dry crops, outturn up to average. Cattle-disease in three taluks.
Madura		Standing crops in parts of six taluks withering from want of rain, outturn where harvested unsatisfactory. Cattle-disease in one taluk.
Malabar	Average ·03	Harvest second crop paddy, outturn average. Slight smallpox in nine; fever and cattle-disease in two taluks.
Travancore	·06	Harvest of second crop paddy continuing. Smallpox and fever prevalent in parts.
Bombay—(Feb. 9th)		*General Remarks.*—General prospects generally good.
Karachi	Johi ·07	River at Kotri on 7th 3 feet 10 inches against 6 feet on same date last year. *Rabi* crops injured by frost in Tatta and Sujawa talukas. Fever in nine and cattle-disease in one taluka. Wheat, red rice, and *bajri* in Karachi 24, 30, and 32, and in Sehwan 28, 38, and 40 pounds per rupee respectively.
Hyderabad	*Nil*	*Kharif* harvesting still continues. *Rabi* cultivation in good condition. River at Kotri on 7th 3 feet 10 inches against 6 feet on same date last year. Fever in four talukas. Weather very cold. Prices of grain steady.
Ahmedabad	*Nil*	Standing crops good. Public health good. Wheat 28 and *bajri* 33 pounds per rupee.
Baroda		Public health good. Smallpox continues in the Kathor taluka of the Navsari division. Crops in good condition. *Bajri* 28, wheat 18, and rice 15 pounds per rupee.
Surat	*Nil*	Cotton slightly damaged in some places in Bardoli and Chorasi talukas. Other crops good. Fever in Bardoli taluka. *Jowari* 41 and *nagli* 46 pounds per rupee.
Nasik	*Nil*	Weather very cold. Crops thriving. Public health good. Measles and cattle-disease to a certain extent in Sinnar taluka. Wheat 25⅞, *bajri* 36 $\frac{30}{115}$, and rice 20⅛ pounds per rupee.
Colaba (Bombay)	*Nil*	Abnormal temperature 1° cool on 2nd, 1° warm on 3rd, fell to 5° cool by 5th, 4° cool on 6th and 7th, and 6° cool on 8th. Vapour in air normal from 2nd to 4th. In defect of normal on 5th and 6th, and largely defective on 7th and 8th. Wind northerly from 6th to 8th, and normal on all other days.
Poona		Wheat, gram, and *jowari* slightly injured by blight in places in Khed, Purandhar, Bhimthadi, Haveli, and Mawal talukas. In the rest of the talukas *rabi* crops are doing well. Reaping has commenced in Junnar, Indapur, and Bhimthadi talukas. Threshing of rice almost completed in Petha Moshi. Public health generally good. Slight cattle-disease in Indapur and smallpox in Haveli taluka. *Bajri* 44 and *jowari* 59 pounds in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona City.
Ahmednagar	*Nil*	Reaping of early *rabi* commenced. Wheat, gram, and linseed injured. Slight cattle-disease in Karjat. *Bajri* average 57 and *jowari* 67 pounds per rupee.
Sholapur	*Nil*	Linseed, gram, *kardi*, cotton, and wheat crops blighted in places. Reaping of *rabi* crops commenced in Pandharpur, Sangola, and Malsiras talukas. Public health good. *Jowari* 72 and *bajri* 54½ pounds per rupee.
Dharwar	*Nil*	Harvesting of rice and early *jowari* nearly completed, that of wheat and gram commenced. Indigenous cotton generally good. Exotic cotton blighted in seven talukas. Slight fever in seven talukas. Cattle-disease in Ranibennur taluka. Rice 25½ and *jowari* 59½ pounds per rupee.
Kanara		Second crop doing well. Strong sea-breezes. Slight cattle-disease in one and fever in four talukas. Common rice in Karwar and in district average 13 seers per rupee.
Rajkot	*Nil*	Weather cold. Wheat crops blighted in some places in Halar. Prevailing diseases, fever and measles. Smallpox in Gondal. Wheat and *bajri* 25, and *jowari* 34 pounds per rupee.
		General Remarks.—Slight rain in the Karachi district. Reaping of *rabi* crops going on in parts of six districts. Standing crops still suffer from blight and frost in some places. Fever in parts of nine, cattle-disease in parts of ten, and smallpox in parts of three districts.
Bengal—(Feb. 9th)		
Chittagong (Feb. 8th)	0·10	Weather cold and seasonable. Winter crops doing well. Prices of food-grains stationary. Public health good, notwithstanding a few cases of cholera.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Dacca	*Nil*	Weather cold. Prospects good. Pulses and mustard being gathered, and sugarcane pressed. Ploughing for early crops commenced. Public health has improved.
24-Pergunnahs	*Nil*	Weather cool and seasonable. Prospects of crops satisfactory. Pressing of sugarcane going on. Cholera abating. Public health good.
Khoolna	*Nil*	Weather cloudy. *Aman* harvest nearly over; outturn good. Prospects of winter crops good. Transplanting of *boro* rice has commenced. Public health good.
Moorshedabad	*Nil*	Weather cold and seasonable. *Rabi* crops generally promising. Public health good.
Pubna	*Nil*	Weather seasonable. Winter crops promising. Public health good.
Dinagepore	*Nil*	Weather fair. Prospects of *rabi* crops good. Public health good. Cattle-disease in thana Hemtabad.
Rungpore	*Nil*	Prospects of crops good. Public health fair.
Midnapore	*Nil*	Weather seasonable. Prospects fair. Public health normal.
Burdwan	*Nil*	Prospects of *rabi* crops good. Public health fair.
Bhagulpore	*Nil*	Prospects of *rabi* crops favourable, but outturn expected to be less than that of last year. Wheat and barley in ear. Public health good.
Monghyr		Prospects of poppy continue good.
Purneah	*Nil*	Prospects of crops excellent, except mustard in Arrareah subdivision. Cold-weather crops being harvested. Rivers low. Health of people and cattle good.
Durbhanga	*Nil*	*Rabi* prospects continue favourable. Wheat and barley in ear. Mustard being harvested in places. Poppy and tobacco doing well. Prices rising. Public health good.
Mozufferpore		Poppy coming up well, recent rain having benefited the crop considerably.
Sarun		Weather favourable. Prospects of poppy good.
Chumparun	*Nil*	*Rabi* prospects continue favourable. Most poppy plants flowering. Prices stationary. Public health fair.
Patna	*Nil*	*Rabi* crops promising well. Some injury done to poppy by caterpillars. Public health good.
Gya	*Nil*	Rice harvest over with good outturn. *Rabi* promising well. Poppy backward. Public health good.
Shahabad		Weather cold with westerly wind, favourable to poppy.
Hazareebagh	*Nil*	Weather seasonable. *Rabi* crops doing well. Damage done to poppy by caterpillars reported to be two annas. Public health generally good, only a few cases of smallpox being reported from thana Tundwa.
Cuttack	*Nil*	Weather seasonable. Reaping of *sarad* rice completed with fair outturn. *Dalua* rice being transplanted. Wheat and cotton doing well. Price of rice unchanged. Sporadic cholera reported. Public health otherwise good.
		General Remarks.—Light showers reported in Eastern Bengal only All *rabi* crops are promising; the earlier kinds are being harvested with good outturn. Prospects of poppy are generally fair, but the crop is backward in Gya and has suffered some injury in Patna and Hazareebagh from caterpillars. Pressing of sugarcane is in progress. Transplanting of *boro* rice is going on. General health is good, but cholera still prevails in Tipperah.
N.-W. Provinces and Oudh—(Feb. 9th)		
Benares (Feb. 8th)		Weather bright and seasonable. Condition of standing crops good, but there has been slight damage to wheat and *sarson* in places by frost and blight. Supplies plentiful. Prices steady. The public health is good, and no cases of cattle-disease are now reported.
Gorakhpore („ 7th)		Weather bright. *Rabi* looking well. Prices stationary. Health fair.
Ballia („ „)		Sky clear. Prospects generally favourable. Prices steady. Health good.
Fyzabad („ 8th)		*Rabi* crops generally good, except mustard which has been injured by insects. Poppy crops healthy. Prices rising slightly. Public health is good.
Lucknow („ 7th)		Strong west wind continues. Prospects of *rabi* excellent. Poppy being watered. Sugarcane pressed. Supplies ample. Prices slightly rising. Public health good. No cattle-disease.
Rai Barelli („ „)		Weather cold and clear. Wind westerly. The crops are generally doing well. Markets well supplied. Prices almost stationary. General health of people and condition of cattle good.
Pertabgarh („ 8th)		State of the crop continues good. Prices variable. Health of people and cattle good.
Allahabad („ „)	*Nil*	Weather seasonable. Markets well stocked. Prices stationary. Health of men and cattle generally good.
Cawnpore („ „)		Weather clear and seasonable. *Rabi* in good condition. Slight injury by frost is reported from four tahsils. Poppy healthy and vigorous everywhere. Prices stationary. Cattle-disease in two parganas.
Farakhabad („ „)	*Nil*	*Rabi* prospects good. Markets well supplied. Poppy plants progressing favourably. Health good

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
N.-W. P. & Oudh—*contd.*		
Sitapur (Feb. 8th)	. . . .	Weather cold and clear. *Rabi* crops look well, but have slightly been injured by frost in Sitapur tahsil. Poppy prospects continue favourable. Prices stationary. Health good.
Bareilly („ „)	. . . .	Poppy good. Markets steady. General health good.
Banda („ „)	*Nil*	Weather seasonable. Slight appearance of rust in Pargana Kamasin. Prices stationary. Public health good. Cattle-disease in one village.
Kumaon („ 8th)	. . . .	Weather cloudy and cold. *Rabi* crops require sunshine. Prices stationary. General health fair. Fever in some places. Cattle-disease continues.
Agra („ 7th)	*Nil*	Weather clear and cold. Prices rising slightly. Health good.
Jhansi („ „)	*Nil*	Oilseed slightly affected by blight in pargana Garotha, otherwise crops doing well. Prices rising. Health good.
Meerut („ 8th)	*Nil*	Weather cold and seasonable. Crops flourishing, but rust reported from Baghpat. Markets stocked. Prices stationary. Public health good.
		General Remarks.—Weather clear and seasonable. Slight injury to crops from frost and blight, otherwise prospects continue to be favourable. Markets well supplied, but prices are rising. Public health good. Cattle-disease continues in a few places.
Punjab—(Feb. 9th)		
Delhi (Feb. 8th)	. . . .	Health good. Prices rising. *Rabi* crops good.
Hissar . . .	. . . .	Rain much needed. Health good. Prices stationary.
Umballa . . .	. . . .	Health good. Prices rising. *Rabi* crops flourishing. Yield expected to be average.
Jullundur . .	. . . .	Health good. Prices rising. *Rabi* prospects good.
Amritsar . . .	. . . .	Health good. Prices rising. *Rabi* crops flourishing.
Sialkot . . .	. . . .	Health good. Prices continue to rise. *Rabi* crops flourishing. Anticipated outturn above average.
Ferozepore . .	. . . .	Rain much wanted. Health good. Prices stationary. *Rabi* prospects average.
Lahore . . .	. . . .	Health good. Prices high. *Rabi* prospects are becoming unfavourable for want of rain.
Rawalpindi . .	. . . .	Health good. Prices rising. Prospects of *rabi* average.
Shahpur . . .	. . . .	Health good. Prices high and rising. *Rabi* crops suffering for want of rain. Fodder scarce.
Multan . . .	. . . .	Rain urgently required. Health good. Prices fluctuating. *Rabi* fair.
Dera Ismail Khan .	. . . .	Health fair. Prices almost stationary. *Rabi* improved.
Peshawar . . .	. . . .	Rain much needed. Health good. Prices rising. *Rabi* crops average but suffering for want of rain.
		General Remarks.—No rain during the week. Health good. Prices stationary in the Hissar, Ferozepore, and Dera Ismail Khan districts, fluctuating in the Multan district; rising elsewhere. Crop prospects generally good, but rain is much needed.
Central Provinces— (Feb. 9th)		
Nagpore (Feb. 8th)	. . . .	*Rabi* crops favourable. Fever and cattle-disease continue. Prices steady.
Jubbulpore . .	. . . .	Linseed suffered from mist and mildew, other crops favourable. Health good. Prices steady.
Saugor (Feb. 8th)	. . . .	Weather cold and windy. Linseed, *masur*, and *arhar* slightly damaged by frost. Slight smallpox. Prices steady.
Seoni	. . . .	*Rabi* crops good. Linseed blighted. Health good. Prices risen slightly.
Hoshangabad . .	. . . .	*Rabi* crops flourishing. Linseed much injured by rust. Health good. Prices stationary.
Khandwa . . .	. . . .	Wheat injured in places by rust. Health good. Prices steady.
Bilaspur . . .	. . . .	Wheat and linseed doing well. Prospects favourable. Sugarcane being pressed. Cattle-disease in places.
Raipur . . .	. . . .	Linseed damaged in places by rust, other crops good. Slight cattle-disease. Rice 18½ and wheat 20 seers per rupee.
Sambalpur (Feb. 5th)	. . . .	Rice harvesting and sugarcane pressing nearly completed. Cholera in places. Rice 26½ seers per rupee.
Burma—(Feb. 9th) (Report for week ending 5th February 1887.)		*General Remarks.*—Weather clear and cold. *Rabi* crops are doing well, but linseed has been injured by cold and damp. Prices generally steady.
Akyab . . .	*Nil*	A few cases of cholera in town and district. Otherwise public health and health cattle good. Crops good. Reaping nearly completed.
Bassein . . .	*Nil*	Public health and health of cattle good. Threshing going on.
Rangoon . . .	*Nil*	Public health and health of cattle good.
Amherst (Moulmein) .	*Nil*	Public health and health of cattle good.
Tavoy . . .	*Nil*	Public health and health of cattle good.
Pegu	*Nil*	Public health good. Slight cattle-disease in one township. Reaping completed. Threshing nearly finished. Crops good.
Henzada . . .	*Nil*	Public health and health of cattle good.
Prome . . .	*Nil*	Public health and health of cattle good.
Toungoo . . .	*Nil*	Public health and health of cattle good.
Thayetmyo . .	*Nil*	Pubiic health and health of cattle good.
Upper Burma (Shwebo)	*Nil* (Total to date ·50)	Public health and health of cattle good. Food-supply just sufficient. Prices normal. Ploughing for *mayin* continues in a few places. Beans being reaped; small quantities coming in from west and south.
Myingyan . . .	*Nil* (Total to date ·05)	Public health good Food-supply sufficient. Prices ordinary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Mandalay . . .	*Nil* (Total to date ·63)	Twenty deaths from smallpox in one township. Otherwise public health and health of cattle good. Ploughing for *mayin* progressing. Food-supply sufficient. Prices normal.
Minbu . . .	*Nil* (Total to date ·34)	Public health good. Nearly all paddy taken in. Food-supply sufficient. Prices normal.
		General Remarks.—Except a little cholera in Akyab and slight cattle-disease in three districts, the health of Lower Burma is satisfactory. Harvest drawing to a close. Reports received from six districts of Upper Burma. Some smallpox in neighbourhood of Mandalay. Otherwise public health is satisfactory. Food sufficient and prices moderate.
Assam—(Feb. 9th)		
Gauhati . . .	*Nil*	Weather seasonable. Public health good. Gathering of mustard almost finished. Crushing of sugarcane in progress. Ploughing of land for *ahu* commenced. Prospects of crops good.
Sylhet . . .	*Nil*	Mustard in Sunamganj is likely to be a failure. State and prospects of other crops good.
Cachar . . .	*Nil*	Weather last three days cloudy. About ¾ of mustard crops reaped. Common rice 13 seers 5 chataks per rupee Six deaths from cholera from Katigora and two from Sadr reported.
Dibrugarh . .	·28	Weather seasonable. Gathering of mustard over. Outturn good in North Lakhimpur. Sugarcane being pressed. Cholera ceased in Dhakuakhana.
Mysore and Coorg— (Feb. 9th)		
Bangalore . . }	. . . .	Standing crops in good condition. Except in parts of the Tumkur district, where the paddy crop is affected by blight, prospects of season favourable. Public health good. Prices stationary.
Mysore . . . }		
Berar and Hyderabad— (Feb. 9th)		
Amraoti . . .	. . . . .	Weather clear and cool. *Rabi* prospects good. Wheat 20 and *jowari* 28 seers per rupee.
Akola . . .	. . . . .	Weather clear. *Rabi* crops doing well.
Hyderabad . .	*Nil*	Reaping of *rabi* crops commenced. *Tabi* crops prospering. Fever abated to some extent. Prices—wheat 14¼, coarse rice 12 yellow *juar* 21¼, white *juar* 18, and *tur* 15 seers per current sicca rupee.
Central India States— (Feb. 9th)		
Indore . . .	. . . .	Weather dry and abnormally cold. Health good.
Morar (Gwalior) . .	. . . .	Health and prospects good.
Neemuch . . .	. . . .	Weather cold. Gram and opium crops affected by frost. Health good.
Goona . . .	. . . .	Weather very cold. *Rabi* and opium crops partly damaged by frost.
Sutna . . .	. . . .	Health and prospects good.
Agar . . .	. . . .	Weather clear and cold. Crops and health good.
Sehore . . .	. . . .	Weather seasonable. Prospects of crops good.
Nowgong . . .	. . . .	Weather cold. *Rabi* prospects fair. Health good. Prices steady.
Rajputana—(Feb. 9th)		
Abu (Feb. 9th)	*Nil*	Weather very cold but seasonable. Health good.
Sirohi („ 7th)	*Nil*	Tanks drying. Wells, general health, and crop prospects good. Weather cooler, fine and clear.
Marwar („ 6th)	*Nil*	Tanks half full. Health and crop prospects good. Cold intense. Prices rising.
Pertabgurh („ „)	*Nil*	Water in tanks low. Health good.
Meywar („ 7th)	*Nil*	State of tanks and wells unchanged. Health good. Crops average. Prices stationary. Weather seasonable.
Harowti („ 5th)	*Nil*	Weather cold and clear. Crops doing well. Health good.
Jhallawar („ 7th)	*Nil*	Weather very cold. Some damage from frost, principally to opium crops.
Kotah („ 5th)	*Nil*	Health good. Crop prospects fairly so. Opium and gram damaged by frost.
Ajmere („ 8th)	*Nil*	Weather very cold. General health good. *Rabi* prospects fair. Prices of wheat and gram rising. Wheat 25, barley 48, and gram 51¼ pounds per rupee.
Jeypore („ „)	*Nil*	Crops below average. Prices risen. Opium cultivation generally good.
Kerowlee („ 5th)	*Nil*	Tanks and wells drying. *Arhar* crops suffering from frost. Smallpox continues. Prices rising. Weather cold.
Dholpore („ „)	*Nil*	Tanks and wells low. Crops partially injured by frost. Health good. Prices rising. Weather cold.
Bhurtpore („ 8th)	*Nil*	Crops promising. Health good. Weather seasonable.
Ulwar („ „)	*Nil*	Crop prospects and health good.
Kherwara („ 7th)	*Nil*	In some places crops slightly damaged by frost; otherwise prospects good. Chest affections somewhat prevalent. Prices slightly risen. Weather fine and cold.
Bikaneer . . .	...	Prices stationary. Weather cloudy. Health good.
Nepal—Feb. 3rd) Katmandu (Feb. 4th)	*Nil*	Clear, cold weather. West winds prevailing and occasionally strong. Prospects fair. Prices high.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF JANUARY 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Madras.	Ganjam	10 5	...	13 13	14 11	...	...	26 6	...	...	...	...	215 13	13 13	
	Vizagapatam	9 0	...	9 0	10 3	25 14	27 11	26 5	...	...	...	...	93 5	14 0	
	Godavery	9 8	...	15 2	16 5	26 14	27 11	31 14	...	...	...	...	145 13	12 8	
	Kistna	9 5	...	14 10	15 3	18 11	...	31 6	...	...	...	...	145 13	15 3	
	Nellore	9 0	...	12 14	14 0	22 2	24 6	27 5	...	...	...	...	93 5	13 13	
	Cuddapah	14 11	...	12 0	14 14	23 11	27 10	25 8	...	...	...	...	140 0	14 6	
	Anantapur	13 6	...	13 6	15 11	36 2	29 2	31 0	...	...	...	...	64 13	13 2	
	Bellary	17 5	...	12 5	13 8	27 13	28 3	32 10	...	...	...	...	97 3	12 8	
	Kurnool	12 11	...	12 2	12 14	24 11	25 0	...	...	...	...	...	138 13	13 5	
	Madras	10 13	...	12 3	14 8	23 0	23 13	26 8	...	...	...	...	85 2	14 10	
	Chingleput	...	...	13 8	16 10	...	19 13	26 11	...	...	...	...	97 3	14 11	
	North Arcot	10 3	...	14 6	16 6	...	32 3	32 8	...	...	...	...	140 0	13 5	
	South Arcot	9 6	...	13 14	16 3	...	31 10	29 0	...	...	...	...	201 11	13 8	
	Tanjore	9 14	...	14 8	16 11	...	31 14	34 0	...	...	...	...	166 3	13 13	
	Trichinopoly	10 14	...	13 0	13 13	...	28 10	29 8	...	...	...	...	126 6	14 10	
	Madura	10 14	...	13 6	13 14	22 11	26 8	27 14	...	...	...	...	121 8	15 6	
	Timevelly	9 14	...	12 11	15 10	...	...	...	...	...	...	...	70 0	17 0	
	Coimbatore	11 8	...	13 8	14 8	21 13	25 6	26 3	...	...	...	...	121 8	14 2	
	Nilgiris	8 8	...	9 10	12 13	21 10	16 13	21 10	...	...	...	...	161 13	12 0	
	Salem	10 11	...	13 2	15 0	27 5	26 3	29 2	...	...	...	...	186 10	15 13	
	South Canara	9 10	...	13 10	16 0	...	...	21 13	...	...	...	...	128 13	16 3	
	Malabar	8 10	...	14 3	14 10	...	...	20 6	...	...	...	...	155 8	14 6	
Bombay.	Bombay	10 13	17 5	7 5	11 2	18 9	16 2	14 0	17 11	16 6	16 14	8 9	58 4	12 9	
	Daskrohi	12 0	22 0	6 8	11 8	20 8	17 8	...	...	16 0	...	13 0	80 0	16 8	
	Kaira	10 8	...	9 4	11 4	...	16 12	22 8	...	17 12	...	10 0	80 0	16 0	
	Surat	12 0	16 0	8 0	10 0	20 0	16 0	...	...	14 0	...	10 0	80 0	16 0	
	Broach	13 3	...	8 0	11 0	16 0	15 1½	...	...	18 1	...	12 0	120 0	14 2½	
	Tanna (Salsette)	9 4	...	8 3	10 0	14 0	14 6	...	...	12 5	...	8 0	71 2	15 9	
	Colába (Alibag)	10 12	...	7 4	11 4	...	13 0	...	...	12 12	...	8 2	100 0	12 0	
	Khandesh (Dhulia)	13 8	...	7 8	9 6	27 8	19 4	...	14 8	14 5	...	10 8	131 0	12 4	
	Násik	12 6	...	10 8	12 0	27 8	17 14	22 8	...	16 8	...	9 8	106 8	13 12	
	Ahmednagar	11 10	10 6	8 5	9 7	25 6	19 6	...	...	17 1	...	10 8	80 0	13 13	
	Poona (City)	11 8	9 0	8 9	9 13	21 0	18 6	16 6	...	16 2	...	10 2	60 13	12 13	
	Sholápur	11 12	24 6	11 6	12 4	29 5	24 2	...	24 6	19 3	...	13 6	80 0	13 8	
	Bijapur	17 0	14 1	7 1	10 10	29 5	25 1	...	...	15 11	...	11 15	90 0	12 2	
	Satara	13 6	...	9 9	11 7	24 0	20 11	...	...	13 10	...	...	116 8	13 2	
	Belgaum	17 6	15 0	12 0	12 8	24 0	25 0	27 0	...	14 0	...	12 0	71 0	14 0	
	Dharwar (Hubli)	17 0	...	10 0	11 0	27 0	23 0	31 0	...	19 0	...	8 0	80 0	10 0	
	Ratnágiri	11 3	...	9 4	12 11	17 9	16 9	21 2	...	15 6	...	10 4	120 0	14 4	
Sind.	Kárwar	11 10½	...	7 0	12 12	18 0	14 0	22 0	...	14 0	...	11 8	213 5½	12 0	
	Panch Mahals (Godhra)	11 6	...	9 0	12 0	...	19 0	28 0	...	24 0	30 0	11 0	8 0	15 0	
	Aden	8 0	...	6 3	8 0	11 3	10 3	...	...	11 3	...	5 9	65 5	32 0	
	Asirgarh Cantonment	14 8	...	10 0	12 0	28 0	24 11	...	19 0	17 0	...	10 0	160 0	12 0	
	Baroda Camp (Sadar Bazar)	10 5	17 2	7 7	9 2	18 5	16 0	18 5	...	13 11	...	10 5	80 e	13 11	
	Disa Cantonment	16 5	...	8 0	9 7	23 12	23 12	...	...	19 2	...	10 10	150 0	13 0	
	Nimach Cantonment	16 0	22 0	8 0	10 0	32 0	18 0	...	...	26 0	35 0	14 0	180 0	14 0	
	Nasirabad Cantonment	15 11½	27 0	7 0	8 0	30 0	21 13½	...	12 0	28 12½	29 10½	13 0	90 0	15 8	
	Rajkot Station	11 0	...	6 8	9 4	16 8	12 8	...	...	14 12	...	7 8	80 0	40 0	
	Upper Sind Frontier	13 0	20 0	10 0	16 0	21 0	21 0	...	...	13 5	...	13 5	160 0	12 0*	
	Karachi	11 8	17 0	8 0	14 0	20 0	15 0	...	...	17 8	13 0	7 8	85 0	16 0	
	Haidarabad (Gidu Bunder)	12 0	19 8	8 8	17 8	21 8	18 8	...	...	17 8	...	...	200 0	13 8	
	Shikarpur	11 12	19 8	9 12	14 8	19 8	20 0	...	...	19 0	...	12 0	120 0	13 0	
	Sukkur	14 0	22 0	10 0	16 0	20 0	22 0	...	...	21 0	...	13 0	120 0	13 0	
	Thar & Parkar (Umarkot)	16 0	...	...	15 0	...	20 0	...	...	...	...	...	160 0	14 12	
	Western Districts.														
Bengal.	Burdwan	14 0	...	20 8	26 10	...	...	...	...	21 0	...	27 0	120 0	13 4a	
	Bankoora	16 0	24 0	20 0	24 6	...	...	...	...	19 8	39 0	20 0	280 0	12 8	
	Beerbhoom	20 0	...	19 8	25 8	...	...	...	...	21 0	...	18 0	160 0	12 ob	
	Midnapore	16 0	...	18 0	27 0	...	...	...	...	18 0	...	18 0	155 0	12 oc	
	Hooghly	15 0	...	10 0	17 0	...	...	...	...	19 0	...	13 0	120 0	13 od	
	Howrah	14 12	...	13 0	17 8	...	...	...	...	20 0	...	14 0	90 0	12 o	
	Central Districts.														
	Calcutta	14 10	21 0	9 6	17 0	13 6	16 0	...	17 12	19 8	24 10	20 0	79 0	13 0	
	24-Pergunnahs	16 0	21 8	8 0	18 13	...	...	...	...	22 8	26 8	19 0	100 0	12 8e	
	Nuddea	17 4	32 0	17 12	20 2	...	...	...	...	26 10	...	21 5¼	...	11 10½f	
	Khoolna	...	...	18 0	21 0	...	...	...	...	16 0	...	...	160 0	10 8g	
	Jessore	16 0	...	14 0	21 0	...	...	...	...	22 8	...	26 0	120 0	10 12h	
	Moorshedabad	17 0	...	20 0	24 0	...	...	...	...	29 0	40 0	21 0	160 0	12 oi	
	Dinagepore	13 4	22 8	22 12	26 4	...	...	...	...	22 8	...	...	120 0	12 0	
	Rajshahye	20 0	45 0	19 8	22 8	...	...	...	...	28 2	...	17 0	240 0	12 oj	
	Rungpore	17 0	...	18 0	21 0	...	...	...	...	17 0	...	11 0	120 0	12 ok	
	Bogra	18 12	...	15 12	25 8	...	...	...	...	17 4	...	...	90 0	10 8	
	Pubna	20 0	...	8 e	26 4	...	...	...	...	22 0	...	21 0	200 0	12 ol	
	Darjeeling	10 0	10 0	5 0	15 0	...	...	...	...	11 0	24 0	8 0	120 0	9 0	
	Jalpáiguri	13 0	20 0	14 0	26 0	...	...	13 0	...	16 0	...	...	128 0	11 om	
	Eastern Districts.														
	Dacca	16 0	26 0	16 0	17 0	...	...	...	...	18 0	...	...	120 0	10 8n	
	Furreedpore	17 0	25 0	16 0	21 0	...	...	...	...	20 0	...	14 0	120 0	11 oo	
	Backergunge	...	...	16 0	18 0	...	...	...	...	16 0	...	13 0	120 0	11 8p	
	Mymensingh	13 0	...	13 0	17 8	...	...	...	...	20 0	...	...	...	11 8q	
	Chittagong	16 0	...	15 0	17 12	...	...	...	...	16 0	...	10 0	75 0	12 or	
	Noakholly	...	...	22 0	25 0	...	...	...	...	16 0	...	...	...	11 o	
	Tipperah†	...	...	16 12	24 12	...	...	...	...	18 8	...	14 8	...	11 os	
	Chittagong Hill Tracts	...	...	12 4½	14 8½	...	...	...	...	...	...	...	320 0	8 0	
	Hill Tipperah	12 0	...	14 0	19 0	...	...	...	...	12 0	...	16 0	...	11 0	

* In common use.
† No wheat was brought to market for sale.
a In sub-divisions retail prices of salt per rupee were:—Culna 13-8 seers, Raneegunge 13-6 seers and Cutwa 13-8 seers.
b In Rampore Hât retail price of salt 13 seers per rupee.
c In Tumlook and Contai sub-divisions retail price of salt 11 seers per rupee.
d In sub-divisions retail prices of salt per rupee were:—Serampore 12 seers and Jehanabad 13-8 seers.
e In sub-divisions retail prices of salt per rupee were:—Baraset and Bussirhat 12 seers, Diamond Harbour (at Kulpihat) 12-12 seers, Barrackpore 12-12 seers, and Dum-Dum 11 seers.
f In sub-divisions retail prices of salt per rupee were:—Koostia 11-14 seers, Meherpore 12 seers, Chooadanga 13 seers and Ranaghat 12-8 seers.
g In Satkhira and Bagirhat sub-divisions retail price of salt 11 seers per rupee.
h In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, Magoora 10-12 seers and Bongong 13 seers.
i In sub-divisions retail prices of salt per rupee were:—Lalbagh 12 seers, and Jungipore and Kandi 12-8 seers.
j In Nowgong and Nattore sub-divisions retail price of salt 12 seers per rupee.
k In sub-divisions retail prices of salt per rupee were:—Gaibanda 9-12 seers, Kurigram 12 seers.
l In Serajgunge retail price of salt 12 seers per rupee.
m In Alipore sub-division (at Fallacotta) retail price of salt 10 seers per rupee.
n In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers, Moonsheegunge 10-12 seers and Naraingunge 11-12 seers.
o In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers and Madaripore 12-8 seers.
p In sub-divisions retail prices of salt per rupee were:—Patuakhali 9 seers, Perozepore 11 seers, and Bhola 10-8 seers.
q In sub-divisions retail prices of salt per rupee were:—Kishoregunge 9-2 seers, Attea 12 seers, Jamalpore and Sherpore 10 seers, and Netrokona 12-5 seers.
r In Cox's Bazar sub-division retail price of salt 12 seers per rupee.
s In sub-divisions retail prices of salt per rupee were:—Brahmunberiah 11 seers and Chandpore 11-8 seers.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF JANUARY 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Bengal—*continued.*	*Behar.*														
	Patna	20 0	34 0	11 8	25 8	26 0	26 0	26 0	20 0	32 0	33 0	34 0	110 0	11 8	
	Gya	16 8	35 0	12 0	23 8	...	...	...	20 4	27 0	...	21 0	120 0	11 0	
	Shahabad	16 0	30 0	10 0	19 0	...	...	...	...	28 0	...	16 0	140 0	12 0*l*	
	Durbhunga	19 12	33 0	14 8	21 0	23 0	...	30 12	...	27 8	30 0	19 8	176 0	13 0*u*	
	Mozufferpore	20 0	32 0	12 0	23 0	...	...	30 0	...	30 0	32 0	20 0	140 0	12 0*v*	
	Sarun	15 0	32 0	8 8	22 0	30 0	...	28 8	15 8	24 0	32 0	25 0	160 0	12 0*w*	
	Chumparun	21 0	40 0	7 8	20 0	...	...	...	...	31 8	31 8	24 8	...	12 0	
	Monghyr	17 14	42 0	15 0	22 0	...	...	...	21 0	28 4	40 0	21 0	126 0	12 1*x*	
	Bhágalpur	16 6	37 14	18 15	22 11	...	...	...	...	27 12	37 14	20 3	176 12	12 10*y*	
	Purneah	18 0	...	21 0	22 0	...	...	...	...	22 0	...	20 0	128 0	10 8*z*	
	Maldah	15 0	...	16 0	29 0	...	...	...	...	30 0	...	...	160 0	12 0	
	Sonthal Pergunnahs	13 8	...	23 0	31 0	...	...	...	...	20 0	55 0	27 0	200 0	12 0*z1*	
	Orissa.														
	Cuttack	11 13	...	13 2	21 6*	...	...	...	...	kalai 15 12	...	...	80 0	14 0	
	Pooree	13 2	...	13 2	23 10	...	...	...	...	,, 15 12	...	17 1	70 0	14 7*z2*	
	Balasore	16 0	13 0	13 0	24 0	...	...	...	...	15 0	...	13 0	160 0	10 8*z3*	
	Chota Nagpore. *South-Western Frontier Agency.*														
	Hazáribágh	18 0	20 0	13 0	20 0	...	...	48 0	...	22 0	29 0	19 0	240 0	9 0*z4*	
	Lohardugga	24 0	18 0	21 0	27 0	...	...	48 0	...	19 0	30 0	20 0	120 0	10 0	
	Singbhoom	24 0	24 0	28 0	32 0	...	...	...	...	16 0	...	21 0	320 0	9 0	
	Manbhoom	16 0	32 0	18 0	29 0	...	...	...	...	18 0	40 0	...	240 0	10 10	
Assam.	Sylhet	13 0	...	14 0	16 10	...	...	...	...	20 0	...	13 0	108 0	11 8	
	Cáchár	7 4½	...	7 2	14 8½	...	...	...	...	17 12⅔	...	11 13⅔	64 0	11 6⅔	
	Goálparé	20 0	...	8 0	16 0	...	...	...	...	16 0	...	10 0	80 0	11 0	
	Gáro Hills	8 0	...	6 0	16 0	...	...	...	...	10 0	...	9 0	160 0	8 0	
	Kámrup	16 0	...	8 0	13 0	...	...	...	...	14 0	...	11 0	160 0	11 0	
	Darrang	7 0	...	7 0	12 0	...	...	...	...	12 0	...	10 0	150 0	9 0	
	Nowgong	8 0	...	8 0	16 0	...	...	...	...	10 0	...	10 0	120 0	8 0	
	Sibságar	...	...	13 0	18 0	...	...	...	...	11 0	...	10 0	80 0	9 0	
	Lakhimpur	9 0	...	9 0	16 0	...	...	...	...	15 0	8 0	10 0	160 0	9 0	
	Khási and Jaintiá Hills	...	...	6 8	8 0	...	...	...	...	9 8	16 0	7 8	95 0	8 0	
	Nágá Hills	...	...	...	...	...	...	...	...	...	...	...	...	...	
N.-W. Provinces.	Dehra Dún	14 0	26 0	6 8	11 8	18 0	20 0	22 0	...	22 0	22 0	16 0	160 0	11 0	
	Saháranpur	16 2	24 11	9 11	12 15	26 14	22 9	32 4	32 4	25 14	24 3	21 8	107 8	12 15	
	Muzaffarnagar	17 0	27 8	6 9	14 5	22 0	19 12	16 8	16 8	25 5	24 6	16 8	132 0	13 8	
	Meerut	16 0	26 0	6 0	14 0	20 0	21 0	20 0	20 0	25 4	22 0	24 8	100 0	13 8	
	Bulandshahr	16 0	27 8	7 0	11 0	20 0	22 0	...	16 0	25 8	24 8	16 0	160 0	13 8	
	Aligarh	16 0	25 8	5 4	12 8	21 0	22 0	...	18 4	27 0	27 0	29 0	120 0	13 0	
	Kumaun	14 0	14 0	12 0	13 0	...	...	16 0	18 0	14 0	18 0	10 0	200 0	8 0	
	Garhwál	18 0	20 0	8 0	13 0	30 0	...	...	...	11 4	...	8 0	160 0	8 2	
	Bijnor	15 3	24 3	12 6	13 8	...	19 2	...	...	23 6	...	...	135 0	12 10	
	Moradabad	17 4	32 0	10 8	15 8	28 8	20 12	...	16 0	23 12	28 8	26 0	125 0	13 8	
	Budaun	18 4½	27 9½	6 0	15 9½	21 9½	20 6½	...	...	25 3	28 12½	26 6½	144 0	12 9½	
	Bareilly	16 9	25 0	6 4	14 1	24 6	21 4	25 0	17 8	23 12	26 4	21 4	125 0	12 8	
	Sháhjahánpur	18 8	31 0	10 0	18 8	28 0	24 8	...	24 0	28 8	32 0	25 0	120 0	11 8	
	Tarái Pergunnahs	18 12	25 0	8 12	15 0	27 8	21 4	...	27 0	21 4	27 8	23 12	100 0	11 4	
	Muttra	16 0	23 0	7 8	15 8	20 0	21 0	...	16 0	24 8	24 0	28 0	130 0	13 0	
	Agra	15 0	24 0	6 0	12 0	21 0	21 0	...	...	24 12	26 0	17 0	100 0	13 8	
	Farukhabad	16 8	24 8	7 8	14 8	...	20 0	...	...	26 0	...	26 8	130 0	12 8	
	Mainpuri	17 4	23 12	4 8	14 8	20 8	20 8	35 0	16 8	25 12	26 8	26 8	160 0	13 8	
	Etáwah	16 8	23 0	12 8	15 0	23 8	23 0	20 0	20 0	27 8	32 0	28 0	120 0	12 0	
	Etah	17 0	25 0	7 0	9 0	20 0	21 0	30 0	20 0	32 0	27 0	20 0	120 0	12 8	
	Jalaun	20 8	23 0	9 0	11 0	26 0	25 0	...	16 0	33 0	22 0	32 0	140 0	11 0	
	Jhánsi	21 12½	28 8	8 8	16 0	30 0	27 2	...	...	31 11	35 0	35 0	200 0	11 8	
	Lalitpur	19 8	32 0	12 0	14 0	32 0	23 0	34 0	34 0	31 0	34 0	16 0	160 0	11 4	
	Cawnpore	18 8	28 0	10 8	15 8	25 0	25 0	...	25 0	30 0	33 0	28 8	140 0	14 0	
	Fatehpur	16 0	25 0	14 4	17 4	...	24 0	...	...	27 8	...	27 0	160 0	11 4	
	Bánda	17 8	21 0	8 0	17 0	26 0	24 0	30 0	25 0	34 0	...	24 0	160 0	11 8	
	Allahabad	15 4	24 0	7 8	15 0	27 0	23 8	...	...	28 8	...	20 4	120 0	11 4	
	Hamírpur	18 15	23 0	10 0	15 0	27 8	26 7	...	...	32 7	...	...	140 0	12 10	
	Jaunpur	16 0	24 8	7 0	14 0	...	...	...	...	29 4	...	23 12	140 0	12 0	
	Gorakhpur	16 10½	28 13	10 5½	21 2½	...	21 9½	30 9½	25 3	30 9½	29 11	24 5	140 0	12 0	
	Basti	21 0	36 0	10 8	15 0	...	...	...	...	30 0	35 0	...	140 8	11 0	
	Azamgarh	15 8	23 10	10 5	19 3	...	...	...	...	25 1	28 12	15 8	177 8	11 2	
	Mirzapur	15 0	26 0	9 0	16 0	22 0	22 0	32 0	24 0	26 0	27 0	23 0	80 0	11 0	
	Benares	15 7	23 5	11 11	18 7	20 10	25 12	15 3	22 12	24 11	25 8	23 5	110 0	11 13	
	Gházipur	17 6½	27 8	7 12	18 0	24 7	27 11	38 10	20 9½	28 5	32 3	23 13½	128 12	11 9	
	Balia	18 12	30 8	9 0	15 8	29 0	26 4	20 8	...	29 8	28 0	21 8	100 0	12 4	
	Pilibhít	18 12	31 4	15 0	17 8	...	...	...	...	23 12	30 0	...	150 0	11 4	
Oudh.	Sultánpur	17 0	30 0	10 0	18 0	30 0	24 0	40 0	20 0	30 0	30 0	32 0	160 0	11 0	
	Partábgarh	16 6	24 10	13 10	17 10	24 8	22 5	32 4	...	25 15	...	18 0	180 0	11 0	
	Fyzabad	17 0	31 0	10 0	19 0	28 0	25 0	30 0	18 0	35 0	31 0	25 0	100 0	11 8	
	Kheri	19 4	36 0	8 0	16 0	36 0	35 0	40 0	25 0	29 0	36 0	19 0	120 0	12 8	
	Lucknow	17 3	28 12	6 0	16 0	24 8	24 0	...	27 0	28 8	29 0	25 8	120 0	11 12	
	Bára Banki	16 8	28 8	8 8	12 0	27 8	25 8	28 8	19 8	29 8	32 8	27 0	120 0	11 8	
	Bahraich	19 9	48 0	14 0	18 0	38 0	24 0	40 0	16 0	35 0	38 9	30 0	160 0	12 0	
	Rai Bareli	17 10	23 8	7 0	17 0	25 8	27 0	35 0	35 0	27 0	25 0	28 0	180 0	11 0	
	Sitapur	20 0	36 0	8 0	17 0	30 0	28 0	...	22 0	36 0	35 0	28 0	140 0	11 0	
	Gonda	19 2	36 8	17 8	20 8	32 8	30 0	40 0	25 8	39 8	40 6	32 8	200 0	12 0	
	Unáo	17 0	26 0	9 0	16 0	25 0	24 0	...	21 0	27 0	28 0	18 0	160 0	13 0	
	Hardoi	18 0	30 0	5 0	12 0	32 0	25 0	...	...	30 0	32 0	29 0	160 0	11 8	
Punjab.	Hissar	16 0	30 0	...	10 0	24 0	21 0	...	...	31 0	20 0	...	100 0	13 8	
	Rohtak	15 0	24 0	...	12 0	27 0	20 0	...	...	28 0	23 0	...	120 0	13 8	
	Gurgaon	18 0	28 0	...	11 0	25 0	22 0	...	...	28 0	24 0	...	140 0	12 0	
	Delhi	15 0	24 0	...	14 0	19 0	20 0	...	16 0	26 0	22 0	22 0	80 0	12 0	
	Karnál	15 0	27 0	...	12 0	22 0	19 0	22 0	16 0	27 0	22 0	24 0	160 0	12 12	
	Umballa	17 0	28 0	...	14 0	22 0	20 0	20 0	20 0	30 0	25 0	18 0	140 0	14 0	
	Simla	14 0	19 0	...	10 0	16 0	18 0	26 0	14 0	21 0	20 0	11 0	70 0	10 0	
	Kángra	17 0	28 0	...	14 0	...	...	28 0	...	21 0	23 0	14 0	120 0	12 0	
	Hoshiárpur	16 0	28 0	...	10 0	24 0	20 0	...	16 0	28 0	22 0	16 0	100 0	14 8	
	Jullundur	16 0	27 0	...	8 0	24 0	16 0	...	16 0	28 0	24 0	...	100 0	14 0	
	Ludhiána	16 0	31 0	...	13 0	24 0	20 0	...	18 0	30 0	25 0	...	110 0	15 0	

* In the interior the retail price of common rice 21 to 26-4 seers per rupee.

† In Buxar and Sasseram sub-divisions retail price of salt 12-8 seers per rupee, and in Bhabooah sub-division 11-8 seers.

a In sub-divisions retail prices of salt per rupee were:—Madhubani 11 seers and Tajpore 12 seers.

b In Hajeepore sub-division retail price of salt 12-4 seers per rupee.

c In Seesan sub-division retail price of salt 12 seers per rupee.

d In Begu Serai and Jamui sub-divisions retail price of salt 11 seers per rupee.

e In sub-divisions retail prices of salt per rupee were:—Banka and Soopole 11 seers and Maddapore 10-8 seers.

z In sub-divisions retail prices of salt per rupee were:—Kissengunge 10 seers and Arrareah (at Ranigunge) 12 seers.

z1 In sub-divisions retail prices of salt per rupee were:—Godda 11 seers, Rajmehal 10 seers, Pakour 12-8 seers, and Jamtara 13 seers.

z2 In Koorda sub-division retail price of salt 14 seers per rupee.

z3 In Bhadruck sub-division retail price of salt 9-8 seers per rupee.

z4 In Giridi sub-division (at Kharagdiha) retail price of salt 10 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF JANUARY 1887—*continued*.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*.)	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Punjab—*continued*.	Ferozepore	15 0	30 0	...	12 0	23 0	21 0	...	24 0	30 0	23 0	...	90 0	14 8	
	Mooltan	13 0	22 0	...	10 0	16 0	16 0	...	16 0	22 0	20 0	...	100 0	15 0	
	Jhang	13 0	27 0	...	10 0	19 0	18 0	20 0	19 0	23 0	18 0	10 0	200 0	15 0	
	Montgomery	15 0	23 0	...	10 0	20 0	...	...	20 0	25 0	18 0	12 0	200 0	12 0	
	Lahore	14 0	25 0	...	12 0	20 0	16 0	...	16 0	28 0	20 0	14 0	100 0	14 0	
	Amritsar	17 0	32 0	...	13 0	24 0	18 0	16 0	22 0	29 0	24 0	17 0	90 0	15 0	
	Gurdáspur	18 0	24 0	...	14 0	20 0	16 0	...	16 0	24 0	22 0	...	120 0	14 0	
	Siálkot	14 0	29 0	...	13 0	23 0	21 0	...	...	26 0	20 0	...	120 0	15 0	
	Gujrát	16 0	25 0	...	12 0	21 0	21 0	...	16 0	25 0	21 0	...	100 0	16 0	
	Gujránwála	13 0	25 0	...	14 0	20 0	16 0	30 0	10 0	26 0	20 0	...	100 0	15 0	
	Shahpur	14 0	23 0	...	12 0	20 0	17 0	24 0	16 0	20 0	17 0	11 0	240 0	16 0	
	Jhelum	16 0	26 0	...	13 0	22 0	19 0	...	24 0	26 0	20 0	13 0	140 0	16 0	
	Ráwalpindi	15 0	26 0	...	10 0	18 0	18 0	...	22 0	25 0	18 0	25 0	91 0	15 8	
	Hazára	16 0	21 0	...	16 0	...	18 0	...	...	20 0	22 0	...	120 0	12 0	
	Pesháwar	14 0	23 0	...	12 0	19 0	19 0	...	20 0	21 0	21 0	31 0	105 0	46 0	
	Kohát	15 0	21 0	...	15 0	21 0	19 0	...	15 0	20 0	21 0	...	160 0	64 0	
	Bannu	18 0	31 0	...	13 0	26 0	20 0	7 0	8 0	28 0	28 0	14 0	80 0	50 0	
	D. I. Khán	16 0	25 0	..	8 0	19 0	18 0	16 0	5 0	25 0	19 0	13 0	113 0	40 0	
	D. G. Khán	13 0	21 0	...	9 0	16 0	15 0	10 0	11 0	20 0	16 0	...	125 0	23 0	
	Muzaffargarh	13 0	19 0	...	12 0	16 0	16 0	...	16 0	20 0	...	8 0	100 0	14 0	
Central Provinces.	Saugor	18 0	...	8 10	9 15	...	...	...	...	25 6	...	14 0	160 0	9 12	
	Damoh	16 0	...	10 11	11 7	...	...	...	...	20 0	...	15 1	200 0	10 11	
	Jubbulpore	15 0	...	10 0	13 0	24 0	...	...	...	21 8	...	14 8	120 0	11 0	
	Mandla	16 0	...	10 0	14 0	...	...	...	...	26 0	...	16 0	256 0	11 0	
	Seoni	17 4	...	10 11	14 0	...	...	...	...	20 6	...	12 7	220 0	10 11	
	Narsinghpur	16 6	...	9 3	10 8	26 3	...	...	...	22 8	...	15 14	140 0	11 7	
	Hoshangabad	15 0	...	7 0	9 0	18 0	...	...	...	18 0	...	11 0	200 0	10 14	
	Nimár	13 1	...	7 8	11 7	27 9	...	...	...	17 4	...	10 4	120 0	11 15	
	Betúl	15 9	...	8 12	9 10	20 3	...	...	...	16 12	...	9 8	320 0	9 1	
	Chhindwára	16 14	...	8 0	11 7	24 0	...	...	...	21 11	...	9 0	160 0	9 14	
	Wardha	19 3	...	8 12	12 0	27 7	...	...	...	16 0	..	12 13	160 0	10 11	
	Nágpur	19 11	...	8 12	13 2	24 6	...	...	...	19 11	...	14 1	119 0	11 7	
	Chánda	18 0	...	10 11	12 13	23 6	...	...	...	14 13	...	12 14	612 0	10 5	
	Bhandára	16 4	...	11 4	15 0	...	...	...	...	17 8	...	12 8	250 0	10 8	
	Bálaghát	17 1	...	13 2	19 2	...	...	...	...	16 13	...	16 4	144 0	11 0	
	Raipur	21 8	...	12 6	18 8	...	...	...	...	23 0	...	19 4	80 0	11 0	
	Bilaspur	21 11	...	14 10	20 4	...	...	...	...	24 11	...	17 8	128 0	9 0	
	Sambalpur	15 12	...	16 10	26 4	...	...	...	...	16 8	...	12 0	160 0	11 6	
	Arakan Division.														
	Akyab	...	...	12 0	16 0	...	...	...	...	...	10 0	...	200 0	...	
	Kyoukpyu	...	...	15 0	16 8	...	...	...	...	4 0	...	...	50 0	42 0	
	Sandoway	...	...	24 0	30 13	...	...	...	...	...	...	...	469 11	37 5	
Lower Burma.	*Pegu Division.*														
	Rangoon Town	9 9	...	13 0	15 0	...	...	...	...	12 5	22 2	...	300 0	14 9	
	Pegu	...	...	10 15	17 12	...	...	...	...	11 2	...	...	135 0	26 15	
	Tharrawaddy	...	...	11 14	14 15	...	...	...	...	11 1	...	...	535 11	22 5	
	Prome	12 2	...	13 7	18 5	...	...	...	...	12 7	33 9	...	157 9	18 10	
	Irrawaddy Division.														
	Bassein	...	...	13 2	16 3	...	...	...	...	10 1	...	...	274 7	28 6	
	Henzada	...	...	11 15	15 10	...	...	...	...	...	...	...	183 8	35 8	
	Thongwa	...	...	9 6	12 3					12 14	...		184 8	25 5	
	Thayetmyo	10 0	...	11 2	15 9	...	...	...	...	11 1	...	...	245 0	11 14	
	Tenasserim Division.														
	Moulmein Town and Amherst	9 0	...	10 8	11 1	...	...	...	...	12 2	12 2	...	220 0	30 8	
	Tavoy	...	...	13 0	17 15	...	...	...	...	...	...	...	399 3	16 1	
	Mergui	...	...	16 1	19 10	...	...	...	...	...	...	...	428 0	14 9	
	Toungoo	...	...	10 10	12 13	...	...	...	...	8 11	...	...	27 0	14 1	
	Shwaygyin	...	...	10 10	11 9	...	...	...	...	...	...	...	200 0	18 14	
Hyderabad Assigned Districts.	Secunderabad	No return received.													
	Bolarum														
	Chadarghat														
	Amráoti	17 0	...	8 0	10 0	28 12	18 4	...	...	16 0	...	12 0	*	12 0	
	Akola	18 0	...	7 0	9 0	28 0	23 0	...	...	16 0	...	16 0	*	12 0	
	Ellichpur	18 0	9 0	7 0	10 0	26 0	16 0	...	...	14 0	...	10 0	*	11 0	
	Buldana	16 0	...	8 0	12 0	30 0	24 0	...	...	16 0	...	10 0	*	12 0	
	Wun	20 0	...	9 0	11 0	36 0	13 0	...	...	14 0	...	20 0	*	11 8	
	Básim	20 10	...	7 0	11 0	39 10	28 0	...	...	17 0	...	...	*	10 0	
Mysore.	Bangalore	No return received.													
	Kolar														
	Támkúr														
	Mysore														
	Hassan														
	Shimoga														
	Kadur														
	Chitaldroog														
Coorg	Coorg	10 0	9 8	13 0	16 8	...	...		36 8	...	30 8	...	...	110 0	12 0	
Rajpootana.	Jeypore	13 4	28 0	4 12	9 0	29 0	23 8	...	22 0	28 0	29 0	32 0	120 0	14 0	
	Kishengurh	14 8	30 0	9 0	10 0	32 4	22 0	...	...	32 0	30 4	...	...	16 0	
	Kefrowlee	14 0	20 0	9 0	11 0	20 0	18 0	...	19 0	20 0	...	30 0	200 0	10 8	
	Ulwur	16 2	24 14	8 0	11 8	26 8	20 4	...	21 0	25 4	26 3	35 0	200 0	15 0	
	Bhurtpore (City)	15 6	22 15	7 2	8 4	21 7	19 7	...	14 10	24 0	25 0	24 0	160 0	12 4	
	Ajmere	13 0	26 0	3 0	8 0	30 0	20 0	...	...	28 0	25 0	...	70 0	14 0	
	Deoli Cantonment	16 10	29 9	5 8	9 0	30 3	25 0	...	...	28 1½	...	...	230 0	13 8	
	Erinpura	17 8	30 0	...	9 8	23 0	23 0	...	...	28 8	...	...	255 0	14 8	
	Sirohee	15 0	30 0	6 0	8 0	19 0	25 0	...	20 0	22 0	25 0	13 0	200 0	15 0	
	Abu	13 6	23 0	5 8	8 0	...	19 0	...	...	18 8	...	10 0	...	13 1	
	Anadra	17 8	26 0	6 8	8 0	...	22 0	...	...	20 0	...	12 0	...	14 9	
	Bálmere	17 0	...	5 0	10 0	...	27 0	...	...	20 0	...	...	260 0	18 0	
	Jeysalmere	12 0	...	10 6	12 6	18 0	17 8	...	...	15 8	...	...	...	25 9	
	Hilly Tracts of Meywar	18 0	26 0	...	16 0	...	...	...	...	24 0	40 0	...	†	11 8	
	Meywar (Oodeypore)	13 10½	19 8½	10 2½	10 15	23 7	17 15½	...	17 15½	17 15½	24 3½	10 2½	200 0	12 1½	
	Bánswára (Meywar Agency)	20 0	25 0	8 12	17 8	23 12	...	...	...	35 0	37 8	...	...	12 14	
	Partábgarh (,,)	15 10	17 8	9 10	12 8	26 4	18 12	...	...	27 8	28 12	21 14	...	18 0	
	Marwar (Jodhpore)	15 5	23 12	6 4	8 12	26 4	22 8	...	...	25 0	23 12	...	...	16 4	

* Firewood is sold by head-load, bullock-load and cart-load and not by weight.

† Eight pies per bundle.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF JANUARY 1887—*concluded*.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Rajpootana—*contd.*	Bikaneer	11 1	...	3 9	7 3	...	16 15	...	...	20 6	...	8 8	100 0	14 0	
	Boondee	20 0	30 0	10 8	11 0	31 4	27 8	...	...	32 8	32 8	...	200 0	13 0	
	Kotah	19 0	19 0	8 0	11 0	30 0	19 0	...	...	35 0	27 8	15 0	240 0	12 8	
	Tonk	16 8	28 4	8 8	12 0	32 0	26 8	...	...	32 0	29 0	...	85 0	14 4	
	Jhallawar	20 2	23 14	9 7½	11 13	30 8	19 7½	...	17 7	37 0	32 3	11 13	175 0	11 13	
	Shahpoora	16 0	26 4	9 8	14 12	32 0	24 8	...	...	24 4	...	...	160 0	13 8	
	Dholpur	15 15	22 8	...	9 9	23 6	22 0	...	19 1	24 13	...	32 0	90 0	13 8	
Central India.	Indore	15 0	18 8	8 10	10 0	25 4	20 0	...	...	24 0	26 10	19 3	100 0	12 0	
	Gwalior	17 4	19 0	7 8	10 0	22 4	19 8	*	19 0	22 11	24 1	27 3	126 14	11 6	
	Goona	28 0	25 0	10 0	11 0	43 0	24 0	*	*	39 0	50 0	16 8	200 0	12 0	
	Baghelkhand (Sutna)	16 8	29 0	8 0	16 8	26 0	21 0	*	*	24 0	*	31 0	160 0	12 0	

* Not sold.

DEPARTMENT OF FINANCE AND COMMERCE
(Statistical Branch).

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 1st AND 2nd HALVES OF DECEMBER 1886, PUBLISHED IN PAGES 44, 136, 137, 138 AND 141 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 8th AND 29th JANUARY 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Average Wages per month.		
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, or Carpenter, Blacksmith.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	R a. p.	R a. p.	R a. p.
	1st half of December 1886.																
Bombay.	Surat	12 0	18 0	8 0	12 0	16 0	16 0	...	...	16 0	...	10 0	80 0	16 0	...	...	...
	2nd half of December 1886.																
	Bombay	...	...	...	...	...	...	...	...	...	...	...	...	...	11 0 0	9 8 0	32-8 to 45-0
	Daskrohi	...	...	...	...	...	...	...	...	...	...	...	...	...	7 8 0	8-0 to 10-0	25 0 0
	Broach	...	...	...	...	...	...	...	...	...	...	...	...	...	6 0 0	8 0 0	16 0 0
	Bijapur	17 9	14 10	7 1	10 10	30 0	25 8	...	...	16 2	...	12 4	87 0	12 2	7 8 0	6 8 0	15-0 to 22-8
	Belgaum	...	...	...	...	...	...	...	...	...	...	...	...	...	7 0 0	8 0 0	21-0 to 24-0
	Central Districts.																
Bengal.	Darjeeling	...	...	...	...	...	...	...	...	...	...	...	...	...	7-0 to 8-8	8-0 to 9-0	15-0 to 25-0
	Behar.																
	Gya	...	...	...	...	...	...	...	...	...	...	...	...	...	2-8 to 3-0	3-0 to 5-0	6-0 to 8-0
	Chumparun	...	...	...	...	...	...	...	...	...	...	...	...	...	6 8 0	4 0 0	7 8 0
	CHOTA NAGPORE. *South-Western Frontier Agency.*																
	Manbhoom	...	...	...	...	...	...	...	...	...	...	...	...	...	4 11 0	4 0 0	9-6 to 15-0
H. A. Districts.	Secunderabad	14 13	...	6 13	11 4	18 13	20 1	21 7	...	14 7	...	9 13	120 0	10 3	5-0 to 7-0	5-0 to 7-0	13-0 to 26-0
	Bolaram	16 11½	...	7 14	9 13	23 9	...	...	...	15 4	...	...	116 14	10 10	...	6-0 to 8-0	11-4 to 22-8
	Chudderghat	10 0	...	7 0	9 8	20 0	23 0	...	...	15 0	...	10 0	88 0	9 12	7 12 0	8 0 0	15 0 0
Rajpootana.	Meywar (Oodeypore)	...	...	...	...	...	...	...	...	...	...	...	...	...	4-0 to 5-6	5-0 to 6-0	20-0 to 25-0

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XLI of 1886-87.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 16th January, 1887. Total.	Per mile open.	Total mean length open.	Receipts for week ending 15th January, 1887. Total.	Per mile open.	Total receipts from 1st April 1885 to 16th January, 1886. Total.	Per mile open per week.	Total receipts from 1st April 1886 to 15th January, 1887. Total.	Per mile open per week.	Total Increase in 1886-87.	Total Decrease in 1886-87.
	Lines worked by Guaranteed Companies.		₹	₹		₹	₹	₹	₹	₹	₹	₹	₹
22nd Jan., 1887	Oudh and Rohilkhand	680	1,27,520	188	686	1,31,506	192	44,02,042	173	51,44,601	182	7,41,650	...
22nd ditto	Madras	801	1,25,182	145	801	1,38,904	161	50,90,082	108	03,14,367	177	3,14,685	...
22nd ditto	South Indian	654	66,742	102	654	89,010	137	36,05,821	133	40,13,790	148	4,07,969	...
29th ditto	Great Indian Peninsula	1,504	7,93,103	527	1,504	8,01,560	533	2,75,82,777	441	3,04,15,471	488	28,32,694	...
22nd ditto	Bombay, Baroda and Central India	461	2,47,538	537	461	2,31,000	501	1,00,67,206	525	1,05,02,985	550	4,35,779	...
	Total	4,160	13,60,085	327	4,166	13,92,940	334	5,16,58,428	304	5,63,91,214	327	47,32,786	...
	State Lines worked by Guaranteed Companies.												
29th Jan., 1887	East Indian	1,515	9,58,760	633	1,515	9,12,565	602	3,65,73,773	581	3,63,83,790	580	...	1,89,983
29th ditto	Patna-Gya	57	7,801	130	57	8,331	146	3,90,963	164	4,20,613	177	29,650	...
29th ditto	Dildarnagar-Ghazipur	12	1,120	93	12	805	67	30,341	73	37,186	75	845	...
29th ditto	Sindia	75	7,202	96	75	10,540	141	2,82,357	91	3,05,459	98	23,102	...
29th ditto	Rajputana-Malwa (*a*)	1,660	3,32,251	200	1,694	3,61,000	217	1,35,75,883	197	1,42,33,425	206	6,57,542	...
29th ditto	Southern Mahratta	315	21,591	68	476	36,217	76	8,03,358	61	13,08,514	95	5,05,156	...
22nd ditto	Indian Midland	...	...	...	42	5,516	131	...	...	1,04,162	60	1,04,162	...
	Lucknow-Sitapur and Seramau.	...	...	...	56	2,670	48	...	...	(*b*)23,849	49	23,849	...
	Total	3,634	13,28,725	365	3,897	13,37,644	343	5,16,62,675	342	5,29,06,998	338	12,44,323	...
	State Lines worked by Government.												
29th Jan., 1887	Eastern Bengal	234	84,947	363	234	88,036	376	35,66,834	367	41,82,513	431	6,15,679	...
22nd ditto	Nalhati	27	1,409	54	27	1,734	64	61,587	54	65,863	58	4,276	...
22nd ditto	Northern Bengal	249	54,200	218	249	48,620	195	17,91,720	173	21,01,462	204	3,09,742	...
29th ditto	Kaunia-Dharla	37	2,100	58	37	2,089	56	1,00,130	64	96,424	62	...	3,706
22nd ditto	Tirhoot	220	23,001	105	246	29,102	118	10,12,135	108	12,16,361	119	2,04,226	...
22nd ditto	Wardha Coal	45	12,516	278	45	19,400	431	4,66,564	249	5,39,496	289	72,932	...
	Nagpur and Chattisgarh	149	44,701	300	149	32,246	216	10,16,452	164	9,50,646	154	...	65,806
22nd ditto	Burma	327	53,788	164	327	66,872	204	15,80,782	123	18,40,329	134	2,59,547	...
1st ditto	Cherra-Companyganj	...	...	...	...	(*c*)	...	...	...	(*d*)1,152	6	1,152	...
29th ditto	North-Western (*e*)	1,869	4,98,558	267	1,869	3,79,669	203	2,32,91,496	300	1,91,09,881	247	...	41,81,613
22nd ditto	Bareilly-Pilibhit	36	1,142	32	36	2,036	57	89,242	39	71,238	48	11,090	...
29th ditto	Dacca	86	2,301	27	86	5,115	59	80,928	32	2,07,951	59	1,27,023	...
22nd ditto	Jorhat	30	302	10	30	677	22	28,290	26	32,561	26	4,271	...
22nd ditto	Bilaspur-Etawah (Kutni-Umaria Section)	...	...	...	38	1,950	51	...	...	(*f*)15,620	37	15,620	...
	Total	3,315	7,79,811	235	3,373	6,77,546	201	3,30,56,160	243	3,04,31,491	218	...	26,24,669
	GRAND TOTAL (GUARANTEED AND STATE)	11,109	34,68,621	312	11,436	34,08,130	298	13,63,77,263	298	13,97,29,703	298	33,52,440	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	7,06,46,775	155	6,96,34,899	149	...	...
	NET RECEIPTS	...	...	...	...	...	...	6,57,30,488	143	7,00,94,804	149	43,64,316	...
	Assisted Companies.												
29th Jan., 1887	Bengal Central	125	8,550	68	125	8,593	69	4,17,597	80	4,62,194	89	44,597	...
22nd ditto	Rohilkhand-Kumaon	67	5,210	78	67	5,225	78	1,97,010	71	2,41,999	87	44,989	...
15th ditto	Dibru-Sadiya	78	6,020	77	78	5,788	74	2,08,228	61	2,68,768	78	60,540	...
29th ditto	Bengal and North-Western	303	30,104	99	376	31,240	83	10,23,135	81	14,94,758	116	4,71,623	...
29th ditto	Tarakessur	22	4,352	196	22	4,108	185	1,92,340	208	1,87,802	204	...	4,538
	Total	595	54,236	91	668	54,954	82	20,39,210	82	26,55,521	106	6,16,311	...
	Native States.												
22nd Jan., 1887	Bhavnagar-Gondal	193	16,453	85	193	14,595	75	7,50,945	93	7,69,517	96	18,572	...
29th ditto	Jodhpore	64	3,726	58	64	5,300	83	1,42,477	53	1,72,720	65	30,243	...
22nd ditto	Nizam's	121	22,303	184	208	24,362	117	9,16,980	182	11,51,147	133	2,34,167	...
29th ditto	Mysore	140	7,702	55	140	8,348	60	3,55,531	61	3,81,831	66	26,300	...
29th ditto	Rajpura-Patiala	16	2,316	145	16	852	53	39,024	59	44,511	67	5,487	...
15th ditto	Morvi	...	...	...	51	1,015	20	...	...	34,246	32	34,246	...
	Total	534	52,500	98	672	54,382	81	22,04,957	99	25,53,972	92	3,49,015	...

(*a*) Including the Cawnpore-Achnera State Railway.
(*b*) Receipts from 16th November, 1886, to 15th January, 1887.
(*c*) Return not received.
(*d*) Receipts from 16th June, 1886, to 1st January, 1887.
(*e*) Including the Amritsar-Pathankot State Railway.
(*f*) Receipts from 31st October, 1886, to 15th January, 1887.

FORT WILLIAM,
The 10th February, 1887

R. GARDINER, *Captain, R.E.*,
Offg. Under-Secretary.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of the Week ending 5th February.

The weather of India during the week January 30th—February 5th has been on the whole of the normal character. On Sunday the barometer was highest over the Indus Valley and the Rajputana desert, whence readings decreased in all directions to a minimum in Oudh. In the Central Provinces and Chutia Nagpur, the barometer was almost equally low. North-westerly winds prevailed down the Gangetic Valley and northerly (N-N-W—N-N-E) winds over the Peninsula. In the Central Provinces they were more westerly than usual. Fine weather with a falling temperature prevailed generally, except at some stations in Eastern and Southern India, where there was a good deal of cloud. Monday's report showed little change. The barometer had risen, except on the Vizagapatam coast and in Orissa, but the rise being pretty uniform the relative distribution was little affected, except that the seat of absolute minimum was transferred from Oudh to the Northern Circars. The winds also retained the same general direction, and the weather remained fine except in some parts of Assam. On Tuesday, although the weather remained almost everywhere fine, in Sind and the Southern Punjab the barometer began to fall, and the wind shifted to some southerly quarter; and by Wednesday morning the Punjab became the seat of an irregularly-shaped barometric depression around which there was a feeble cyclonic circulation of the wind. In other parts of India the wind was also affected by this change of pressure, and was more north-easterly than north-westerly in the Central Provinces and the Peninsula. The sky remained clear or nearly so almost everywhere. On Thursday the barometer was falling steadily in the Punjab (Lahore—·092 inch) as well as in the adjacent parts of the North-Western Provinces and Rajputana, and in parts of Central India and the Central Provinces, while it was rising elsewhere. Consequently the low pressure area in the Punjab became more defined, and was now a well marked depression with its centre to the south of Lahore, producing a well defined cyclonic circulation of the air all over North-Western and Central India. The Punjab stations at 10 A.M. reported cloudy skies, and later in the day a snow-storm set in at Murree and rain fell at Rawalpindi.

Elsewhere the weather remained fine. On Friday the barometer rose in the Punjab, Rajputana and most parts of Western India, as well as in the Peninsula, but fell in the Central Provinces, the North-Western Provinces, and Bengal. The depression from the Punjab had travelled to the south-east, and at 10 A.M. its centre lay apparently between Benares and Allahabad.

It was apparently filling up, as the lowest reading was nearly 0·1 inch higher than that recorded at Lahore on the previous day. All over the North-Western Provinces, Bengal and the Central Provinces, the skies continued clear. In North-Western India the south-eastward movement of the depression had been followed by a wind to north-west, and a considerable fall of temperature. On Saturday the depression had moved further to south-east, and had its centre apparently near Hazaribagh; the weather around remaining fine and bright. But in the North-West, and more particularly on the Himalaya, it continued unsettled, and, after a temporary clearance on Friday and Saturday morning, snow again fell at the hill stations in the afternoon, and a slight thunderstorm with a high wind occurred at Simla in the evening.

The weather of the Peninsula was unaffected by the above disturbance.

The following table shows the anomalies of pressure, temperature and humidity derived from a comparison of the daily readings with the averages of the months of January and February, and the total amount of rain collected in each division.

Districts.	Departure of Barometer from the mean of January—February averages.	Departure of Temperature from the mean of January—February averages.	Departure of Humidity from the mean of January—February averages.	Total Rainfall in week January 31st—February 5th.
				In.
Punjab, West	—·124	—3·6	— 6	0·45(2)*1
„ East	—·131	—3·0	— 7	0·07(1)*2
N.-W. Provinces—Trans-Gangetic	—·093	—2·5	— 4	Nil.
„ Cis-Gangetic	—·110	—2·7	— 6	Nil.
Behar	—·103	—4·6	+ 4	Nil.
Northern Bengal	—·103	—7·0	+16	0·40(1)*3
Assam—Cachar	—·088	—4·0	+ 7	0·21(1)*4
Lower Bengal—Chutia Nagpur	—·086	—3·9	— 7	0·13(1)*5
Orissa—Northern Circars	—·093	—0·2	— 5	Nil.
Central Provinces, South	—·078	—2·9	— 7	Nil.
Berar—Khandesh	—·061	—2·2	— 8	Nil.
Rajputana, Central India—Sagar and Narbudda	—·094	—3·9	— 3	Nil.
Sind—Cutch	—·080	—2·7	— 7	Nil.
Guzerat	—·044	—3·4	+ 8	Nil.
Konkan	—·027	—2·5	— 5	Nil.
Deccan—Hyderabad	—·051	—1·5	— 3	Nil.
Malabar	—·050	—1·2	0	0·05(1)*6
Mysore—Bellary	—·054	+0·6	— 2	Nil.
Karnatic	—·066	—0·3	0	Nil.
British Burma	—·092	—5·2	— 2	Nil.
Ceylon	—·038	—0·5	— 8	Nil.

* Number of stations in each province which reported rainfall during the week: 1, Murree and Rawalpindi 2, Simla; 3, Darjeeling; 4, Sibsagar; 5, Dacca; 6, Cochin.

From these figures it will be seen that the pressure of the atmosphere was greatly below the normal throughout the country; the deficiency being greatest (—·131 inch) in the Eastern Punjab, and least (—·027 inch) in the Konkan. It was greater in the North-Western Himalaya than on the neighbouring plains, but was great all over Northern India. The temperature showed an almost equally general depression, the only region in which the mean of the week exceeded the average being Mysore. The greatest cold relatively to the average was in Bengal.

The air was drier than the average in all places, except Bengal, Assam, and Guzerat. Rain fell at several stations in the Punjab and North-Western Provinces, as well as at Sibsagar, Darjeeling, and Dacca. A few drops also fell at Cochin, but with this exception the weather was dry throughout the week in the central and southern parts of the country.

H. F. BLANFORD,

Calcutta, 11th February 1887. *Meteorological Reporter to the Govt. of India.*

Printed and published for the GOVERNMENT OF INDIA *at the Office of the* SUPERINTENDENT OF GOVERNMENT PRINTING, *No. 8, Hastings Street, Calcutta.*

SUPPLEMENT TO

The Gazette of India.

No. 8.} CALCUTTA, SATURDAY, FEBRUARY 19, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

HOME DEPARTMENT.

REVIEW OF THE STATISTICS OF THE JAIL DEPARTMENT IN BRITISH INDIA FOR THE YEARS 1884 AND 1885.

No. $\frac{3}{246\text{-}58}$.

Extract from the Proceedings of the Government of India, in the Home Department (Judicial),—under date Calcutta, the 14th February 1887.

READ again—

Home Department Resolution Nos. 4—127-137, dated the 28th January 1884.
Despatch to the Secretary of State, No. 6, dated the 26th February 1884.
Despatch from the Secretary of State, No. 15, dated the 15th May 1884.
Home Department Resolution Nos. 13—838-850, dated the 13th June 1885.

Read also—

The Reports on the administration of the Jails in British India for the years 1884 and 1885.

RESOLUTION.

IN 1882 the Secretary of State suggested that the Government of India should submit, with the annual provincial reports on jail administration, a review of the statistics for the whole of British India. The statistics for 1881, 1882 and 1883 were duly reviewed by the Governor General in Council, but no Resolution has up to the present been recorded on the figures for 1884, because it seemed to be desirable that the figures of more than one year should

be considered together. The provincial reports for the year 1885 have now all been received, and the statistics for that year and for 1884 will, therefore, be examined together. The dates on which the reports for each year were received by the Government of India are shown in the table on the margin. His Excellency in Council is glad to observe that the report for the Punjab, which was very late for 1883 and 1884, was punctually submitted in 1885, but the reports for Madras, Bengal and Bombay have been less punctually submitted than in previous years. The date fixed for the submission of the annual reports is June 1st, a date by which it is without difficulty possible to forward them, and the interest in the figures they contain is seriously diminished by the fact that they have been superseded by others of more recent date. His Excellency in Council accordingly trusts that the statistics for 1886 and subsequent years will be submitted from all parts of India in proper time. The statistics of 1884 and 1885 for each Province and Administration have been separately examined and discussed by the Government of India, which has communicated the remarks and orders required to Local Governments and Administrations.

Province.	1884.	1885.
Madras . . .	5th August 1885 .	3rd November 1886.
Bombay . . .	12th June 1885 .	22nd June 1886.
Bengal . . .	18th August 1885 .	1st September 1886.
N.-W. Provinces and Oudh	27th July 1885 .	3rd September 1886.
Punjab . . .	20th November1885 .	19th June 1886.
Central Provinces . .	27th May 1885 .	Ditto.
British Burma . .	Ditto .	26th July 1886.
Assam . . .	21st August 1885 .	31st July 1886
Coorg	14th July 1885 .	18th June 1886.
Hyderabad . . .	1st July 1885 .	20th July 1886.

Results in British India as a whole.

2. At the close of 1883 there were 32 central jails, 208 district jails, and 534 subsidiary jails or lock-ups. In 1884 the number of central jails was 33, of district jails 212, and of subsidiary jails 529. In 1885 the figures were—central jails 32, district jails 205, subsidiary jails 510. The decline of 24 in the latter class of jail within the past two years is due to the extension of the arrangement by which, if possible, the Magistrate's lock-up is amalgamated with the district jail. The number of prisoners, including convicts received by transfer from other jails, admitted into all the jails and lock-ups in 1884, was 334,771 as compared with 325,403 in 1883. But as these figures include convicts received by transfer from other jails, they are considerably in excess of the total number of admissions properly so called during the year. It is hoped that a plan may be devised whereby without material alteration in the existing statistical returns, it may be found possible to exhibit separately inter-district or inter-provincial transfers from, and thus to show in this statement admissions properly so called.

Statement I.—Distribution of prisoners of all classes.

Taking the figures, however, as they stand, they shew that an increase, which amounts to 2·8 per cent., followed a decline in the numbers in 1883 of 8·9 per cent., and was succeeded by a still further increase to 350,965 or 4·9 per cent. in 1885. The number of male prisoners rose in 1884 from 305,406 to 315,171 *i. e.*, by 3·1 per cent., while the number of females declined from 19,997 to 19,600. In 1885 the figures were—male prisoners 331,815, or an increase of 8·6 per cent., and female prisoners 19,150 (decrease of 4·1 per cent.).

The total number of under-trial prisoners in 1883 was 143,431. In 1884 it rose to 152,750, and in 1885 to 161,924. The number of civil prisoners during the same period also shewed a moderate increase, being in 1883, 11,498, in 1884, 11,577, and in 1885, 11,854. The number of prisoners discharged, which in 1883 fell to 330,987, rose in 1884 to 337,511, and in 1885 to 350,098. The number of prisoners in jail at the beginning of 1884 was 77,194 (73,798 males and 3,396 females). By the beginning of 1885 the number had declined to 74,266 (males 71,259, and females 3,007), and by the close of that year it had slightly risen again to 75,133 (males 72,276, females 2,857). The total daily average of prisoners, which in 1883 amounted to 79,220, fell to 76,802 in 1884, and to 74,035 in 1885. Comparing the latest figures, *viz.*, those of 1885, with those of 1883, there was a

decline from 75,642 to 71,055 in the daily average of males, and from 3,578 to 2,980 in that of females. Of the prisoners in jail at the close of 1884, 68,919 were prisoners under sentence, 4,671 under-trial prisoners, and 864 civil prisoners. The corresponding figures at the close of 1885 were 68,592, 5,604, and 936.

3. Of 140,952 convicts admitted into the jails in 1884, 88,455 (62·8 per cent.) were classed as Hindus and Sikhs, 36,912 (26·1 per cent.) as Muhammadans, and 15,585 (11·1) as followers of other religions. In 1885 the corresponding figures were—

Statements Nos. 2 and 3—Classification of convicts according to religion, sex, age, previous occupation, length of sentence, nature of imprisonment and general nature of offences committed.

Total admissions.

Hindus and Sikhs	88,611 (60·1 per cent.)
Muhammadans	37,345 (23·7 per cent.)
Followers of other religions . . .	17,518 (16·2 per cent.)

The only noticeable variation in the figures for the past three years is the considerable rise in the number of Buddhists and Jains, the figures being 9,537 in 1884, and 11,425 in 1885—a result attributable to the larger number of prisoners admitted to the jails in Burma during the latter year.

In 1883 the proportion borne by the average daily strength to every 10,000 of the total population of British India was 3·7, and that borne by the number of convicts admitted during the year 7·2. In 1884 the figures were 3·58 and 7·19 respectively. In 1885 the corresponding figures were 3·43 and 7·24.

4. The number of male and female convicts admitted to jail in 1883 was 130,744 and 9,833, respectively, the percentages on the aggregate number of admissions being 93·1 and 6·9. In 1884, the number of male prisoners admitted rose to 131,546 (93·3 per cent.), while the number of females declined to 9,406 (6·7 per cent.). In 1885, there was a still further rise in the proportion of male convicts admitted, the number being 134,341 (93·6 per cent.), while the female admissions were only 9,133 (6·4 per cent). The Hindus and Sikhs as usual show a higher proportion of female to male than do the members of other religions or sects.

The following figures exhibit the distribution of convicts admitted into jail according to age for the past three years :—

	1883.	1884.	1885.
Under 16 years of age . .	2,614 (1·8 p. c.)	2,439 (1·7 p. c.)	2,445 (1·7 p. c.)
Between 16 and 40 years of age .	113,634 (80·8 p. c.)	113,464 (80·5 p. c.)	116,138 (80·9 p. c.)
Between 40 and 60 years of age .	22,004 (15·7 p. c.)	22,766 (16·2 p. c.)	22,676 (15·8 p. c.)
Above 60 years of age . .	2,325 (1·7 p. c.)	2,283 (1·6 p. c.)	2,215 (1·6 p. c.)

The previous occupations of the convicts admitted within the same periods were—

	1883.	1884.	1885.
Persons employed under Government or a Municipal or other local authority . . .	4,752 (3·4 p. c.)	4,316 (3·1 p. c.)	4,136 (2·9 p. c.)
Persons engaged in agriculture and with animals . . .	67,435 (47·9 p. c.)	70,191 (49·8 p. c.)	71,189 (49·6 p. c.)
All other classes . . .	68,390 (48·7 p. c.)	66,445 (47·1 p. c.)	68,149 (47·5 p. c.)

5. The distribution according to length of sentence of the convicts remaining in jail, on the last day of each year, 1883 to 1885, is thus shown—

	1883.	1884.	1885.
Under sentences not exceeding 1 year	28,825 (40·3 p. c.)	27,943 (40·5 p. c.)	28,909 (42·1 p. c.)
Under sentences above 1 year, and not exceeding 5 years . .	30,231 (42·2 p. c.)	28,109 (40·8 p. c.)	27,280 (39.7 p. c.)
Under sentences above 5 years and not exceeding 10 years . .	7,889 (11·3 p. c.)	8,206 (12·0 p. c.)	7,889 (11·5 p. c.)
Under sentences exceeding 10 years	784 (1·0 p. c.)	795 (1·1 p. c.)	743 (1·1 p. c.)
Sentenced to transportation and death	3,751 (5·2 p. c.)	3,854 (5·6 p. c.)	3,826 (5·6 p. c.)

The admissions during the three years were as follows :—

	1883.	1884.	1885.
Under sentence not exceeding 1 year	122,559 (87·3 p. c.)	122,863 (87·2 p. c.)	125,513 (87·48 p. c.)
Under sentence above 1 year, and not exceeding 5 years . .	15,080 (10·7 p. c.)	15,075 (10·7 p. c.)	14,851 (10·35 p. c.)
Under sentence exceeding 5 years and not exceeding 10 years . .	1,306 (·9 p. c.)	1,356 (·9 p. c.)	1,402 (·98 p. c.)
Under sentence exceeding 10 years	55 (0·04 p. c.)	54 (0·03 p. c.)	49 (·03 p. c.)
Sentenced to transportation and death	1,577 (1·1 p. c.)	1,604 (1·1 p. c.)	1,659 (1·16 p. c.)

On 31st December 1884, the number of convicts under sentence of transportation was 3,794, of which 2,266, or 59·2, were sentenced to transportation for life and 1,528, or 40·8 per cent., for a term of years. By the 31st December 1885 the numbers had been reduced to 3,709, of which 2,279 (61·4 per cent.) were under a life sentence, and 1,430 (38·6 per cent.) under sentence for a term of years. At the end of 1883 the corresponding percentages were 44·8 transported for terms of years and 55·2 transported for life. The number of sentences of death in 1884 was 412 as compared with 423 in 1883, and the number of women sentenced to death 14 against 22. At the close of 1884 there were 59 males and 1 female under sentence of death. In 1885, 445 men and 15 women were sentenced to death, and on the last day of that year 113 males and 4 females remained under sentence. In 1884, 11,148 (8·0 per cent.) persons were sentenced to simple imprisonment, 115,560 (83·1 per cent.) to rigorous imprisonment, 10,700 (7·7 per cent.) to rigorous imprisonment with solitary confinement, and 1,648 (1·2 per cent.) to rigorous imprisonment with whipping. The figures in 1885 were (i) sentenced to simple imprisonment 12,195 (8·6 per cent.), (ii) sentenced to rigorous imprisonment 116,722 (82·2 per cent.), (iii) sentenced to rigorous imprisonment with solitary confinement 11,120 (8·0 per cent.), and (iv) sentenced to rigorous imprisonment with whipping 1,643 (1·2 per cent.).

An analysis of the offences for which prisoners were convicted gives the following results:—In 1883, 17,655 persons were convicted under Chapter XVI. of the Indian Penal Code for offences affecting the human body. This number rose in 1884 to 19,621 (11·1 per cent.), and again in 1885 to 20,308 (15·0 per cent.). A similar rise is observable in the number of persons sent to prison under Chapter XVII. of the Penal Code for offences against property. The figures were in 1883, 73,089, in 1884, 75,753 (2·3 per cent.), and in 1885, 76,162 (4·2 per cent.). The number of persons convicted of other offences declined in 1884 from 36,225 to 33,725 (6·9 per cent.), and rose again slightly in 1885 to 33,930 (·6 per cent.).

6. Of the total number of convicts admitted in 1884 (140,952), 17,437 (12·38 per cent.) had been previously convicted; 11,766 had been previously convicted once, 3,340 twice, and 2,321 more than twice. Of the 142,474 convicts admitted in 1885, 17,273 (12·04 per cent.) had been previously convicted, 11,606 once, 3,339 twice and 2,328 more than twice. The corresponding figures for 1883 were once previously convicted 11,725; twice convicted 3,356; and 2,182 more than twice, making a total of 17,163 or 12·2 per cent. The number of juvenile prisoners under 16 years of age admitted in 1884 was 2,327, of whom 231 (9·9 per cent.) had been previously convicted. The corresponding figures in 1885 were 2,312 and 224 (9·7 per cent.), and in 1883, 2,414 and 243 (10·06 per cent.).

Statement No. 4.—Previous convictions among convicts admitted during the year, remissions granted, and number of juvenile convicts admitted.

Of the number of convicts eligible for remission in 1884 (9,910), 5,519 (55·7 per cent.) gained remission against 4,985 (48·6 per cent.) in 1883. In 1885, the number eligible for remission was 9,830, of whom 7,637 (77·7 per cent.) succeeded in gaining it. This increase is satisfactory.

7. Statement 5 gives the details of the employment of the convicts in the jails. The average number of convicts under sentence of labour on working days was 65,087 in 1884 and 64,394 in 1885, against 62,333 in 1883. The manner in which they were employed is thus compared—

Statement No. 5.—Employment of convicts.

	1883.	1884.	1885.
On unremunerative labour* . .	1,879	1,211	1,672
As prison officers	3,182	3,498	3,184
As prison servants	7,900	7,429	7,108
On building and repairing jails . .	10,373	8,703	8,767
On jail gardens	4,389	4,204	3,881
On manufactures	26,532	26,801	24,944
Extramurally	23,905	11,522	3,937

The ratio of convicts employed as prison officers, as prison servants and on manufactures, to the average number under sentence of labour on working

* The total number under these headings will not agree with the average number of convicts under sentence of labour on working days shewn immediately above, inasmuch as some Local Governments have taken the total number of such prisoners on working days, while others have deducted from the total number, the average number sick, and convalescent and infirm during the year.

days in 1884 was 5·4, 11·4 and 41·2, respectively. The figures in 1885 were 4·94, 11·04 and 38·67.

8. The punishments inflicted on convicts in jail are shown in Statement 6. The number of offences judicially punished rose from 269 in 1883 to 292 in 1884 and to 328 in 1885. Departmental punishments which in 1883 numbered 68,868 rose in 1884 to 85,980 and in 1885 were 82,016. In 1884, the number of punishments inflicted in the jails of Bengal and Burma increased considerably, and, though the number in the former province declined again in 1885, there was a large increase in the Punjab.

Statement No. 6.—Offences and punishments of convicts.

The number of breaches of jail rules by smoking or having forbidden articles in possession was 7,169 in 1883. In 1884 it was 8,796 and in 1885, 7,637. The number of offences relating to work was 34,465 in 1883; it was 44,069 in 1884, and 42,587 in 1885. The miscellaneous offences against prison discipline numbered 27,428 in 1883, 33,122 in 1884, and 31,812 in 1885. The punishments awarded in the past three years are thus compared—

	1883.	Ratio per strength of convicts.	1884.	Ratio per strength of convicts.	1885.	Ratio per strength of convicts.
Solitary confinement	5,684	7·7	6,528	9·1	6,161	9·1
Reduced diet	7,906	10·7	10,128	14·1	7,825	11·5
Solitary confinement with reduced diet ...	6,638	9·0	6,299	8·7	5,167	7·7
Corporal punishments	3,309	4·7	3,498	4·9	3,075	4·5
Other punishments	45,331	61·5	59,514	83·8	59,788	87·9

Solitary confinement by itself was adopted as a punishment more often in both years than in 1883. In 1884 the number of cases in which reduced diet was awarded as a punishment rose nearly 4 per cent., but the figures for 1885 are very similar to those for 1883. There has been a steady decline in the number of cases in which solitary confinement and reduced diet have been combined as a punishment. The figures regarding corporal punishment are being separately reviewed, but there was a substantial decrease in 1885, the figures for which year were 3,075 against 4,658 in 1882. The general ratio of jail punishments of all kinds to the average number of convicts was 93·9 in 1883; it rose to 119·9 in 1884, and was 121·2 in 1885. The ratio of corporal punishments to the total number of other jail punishments inflicted on male prisoners was 5·7 in 1883, 4·9 in 1884, and 4·13 in 1885.

9. The total expenditure on the guarding and maintenance of prisoners of all classes in the jails and subsidiary jails of British India, excluding the cost of building new jails and of additions, alterations or repairs to existing jails, during 1884 was Rs. 47,82,844 against Rs. 47,73,310 in the previous year. In 1885 the total expenditure was Rs. 46,42,075. The total cost per head of average strength was in 1883 Rs. 59-12-11, in 1884 Rs. 62-4-5, and in 1885 Rs. 62-10-9. The items of expenditure were—

Statement No. 7.—Cost of guarding and maintenance.

	1883. Rs. A. P.	1884. Rs. A. P.	1885. Rs. A. P.
Cost of rations per head of average strength ...	21 6 6	22 13 7	22 7 4
Ditto Establishment	22 11 6	23 5 5	24 10 5
Ditto Police guard	5 14 9	6 4 7	5 12 10
Ditto Hospital charges	1 13 9	1 14 7	1 14 5
Ditto Clothing	3 4 11	3 0 0	2 14 4
Ditto Contingencies	4 9 6	4 14 3	4 15 5
Total ...	59 12 11	62 4 5	62 10 9

10. The total cash earnings of prisoners in jail were in 1883 Rs. 11,44,726, and, after deducting this figure from the cost of maintenance, the net cost to Government was Rs. 36,28,583-8-0, or Rs. 45-5-5 per head of average strength. In 1884 the total cash earnings were Rs. 10,33,943, and the net cost to Government Rs. 37,48,569, or Rs 48-13-0 per head of average strength. In 1885 the cash earnings rose to Rs. 12,92,318, and the net cost to Government declined to Rs. 33,49,756. The average net cost per head of the daily average strength was Rs. 45-3-7.

Statement No. 8.—Net cost of prisoners.

11. The health of the prisoners confined in the jails of India during 1884 and 1885 was on the whole satisfactory. During the former year the admission and daily sick rates were 1,025 and 37 per mille, and during the latter 1,014 and 36 per mille respectively. These ratios are considerably below the averages of 1877-81, which were for admissions 1,189 and for daily sick 44·9 per mille. During 1884 the lowest total mortality since 1877 was registered, namely, 29·11 per mille against 31·37 in the previous year and 63·01 during 1877-81; but during the following year (1885) the death-rate rose again to 33·54, which, however, was still less than that of any previous year before 1883. The reduction in mortality during 1884 was due mainly to the smaller number of deaths recorded from bowel complaints and cholera, while the rise in 1885 was due to the greater mortality caused by the same diseases. The mortality caused by bowel complaints amounted to 9·73 per mill in 1884 and to 11·18 in 1885, whilst the average mortality during 1877-81 was 24·97 per mille. Cholera in 1884 caused 1·43 per mille of the death-rate and in 1885 to 3·44, while the last quinquennial average was 4·48 per mille.

Statement No. 9.—Sickness and mortality among prisoners.

Results in the several Provinces.

12. The statement given below shows the proportion to every 10,000 of the population (1) of the daily average strength of convicts, and (2) of the number of convicts admitted in each of the years 1883, 1884 and 1885 for the different provinces. Taking the figures for all the provinces together, the proportion of the average daily strength to every 10,000 of the population, which in 1883 declined from 3·9 to 3·7, showed a further decline to 3·58 in 1884 and 3·43 in 1885. The proportion of convicts admitted into jail, which in 1883 was 7·25, declined in 1884 to 7·19, and rose again in 1885 to 7·24. The proportion both of the daily average strength and of convicts admitted was far higher in Burma than in any other part of India. The proportion borne by the daily average strength in that province rose from 13·65 in 1883 to 17·26 in 1884, and 17·80 in 1885, while the proportion borne by the number of convicts admitted into jail rose in 1884 from 27·11 to 29·28 and in 1885 to 33·37. In no other province in India was there a rise in the proportion of the average daily strength in the period between 1883 and 1885, and the only province in which the figures have not declined during that period is Bengal, in which the proportion (2·06) is still less than anywhere else in the Empire. In Madras, Coorg and Hyderabad the figures for 1885 are higher than those for 1884, though lower than those for 1883; in other provinces the decrease which occurred in 1884 has been followed by a further decrease in 1885. In Bengal, Coorg and Hyderabad, as well as in Burma, the proportion borne by convicts admitted to the general population is higher in both 1884 and 1885 than it was in 1883; in the other provinces there has been a steady decline except in Madras and the Central Provinces where the figures for 1885, though higher than those for 1884, are a little lower than those for 1883. The statements below throw light upon of the relative criminality of the different provinces as shown by the proportion to the general population borne by the convicts admitted during the period between 1883 and 1885, according to (i) length of sentence, and (ii) the nature of offences for which the convicts were imprisoned.

Convicts to general population.

Province.	Population.	Average daily strength of convicts.		Number of convicts admitted during the year.		Proportion to every 10,000 of population: (a) of daily average strength.		Proportion to every 10,000 of population: (b) of number admitted during the year.	
		1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.
Madras	30,827,218	7,195	7,268	21,673	24,034	2·33	2·36	7·03	7·79
Bombay	16,489,274	7,161	6,611	14,480	14,275	4·34	4·01	8·70	8·66
Bengal	66,691,456	13,697	13,757	32,034	31,530	2·05	2·06	4·80	4·73
North-Western Provinces and Oudh.	44,117,607	20,076	18,289	34,047	32,089	4·55	4·12	7·72	7·47
Punjab	18,842,264	10,807	9,797	16,155	16,184	5·74	5·20	8·57	8·59
Central Provinces	9,838,791	3,254	3,210	6,186	6,588	3·31	3·26	6·29	6·70
British Burma	3,736,771	6,146	6,653	10,942	12,408	17·26	17·80	29·28	33·37
Assam	4,881,426	1,328	1,277	3,637	3,212	2·72	2·62	7·24	6·58
Coorg	178,302	74	82	287	285	4·15	4·60	12·34	11·10
Hyderabad	2,672,673	998	1,016	1,603	1,929	3·73	3·80	6·00	7·22
Total	198,276,782	71,036	67,980	140,952	143,474	3·58	3·43	7·19	7·24
1883	198,275,782	73,902		143,815		3·7		7·2	

Province.	Population.	Number of convicts admitted into jail according to length of sentence: Under sentences not exceeding one year.		Proportion to every 10,000 of population.		Under sentences above one year and not exceeding five years.		Proportion to every 10,000 of population.		Under sentences above five years and sentenced to transportation.		Proportion to every 10,000 of population.		Total.		Proportion to every 10,000 of population.	
		1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.
Madras	30,827,218	20,203	22,349	6·55	7·25	1,097	1,222	·36	·39	295	395	·09	·13	21,595	23,966	7·0	7·77
Bombay	16,489,274	12,713	12,660	7·71	7·68	1,460	1,324	·88	·80	256	236	·16	·14	14,429	14,220	8·75	8·62
Bengal	66,691,456	28,628	27,837	4·29	4·17	2,971	3,175	·44	·48	379	463	·06	·07	31,978	31,475	4·79	4·72
N.-W P. and Oudh	44,117,607	29,269	28,361	6·63	6·43	4,050	3,862	·92	·87	652	655	·15	·15	33,971	32,878	7·70	7·45
Punjab	18,842,264	13,178	13,119	6·99	6·96	2,588	2,625	1·37	1·39	328	316	·17	·17	16,094	16,060	8·54	8·52
Central Provinces	9,838,791	5,459	5,982	5·55	6·08	592	492	·60	·50	120	95	·12	·10	6,170	6,569	6·27	6·68
British Burma	3,736,771	8,620	10,313	23·07	27·60	1,838	1,730	4·92	4·63	440	390	1·17	1·04	10,898	12,433	29·16	33·27
Assam	4,881,426	3,117	2,937	6·38	6·01	322	228	·66	·47	82	43	.17	·09	3,521	3,208	7·21	6·57
Coorg	178,302	265	260	14·86	14·58	5	18	·28	1·01	17	3	·96	·17	287	281	16·09	15·76
Hyderabad Assigned Districts	2,672,673	1,372	1,695	5·13	6·34	192	175	·72	·66	33	54	·12	·20	1,597	1,924	5·98	7·20
Total	198,275,782	122,823	135,513	6·19	6·33	15,115	14,851	·76	·75	2,612	2,650	·13	·13	140,540	143,223	7·08	7·21

These figures are exclusive of convicts sentenced to death.

Province.	Population.	Chapter XVI of the Indian Penal Code—Offences affecting the human body: Number of convicts admitted during the year.		Proportion to every 10,000 of population.		Chapter XVII of the Indian Penal Code—Offences against property: Number of convicts admitted during the year.		Proportion to every 10,000 of population.		All other Offences: Number of convicts admitted during the year.		Proportion to every 10,000 of population.	
		1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.
Madras	30,827,218	1,073	1,122	·35	·36	7,364	8,282	2·38	2·69	1,735	1,627	·56	·53
Bombay	16,489,274	1,578	1,674	·96	1·0	9,445	9,683	5·72	5·9	3,174	2,918	1·92	1·8
Bengal	66,691,456	5,082	5,198	·76	·78	17,741	17,593	2·66	2·6	9,211	8,739	1·38	1·31
North-Western Provinces and Oudh.	44,117,607	6,211	6,877	1·40	1·6	19,523	18,553	4·42	4·2	8,313	7,539	1·88	1·7
Punjab	18,848,264	2,786	2,667	1·48	1·41	8,694	8,959	4·61	1·7	4,675	4,558	2·48	2·41
Central Provinces	9,858,791	604	783	·61	·8	4,513	4,860	4·58	4·94	1,068	945	1·09	·16
British Burma	3,736,771	1,420	1,179	3·80	3·2	5,753	5,372	15·39	14·4	3,769	5,917	10·08	15·8
Assam	4,881,426	640	559	1·31	1·1	1,414	1,264	2·89	2·58	1,483	1,389	3·38	2·8
Coorg	178,302	43	36	2·41	2·0	114	141	6·39	7·9	78	54	4·37	3·0
Hyderabad Assigned Districts	2,672,673	184	213	·69	·8	1,192	1,455	4·46	5·4	219	244	·82	·91
Total	198,275,782	19,621	20,308	·99	1·02	75,753	76,162	3·82	3·84	33,725	33,930	1·70	1·71

The proportion of all persons sentenced, whatever the length of sentence, was, as before, far higher in Burma than elsewhere. It amounted there in 1883 to 27·01, in 1884 to 29·16, and in 1885 to 33·27 per 10,000 of the population. The small province of Coorg shows the next highest figures, *viz.*, 11·50 in 1883, 16·09 in 1884, and 15·76 in 1885. The average for the whole of India was 7·07 in 1883, 7·08 in 1884, and 7·21 in 1885. The average is exceeded in Madras, Bombay, the North-Western Provinces and Oudh, and the Punjab: while the figures for Bengal, the Central Provinces, Assam, and Hyderabad fall below it. The number of convicts sentenced to more than one year's imprisonment bore, as in previous years, a larger proportion to the general population in the Punjab both in 1884 and 1885 than in any other important province in India proper, though it fell far short of the proportion in Burma in either of those years. The proportion was smallest in Madras, Bengal, the Central Provinces, and Assam. The general proportion of convicts sentenced to not more than one year's imprisonment to 10,000 of the population was 6·18 in 1883, 6·19 in 1884, and 6·33 in 1885. It rose in Burma to 21·53, 23·07, and 27·60 in those years respectively. The figures were lowest in Bengal (3·96 in 1883, 4·29 in 1884, and 4·17 in 1885). In the other provinces, excluding Coorg, the figures varied in 1883 from 5·15 in Hyderabad to 7·33 in Madras, in 1884 from 5·13 in Hyderabad to 7·71 in Bombay, and in 1885 from 6·01 in Assam to 7·68 in Bombay.

The statement giving details regarding the nature of offences for which convicts were sentenced to undergo imprisonment shows that offences against the human body were far more common in Burma than elsewhere. The proportion of prisoners convicted of such offences in that province was 3·7 in 1883, 3·8 in 1884, and 3·2 in 1885 per every 10,000 of the population. The highest proportion in India itself was 1·3 in Assam and the Punjab in 1883, 1·48 in the Punjab, and 1·1 in the North-Western Provinces and Oudh in 1884, and 1·6 in the North-Western Provinces and Oudh, and 1·41 in the Punjab in 1885. The lowest figures are those in Madras, *viz.*, ·4 in 1883, ·35 in 1884, and ·36 in 1885. Coming to offences against property, the highest proportion of convicts sentenced for such offences to the general population is found in Burma, where it amounted in 1883 to 14·9, in 1884 to 15·39, and in 1885 to 14·4 per every 10,000 of the population. The highest figures in India proper, excluding Coorg, occurred in 1883 in the Punjab (5), and in Bombay and the Central Provinces (4·9), in 1884 in Bombay (5·72) and the Punjab (4·61) and in 1885 in Bombay (5·9), Hyderabad (5·4), and the Central Provinces (4·94). The lowest figures occurred in Madras (2·4 in 1883, 2·38 in 1884 and 2·69 in 1885); Bengal (2·2 in 1883, 2·66 in 1884, and 2·6 in 1885), and Assam (2·6 in 1883, 2·89 in 1884 and 2·58 in 1885). The proportion of convicts guilty of offences other than offences against the human body or offences against property to 10,000 of the population was in Burma 8·5, 10·08, and 15·8 in 1883, 1884 and 1885 respectively. The figures for the whole of India for those years were 1·8, 1·70 and 1·71. Excluding Coorg the highest figures in India proper were in all three years in Assam (3·4, 3·38, and 2·8 respectively). The lowest figures occurred in each year in Madras, *viz.*, ·6, ·56 and ·53.

Total jail population in the years 1884 and 1885 as compared with 1883.

13. Statement No. 1 appended to this Resolution summarises the statistics relative to the distribution of prisoners of all classes during the years 1884-85. The figures tabulated below classify the prisoners as convicts, under-trial and civil prisoners in 1883, 1884 and 1885. In 1884, the total jail population increased in Bombay, Bengal, Burma and Hyderabad. It declined in Madras, the North-Western Provinces and Oudh, the Punjab, the Central Provinces and Assam. In 1885, however, there was a general rise, and the only provinces, the figures for which in that year are lower than those for 1883, are the North-Western Provinces and Oudh, the Central Provinces, and Assam. The increase in 1884 in Bombay, Bengal, Burma and Hyderabad was followed by a further increase in 1885, while the decline in Madras and Punjab proved to be only temporary. The increase in Bombay has occurred in under-trial prisoners, that in Madras in under-trial and civil prisoners, that in Bengal, Burma and Hyderabad in all classes of prisoners, and that in the Punjab in convicts and under-trial prisoners. Taking the figures for the three years together, the number of convicts declined by 6,262 in 1884 and rose by 4,466 in 1885, that of under-trial prisoners rose by 9,319 in 1884 and by 9,174 in 1885, while that

of civil prisoners rose by 79 in 1884 and by 277 in 1885. The net result is a small decline in the number of convicts, a large increase in the number of under-trial prisoners, and a small increase in civil prisoners.

Province.	Classes of prisoners.	1883.	1884.	1885.	Increase. 1884.	Increase. 1885.	Decrease. 1884.	Decrease. 1885.	Remarks.
Madras	Convicts	34,141	30,316	32,270	...	1,954	3,825	...	
	Under-trial	24,960	24,283	28,894	...	4,611	677	...	
	Civil	2,153	2,175	2,340	22	165	...	...	
	Total	61,259	56,774	63,504	...	6,730	4,480	...	
Bombay	Convicts	25,961	† 24,244	29,613	...	...	1,717	631	* Civil prisoners are not shown, as they are not under the control of the Jail Department.
	Under-trial	18,579	† 28,108	30,000	9,529	1,952	...	...	
	Civil*	*	*	*	...	...	...	...	
	Total	44,540	† 52,352	53,673	7,812	1,321	...	...	† Exclusive of the figures of the subordinate jails of Dharwar and Karáchi which are not available.
Bengal	Convicts	59,639	62,111	62,846	2,472	735	...	...	
	Under-trial	27,088	29,914	29,508	2,826	...	...	346	
	Civil	3,511	3,545	3,793	34	248	...	...	
	Total	90,238	95,570	96,207	5,332	637	...	...	
North-Western Provinces and Oudh	Convicts	63,927	60,319	59,420	...	...	3,608	899	
	Under-trial	41,923	40,519	40,029	...	...	1,404	490	
	Civil	2,725	2,671	2,553	...	...	54	118	
	Total	108,575	103,509	102,002	...	...	5,066	1,507	
Punjab	Convicts	31,813	31,727	32,053	...	326	84	...	
	Under-trial	18,819	17,335	19,265	...	1,930	1,484	...	
	Civil	1,300	1,227	1,236	...	9	73	...	
	Total	51,932	50,289	52,554	...	2,265	1,643	...	
Central Provinces	Convicts	11,645	10,306	10,382	...	76	1,339	...	
	Under-trial	3,574	3,351	4,031	...	680	223	...	
	Civil	660	687	594	57	...	...	93	
	Total	15,879	14,344	15,007	...	663	1,505	...	
British Burma	Convicts	17,214	18,911	21,725	1,697	2,814	...	...	
	Under-trial	3,845	4,605	5,365	760	760	...	...	
	Civil	795	880	922	85	42	...	...	
	Total	21,854	24,396	27,952	2,542	3,556	...	...	
Assam	Convicts	5,766	5,925	5,704	159	...	...	221	
	Under-trial	3,109	2,841	2,750	...	...	268	91	
	Civil	301	308	313	7	5	...	...	
	Total	9,176	9,074	8,767	...	...	102	307	
Coorg	Convicts	300	374	368	74	...	...	6	
	Under-trial	806	756	890	...	134	50	...	
	Civil	53	45	59	...	14	8	...	
	Total	1,159	1,175	1,317	16	142	...	...	
Hyderabad	Convicts	2,843	2,754	3,072	...	318	89	...	
	Under-trial	728	1,038	1,132	310	94	...	...	
	Civil	30	39	44	9	5	...	...	
	Total	3,601	3,831	4,248	230	...	...	...	
Grand Total	Convicts	253,249	246,987	251,453	...	4,466	6,262	...	
	Under-trial	143,431	152,750	161,924	9,319	9,174	...	...	
	Civil	11,498	11,577	11,854	79	277	...	...	
	Total	408,178	411,314	425,231	3,136	13,917	..	...	

The following table shows for each province the daily average number of persons confined in jail in 1883, 1884, 1885:—

Province.	Daily average number. 1883.	1884.	1885.	Increase. 1884.	Increase. 1885.	Increase. Percentage. 1884.	Increase. Percentage. 1885.	Decrease. 1884.	Decrease. 1885.	Decrease. Percentage. 1884.	Decrease. Percentage. 1885.
Madras	8,515	8,089	8,312	...	223	...	2·74	426	...	4·99	...
Bombay	8,074	7,730	7,255	...	...	...	...	344	475	4·26	6·14
Bengal	15,025	15,101	15,177	76	76	·51	·50	...	...	...	...
North-Western Provinces and Oudh.	23,362	21,529	19,773	...	...	...	...	1,833	1,756	7·85	8·11
Punjab	12,355	11,658	10,716	...	...	...	...	697	942	5·64	8·0
Central Provinces	3,879	3,406	3,375	...	31	...	·91	473	...	12·19	...
British Burma	5,324	6,721	6,896	1,397	175	26·24	26·04	...	...	...	...
Assam	1,510	1,441	1,378	...	...	...	...	69	63	4·56	4·37
Coorg	115	95	106	...	11	...	11·58	20	...	17·38	...
Hyderabad Assigned Districts	1,061	1,032	1,047	...	15	...	1·45	29	...	2·73	...
Total	79,220	76,802	74,035	...	...	...	...	2,418	2,767	3·05	3·60

There was in 1884, a decline in every province except Burma and Bengal, and the increase in the latter province was very trifling. In 1885, there was a considerable rise on the figures of 1884 in Madras, and smaller increases in Bengal, the Central Provinces, Coorg, the Hyderabad Assigned Districts and Burma. The only provinces which showed a higher daily average in 1885 than in 1883 were Bengal (total increase in two years 1·01 per cent.), and Burma (total increase in two years 29·52 per cent.). The North-Western Provinces and Oudh still show by far the largest daily average, and the causes for this result were referred to in paragraph 8 of the Resolution reviewing the figures for 1883. The decline in the daily average in those provinces amounted in 1881 to 1,833 (7·85 per cent.), and in 1885 to 1,756 (8·11 per cent.). The daily average for 1885 was therefore 19,773 as compared with 23,362 in 1883, and the figures for that year are lower than those of any year since the famine year of 1877-78. The increase in the figures in Burma is due to the growing criminality of the province.

14. The following table shows the different races and religions to which the convicts admitted into jail belonged :—

Convicts according to race-religion.

Province.	Population according to the census of 1881.			Total number of convicts admitted into jail during 1884 and 1885.						Percentage of proportion of jail and total population according to race and religion.			Percentage of admissions according to race and religion to total number of admissions during 1883, 1884 and 1885.					
	Hindus and Sikhs.	Muhammadans.	Others.	Hindus and Sikhs.		Muhammadans.		Others.		Hindus and Sikhs.	Muhammadans.	Others.	Hindus and Sikhs.		Muhammadans.		Others.	
				1884.	1885.	1884.	1885.	1884.	1885.				1884.	1885.	1884.	1885.	1884.	1885.
Madras	28,182,064	1,017,152	728,002	18,599	20,937	2,135	2,200	930	837	91·4	6·2	2·4	85·8	87·2	9·9	9·3	4·3	3·5
Bombay	12,808,882	3,021,131	1,159,561	9,359	8,970	4,630	4,831	491	458	74·7	18·3	7·0	64·6	62·9	32·0	33·8	3·4	3·3
Bengal	43,245,206	21,403,001	1,953,240	18,375	17,976	12,164	12,069	1,491	1,640	61·9	32·2	2·9	57·4	57·0	38·0	38·1	4·6	4·9
North-Western Provinces and Oudh.	38,030,245	5,022,886	158,476	28,060	27,733	6,004	5,170	44	57	80·2	13·4	·4	85·7	84·1	14·7	15·7	·1	·2
Punjab	7,239,710	10,522,802	1,070,713	4,830	4,558	10,198	10,403	1,127	1,103	38·4	55·9	5·7	29·1	28·2	63·1	64·6	7·8	7·2
Central Provinces	7,971,254	275,773	1,591,764	4,051	4,37.	195	671	1,030	1,040	81·0	2·8	16·2	65·5	66·4	8·0	8·7	26·5	24·9
British Burma	88,177	168,881	3,479,713	559	388	844	622	9,539	11,468	2·4	4·5	93·1	5·1	3·1	7·7	5·0	87·2	91·9
Coorg	80,826	12,541	84,935	221	20[illegible]	49	35	26	47	45·3	7·0	47·7	57·4	71·2	13·9	12·3	9·1	16·5
Assam	3,062,162	1,317,022	502,242	2,167	1,882	1,101	1,034	279	206	62·7	20·9	16·4	61·4	58·6	31·1	32·2	7·5	9·2
Hyderabad Assigned Districts.	2,126,170	187,555	58,930	1,305	1,382	288	341	10	6	10·8	7·0	2·2	81·4	82·0	18·0	17·7	·6	·3
Total	142,640,444	44,838,744	10,796,594	88,455	88,611	36,012	37,345	15,885	17,518	72·0	22·6	5·4	62·8	61·8	26·2	26·0	11·1	12·2

It has been pointed out in reviewing previous figures that, except in Burma and Coorg, the circumstances of which are different from those of the rest of India, there is hardly any exception to the rule that the percentage of Hindus and Sikhs to the jail population is not so high as the percentage which the total Hindu and Sikh population bears to the total population of India.

The statistics now under review bear out this view. The largest proportion of admissions consisted everywhere of Hindus except in the Punjab and Burma. In the former province 55·9 per cent. of the total population is Muhammadan against 38·4 per cent. (Hindus and Sikhs). In Burma, the population, other than Hindu and Muhammadan, amounts to 91·9 per cent. of the whole. In the Punjab, the Hindus admitted to jail amounted in 1884 to 29·9, and in 1885 to 28·2 of the total admissions, while the percentage of the Muhammadans admitted during the same years was 63·1 and 64·6 respectively. In Burma, the percentage of Hindu convicts to the total admissions was 5·1 in 1884, and 3·1 in 1885, while the percentage of convicts other than Hindus and Muhammadans was 87·2 in 1884 and 91·9 in 1885. In Madras, the North-Western Provinces and Oudh and Hyderabad, the percentage of Hindu convicts admitted was above 80 in both 1884 and 1885 : in the remaining provinces, except the Punjab and Burma, it amounted to over 50. The percentage of Muhammadan admissions is considerable only in the Punjab (63·1 in 1884 and 64·6 in 1885), Bengal (38·0 in 1884 and 38·1 in 1885), Bombay (32·0 in 1884 and 33·8 in 1885), and Assam (31·1 in 1884 and 32·2 in 1885). It will be remarked that as in previous years the percentage of Muhammadan convicts to the total admissions into jail was higher in every province than the percentage of

Muhammadans to the total population. The percentage of convicts not belonging to the Hindu or Muhammadan religions was in Burma 87·2 in 1884 and 91·9 in 1885. In the Central Provinces the corresponding figures were 26·5 and 24·9.

The number of Europeans admitted to jail fell from 817 in 1883 to 723 in 1884 Of these 296 were imprisoned in Bengal, 197 in Burma, and 132 in Bombay, and 74 in Madras. In 1885 there was 690 admissions--241 in Bengal, 198 in Burma, 143 in Bombay and 81 in Madras. The number of Eurasians imprisoned in 1884 was 277 of which 139 were imprisoned in Bengal and 67 in Madras. The number in 1885 fell to 190, 92 of which occurred in Bengal, and 43 in Madras. In the two years only 2 Europeans and no Eurasians were imprisoned in Assam, and no Europeans at all in Coorg or the Berars.

15. The following table summarizes the distribution according to sex, age and previous occupation of convicts admitted into jail :

Convicts according to sex, age, and previous occupation.

Sex, age and previous occupation of convicts admitted into the jails of the several Provinces during the year 1883, 1884 and 1885.	PROVINCE.	MADRAS.		CENTRAL PROVINCES.		BRITISH BURMA.		ASSAM.		BOMBAY.		BENGAL.		NORTH-WESTERN PROVINCES AND OUDH.		COORG.		PUNJAB.		HYDERABAD ASSIGNED DISTRICTS.	
		Number.	Percentage.	Number.	Percentage.	Number.	Percentage.	Number.	Percentage.	Number.	Percentage.	Number.	Percentage.	Number.	Percentage.	Number.	Percentage.	Number.	Percentage.	Number.	Percentage.
	1885.																				
	1884.	19,193	88·6	4,951	84·9	10,581	96·7	3,304	95·9	13,451	90·1	29,967	95·0	30,815	93·2	269	96·5	15,481	95·9	1,488	92·8
Sex.	1883.	21,649	88·6	5,361	89·8	12,089	96·7	3,044	95·9	13,286	92·6	29,957	95·0	30,815	93·2	269	96·5	15,481	95·9	1,803	92·8
	1882.	21,673	88·8	5,558	88·8	12,089	97·0	3,212	96·3	13,451	90·1	29,967	95·0	31,744	93·5	277	96·5	15,481	95·9	1,803	92·8
	1885.																				
	1884.	2,480	11·4	657	11·1	361	3·3	143	4·1	1,038	9·9	1,595	5·0	2,303	6·5	10	3·5	671	4·2	115	7·2
Males	1883.	2,385	11·4	787	11·2	379	3·0	166	4·1	987	7·2	1,573	5·0	2,151	6·5	26	9·1	601	3·7	126	7·2
Females	1882.	2,480	11·4	657	11·1	361	3·0	143	4·1	1,038	9·9	1,595	5·0	2,303	6·5	26	9·1	671	4·2	115	7·2
	1885.																				
	1884.	...	...	6,185	...	10,942	...	3,212	...	14,489	...	31,530	...	34,047	...	287	...	16,156	...	1,603	...
Total . . .	1883.	...	...	6,585	...	12,450	...	3,256	...	14,276	...	31,530	...	32,969	...	285	...	16,184	...	1,929	...
	1882.	21,673	88·8	6,585	88·8	12,450	97·0	3,212	96·3	14,276	93·1	30,439	95·0	31,744	93·5	277	96·5	16,156	95·9	1,803	92·8
	1885.																				
	1884.	759	3·5	169	2·5	111	1·0	16	·4	285	2·0	406	1·8	470	1·4	3	2·1	217	1·2	23	1·4
Age. Under 16 years. . . .	1883.	816	3·5	169	2·5	101	·7	6	·2	263	2·0	355	1·8	483	1·4	1	·7	217	1·2	26	1·4
	1882.	759	3·5	169	2·5	111	1·0	16	·4	285	2·0	406	1·8	470	1·4	3	2·1	217	1·2	23	1·4
	1885.																				
	1884.	17,384	80·2	4,951	84·9	9,049	82·7	2,960	84·6	12,838	87·5	23,791	71·6	27,243	80·0	255	87·5	13,740	84·3	1,626	87·0
Between 16 and 40 years . .	1883.	19,311	80·2	4,951	80·5	10,254	82·7	2,717	83·7	12,838	87·5	23,786	71·6	26,627	80·0	255	87·5	13,740	84·3	1,626	87·0
	1882.	17,384	80·2	4,951	80·5	10,254	82·7	2,960	84·6	12,838	87·5	23,791	71·6	27,243	80·0	255	87·5	13,740	84·3	1,626	87·0
	1885.																				
	1884.	3,325	15·3	961	16·5	1,632	15·6	512	14·6	1,646	10·0	6,796	21·2	5,780	16·9	26	9·1	2,083	12·9	164	10·3
Between 40 and 60 years . .	1883.	3,080	15·3	961	16·5	1,688	15·6	449	14·5	1,505	10·0	6,492	21·2	5,336	16·9	26	9·7	1,906	12·9	253	14·0
	1882.	3,325	15·3	961	16·5	1,632	15·6	512	14·6	1,646	10·0	6,796	21·2	5,780	16·9	26	9·1	2,083	12·9	164	10·3
	1885.																				
	1884.	206	1·0	73	1·2	90	1·0	40	1·1	73	·5	397	1·3	529	1·7	2	·7	255	1·6	21	1·3
Above 60 years . . .	1883.	227	1·0	73	1·2	124	·8	49	1·4	69	·5	397	1·3	574	1·7	2	·7	231	1·6	24	1·3
	1882.	206	1·0	73	1·2	90	1·0	40	1·1	73	·5	397	1·3	529	1·7	1	·3	255	1·6	21	1·3
	1885.																				
	1884.	21,673	88·8	6,185	88·8	10,942	97·0	3,212	96·3	14,489	93·1	31,530	95·0	34,047	93·5	287	96·5	16,156	95·9	1,603	92·8
Total . . .	1883.	21,649	88·6	6,585	88·8	12,089	96·7	3,044	95·9	14,276	93·1	29,967	95·0	32,969	93·5	285	96·5	16,184	95·9	1,929	92·8
	1882.	21,673	88·8	6,585	88·8	12,089	97·0	3,212	96·3	14,276	93·1	30,439	95·0	34,047	93·5	287	96·5	16,156	95·9	1,803	92·8
	1885.																				
	1884.	431	1·9	618	2·5	649	4·3	45	1·1	1,407	5·2	1,229	4·4	792	2·3	2	1·3	455	2·8	61	3·2
Previous occupation. Persons employed under Government or Municipal or other local authorities.	1883.	471	1·9	618	2·5	649	4·3	45	1·1	1,407	5·2	1,229	4·4	792	2·3	2	1·3	455	2·8	61	3·2
	1882.	431	1·9	618	2·5	649	4·3	45	1·1	1,407	5·2	1,229	4·4	792	2·3	2	1·3	455	2·8	61	3·2
	1885.																				
	1884.	7,844	35·3	2,705	43·7	5,216	47·7	1,975	58·8	6,956	48·0	17,373	54·2	18,499	54·5	91	31·7	8,537	52·7	288	17·7
Persons employed in Agriculture . . .	1883.	8,847	35·3	2,392	43·7	5,216	47·9	1,761	55·8	7,108	48·0	17,174	54·2	18,025	54·1	77	31·7	8,537	52·7	342	18·3
	1882.	7,844	35·3	2,705	43·7	5,216	47·9	1,975	58·8	6,956	48·0	17,373	54·2	18,499	54·5	91	31·7	8,537	52·7	288	17·7
	1885.																				
	1884.	13,598	61·2	3,344	54·1	5,920	47·7	1,459	41·3	6,627	45·7	13,264	41·4	13,826	40·6	184	68·4	7,187	44·5	1,256	69·4
All other classes . . .	1883.	14,716	62·5	3,533	54·1	5,920	49·5	1,526	41·3	6,915	47·7	13,264	41·4	13,278	40·6	206	64·7	7,192	44·5	1,496	78·5
	1882.	13,598	61·2	3,344	54·1	5,920	47·7	1,459	41·3	6,627	45·7	13,264	41·4	13,826	40·6	184	64·7	7,187	44·5	1,256	77·6
	1885.																				
	1884.	21,673	...	6,185	...	10,942	...	3,212	...	14,489	...	31,530	...	34,047	...	287	...	16,156	...	1,603	...
Total . . .	1883.	21,649	...	6,585	...	12,089	...	3,044	...	14,276	...	29,967	...	32,969	...	285	...	16,184	...	1,929	...
	1882.	21,673	...	6,585	...	12,089	...	3,212	...	14,276	...	30,439	...	34,047	...	287	...	16,156	...	1,803	...

In 1883 the percentage of males admitted exceeded 90 in every province except Madras and the Central Provinces, where it amounted to 88·5 and 87·1 respectively. In 1884 the figures for these two provinces were 88·6 and 88·9 respectively. In 1885 that for Madras rose to 90·1, while that for the Central Provinces stood at 88·8. The percentage fell below 90 in none of the other provinces during the two years. Female convicts were least numerous in Burma, where they amounted to only 3·3 per cent. in 1884, and 3 per cent. in 1885, of the total convicts admitted.

The percentage of juvenile convicts to the total convicts admitted amounted in Madras to 3·5 and 3·4, and in the Central Provinces to 2·8 and 2·6 in 1884 and 1885, respectively. In both Provinces the percentages for 1883 and 1885 were practically identical. The smallest percentage (·4 in 1884, and ·2 in 1885) occurred in Assam. In the other provinces the percentage ranged between 1 and 2, except in Bombay and Coorg in 1884, where it amounted to 2 and 2·1 respectively, and Burma, in 1886, where it was only ·8.

The statistics regarding the previous occupation of convicts show that persons employed under Government were, relative to the total admissions, most numerous in Bengal (4·4 per cent.), and Bombay (4·3 per cent.), in 1884, and in Bombay (4·5 per cent.), and the Berars (4·7 per cent.) in 1885; they were in 1884 least numerous in Madras (1·9), and the Central Provinces (2·2), and in 1885 in the North-Western Provinces and Oudh (2·0 per cent.), and Burma (2·4). Agriculturists were most numerous both in 1884 and 1885 in North-Western Provinces and Oudh where the percentage was 57·1 and 57·7 respectively. In Bengal they numbered 54·2 and 54·5, and in the Punjab 52·7 and 52·8 per cent. of the total convicts admitted in 1884 and 1885 respectively. Excluding Coorg, they were least numerous in the Berars (18·3 per cent. in 1884, and 17·7 per cent. in 1885) and Madras (35·3 in 1884 and 36·8 in 1885).

16. The following table shows the proportion of convicts in jail on the last day of 1884 and 1885, respectively, who were under sentence (1) for a period of under a year, (2) for a period exceeding 1 year but not exceeding 5 years, and (3) for terms of imprisonment over 5 years or for transportation. Between 1882 and 1884, the percentage of convicts sentenced to more than 5 years' imprisonment was higher in Madras than elsewhere except in Coorg in 1884. In 1885, the percentage in Bombay (23·3) was slightly higher than that in Madras (23·0). From 1882-1885, the percentage ranged in Assam from 14·1 to 8·9 and in the Punjab from 14·7 to 11·6. For the whole of British India there was a rise in 1884 from 17·3 to 18·6 in the percentage of sentences of over 5 years or transportation, but it fell again in 1885 to 17·8. The percentage of convicts sentenced to terms of imprisonment between 1 and 5 years fell from 42·3 to 40·8 in 1884 and to 37·5 in 1885. There was a corresponding rise in the percentage of persons sentenced to not more than 1 year, which was 40·4 at the end of 1883, 40·6 in 1884, and 44·7 in 1885.

Convicts according to length of sentence.

Length of sentence.		Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	British Burma.	Assam.	Coorg.	Hyderabad.	Total.
Convicts sentenced to terms of imprisonment not exceeding one year.	1885 .	42·8	38·3	43·3	40·1	41·1	48·7	41·2	44·6	66·2	39·3	44·7
	1884 .	40·2	36·6	44·7	37·9	38·6	44·3	44·6	45·6	49·4	36·9	40·6
	1883 .	37·7	36·3	43·6	38·6	40·3	42·9	44·9	50·0	48·5	36·2	40·4
	1882 .	34·3	35·6	43·6	43·0	38·8	43·5	49·9	48·8	51·0	35·2	41·2
Convicts sentenced to terms of imprisonment exceeding one year and not exceeding five years.	1885 .	34·2	38·4	40·0	41·5	44·2	31·9	43·9	41·3	19·7	40·5	37·5
	1884 .	34·0	38·4	38·0	43·6	47·9	33·9	40·8	42·3	24·1	41·2	40·8
	1883 .	33·6	40·7	39·3	46·7	47·4	39·7	39·0	41·1	45·4	41·9	42·3
	1882 .	34·8	42·7	39·9	43·9	49·6	39·7	34·8	41·9	41·5	43·9	42·3
Convicts sentenced to terms of imprisonment exceeding five years or to transportation.	1885 .	23·0	23·3	16·7	18·4	14·7	19·4	14·9	14·1	14·1	20·2	17·8
	1884 .	25·8	23·3	17·3	19·1	13·5	21·8	14·6	11·9	26·5	21·9	18·6
	1883 .	29·7	23·1	17·1	14·7	12·8	17·4	16·1	8·9	8·1	21·9	17·2
	1882 .	30·9	21·7	16·5	13·1	11·6	16·8	15·3	9·3	7·5	20·7	16·6

NOTE.—These percentages are calculated on the number of convicts excluding those sentenced to death.

The following table gives the same information with regard to prisoners admitted in 1884 and 1885. The proportion of convicts sentenced to not more than 1 year's imprisonment to the total number of convicts exceeded 90 per cent. in Madras, Coorg, Assam and the Central Provinces in both 1884 and 1885. The percentage was smallest in Burma (79·1), and the Punjab (81·9) in 1884, and in the Punjab (81·7) in 1885. The average percentage was 87·4 in 1884, and 87·7 in 1885. The percentage of convicts sentenced to between 1 and 5 years' imprisonment was in 1884 highest in Burma (16·9), and the Punjab (16·1). These provinces changed places in 1885, in which year the percentage for the Punjab was 16·3, and that for Burma 13·9. Leaving Coorg out of consideration, the percentage in Madras, which was the same in both 1884 and 1885, was the lowest in both years. The figures for Assam come next, *viz.*, 9·1 per cent. in 1884 and 7·1 per cent. in 1885. The average percentage over British India was 10·7 in 1884 and 10·4 in 1885.

The percentage of convicts sentenced to over 5 years' imprisonment was in 1884 highest in Coorg (5·9), Burma (4·0), and Assam (2·4). The figures for other provinces ranged from 2·1 in Hyderabad to 1·2 in Bengal. In 1885, the percentage in Burma was 3·1, and the Berars came next with a percentage of 2·8. The average percentage (1·9) was exceeded elsewhere only in the North-Western Provinces and Oudh and the Punjab (2 per cent.). The lowest percentages occurred in Coorg (1·1), Assam (1·3), and the Central Provinces (1·4).

Length of sentence.		Madras.	Bombay.	Bengal.	N. W. P. and Oudh.	Punjab.	Central Provinces.	British Burma.	Assam.	Coorg.	Hyderabad.	Total.
Convicts sentenced to terms of imprisonment not exceeding one year.	1885	93·3	88·4	88·4	86 3	81·7	91·1	83·0	91·6	92·5	88·1	87·7
	1884	93·5	88·1	89·5	86·2	81·9	88·6	79·1	88·5	92·3	85·9	87·4
	1883	94·5	85·7	88·9	85·9	81·8	90·4	79·7	91·1	80·4	89·9	87·5
Convicts sentenced to terms of imprisonment exceeding one year and not exceeding five years.	1885	5·1	9·8	9·8	11·7	16·3	7·5	13·9	7·1	6·4	9·1	10·4
	1884	5·1	10·1	9·3	11·9	16·1	9·5	16·9	9·1	1·8	12·0	10·7
	1883	4·3	12·4	9·3	12·4	16·5	8·1	16·4	8·0	12·7	8·5	10·7
Convicts sentenced to terms of imprisonment exceeding five years or to transportation.	1885	1·6	1·8	1·8	2·0	2·0	1·4	3·1	1·3	1·1	2·8	1·9
	1884	1·4	1·8	1·2	1·9	2·0	1·9	4·0	2·4	5·9	2·1	1·9
	1883	1·2	1·9	1·8	1·7	1·7	1·5	3·9	·9	·9	1·6	1·8

NOTE.—These percentages are calculated on the number of convicts excluding those sentenced to death.

Convicts according to nature of imprisonment.

17. The statement below shows the percentage of prisoners sentenced to (i) simple imprisonment, (ii) rigorous imprisonment, (iii) rigorous imprisonment with solitary confinement, (iv) rigorous imprisonment with whipping, respectively, to the total number of convicts admitted. In 1883 the average percentage of convicts sentenced to simple imprisonment was 9·1. In Madras it amounted to 21·2, but in no other province did it exceed 8. In 1884 the percentage all over India fell to 8·0. It was still highest in Madras, where it amounted to 18·6. It exceeded the general average also in Coorg where it was 9·7, and equalled it in the Punjab. In the remaining provinces it fell below it. The lowest figures were those for Assam (2·7), the Central Provinces (4·1), and Burma (4·2). In 1885 the general average again rose to 8·6 per cent. The percentage in Madras was 19·3, in Coorg it amounted to 10, and in the Berars to 8·7. In the remaining provinces it fell below the general average, and was again lowestin Assam (3·1), the Central Provinces (4·2), and Burma (5·1).

The general percentage borne by convicts sentenced to rigorous imprisonment without any additional punishment was 81·3 in 1883, 83·2 in 1884, and 82·2 in 1885. The highest provincial figures occurred in Assam (97·1 in 1883, 96·5 in 1884, and 96·4 in 1885), and they also exceeded 90 per cent. in each year in Bombay, Bengal, and Burma. The lowest figures occurred each year in the Punjab, where the percentages were 38·3, 39·2, and 37·0 respectively. In Madras they were 77·7, 79·9, and 79·2. In the remaining provinces they exceeded 80. Rigorous imprisonment with the addition of solitary confinement was awarded in 1883 to 8·4 per cent. in 1884 to 7·6 per cent. and in 1885 to 8·0 per cent. of the total number of convicts sentenced to imprisonment. The figures for the Punjab are far higher than those for any other province, and were 51·3 per cent. in 1883, 50·6 per cent. in 1884, and 53·1 in 1885. The Berars come next (8·6 in 1883, 8·9 in 1884, and 12·3 in 1885); in both the Central Provinces and North-Western Provinces and Oudh, the percentage exceeded 5· in all three years: in Burma it amounted to 1·0 in 1883 and 1·3 in 1884: in the remaining provinces it did not amount to 1.

Rigorous imprisonment with whipping was the form of punishment in 1·2 per cent. of the admissions in all three years. The figures are highest in the Berars (2·9 in 1883, 3·5 in 1884, 3·4 in 1885), the Punjab (2·4 in 1883, 2·2 in 1884, and 2·1 in 1885), and Burma (1·9 in 1883, 2·5 in 1884, and 2·7 in 1885). They were lowest in Bengal (·4 in 1883, ·4 in 1884, ·5 in 1885), and Assam (·5 in 1883, ·7 in 1884, ·4 in 1885).

Province.	Nature of Sentence.	Number* of convicts admitted into jail during the year			Percentage of each class to total number of admissions during			Remarks.
		1883.	1884.	1885.	1883.	1884.	1885.	
Madras	Simple imprisonment	5,064	3,991	4,596	21·2	18·6	19·3	
	Rigorous imprisonment	18,579	17,146	18,856	77·7	79·9	79·2	
	Rigorous imprisonment with solitary confinement.	91	127	146	·4	·6	·6	
	Rigorous imprisonment with whipping.	176	118	216	·7	·9	·9	
	Total	23,910	21,445	23,814	...	...	...	
Bombay	Simple imprisonment	508	739	827	4·2	5·4	5·9	
	Rigorous imprisonment	11,369	13,297	13,094	94·4	93·5	93·2	
	Rigorous imprisonment with solitary confinement.	59	57	53	·5	·4	·4	
	Rigorous imprisonment with whipping.	102	93	77	·9	·7	·5	
	Total	12,038	14,216	14,051	...	...	...	
Bengal	Simple imprisonment	2,241	1,868	2,028	7·6	5·9	6·5	
	Rigorous imprisonment	27,102	29,831	29,063	91·8	93·6	92·9	
	Rigorous imprisonment with solitary confinement.	66	28	35	·2	·1	·1	
	Rigorous imprisonment with whipping.	123	133	153	·4	·4	·5	
	Total	29,532	31,860	31,279	...	...	...	
North-Western Provinces and Oudh.	Simple imprisonment	2,371	2,346	2,369	6·8	6·9	7·3	
	Rigorous imprisonment	30,076	29,178	2,722	86·1	86·6	85·8	
	Rigorous imprisonment with solitary confinement.	2,054	1,720	1,910	5·9	5·2	5·9	
	Rigorous imprisonment with whipping.	422	433	346	1·2	1·3	1·0	
	Total	34,923	33,675	32,547	...	...	...	
Punjab	Simple imprisonment	1,347	1,273	1,242	8·0	8·0	7·8	
	Rigorous imprisonment	6,112	6,249	58,99	38·3	39·2	37·0	
	Rigorous imprisonment with solitary confinement.	8,607	8,061	8,452	51·3	50·6	53·1	
	Rigorous imprisonment with whipping.	398	352	329	2·4	2·2	2·1	
	Total	16,764	15,935	1,5922	...	...	...	
Central Provinces.	Simple imprisonment	298	252	273	4·5	4·1	4·2	
	Rigorous imprisonment	5,595	5,330	5,734	85·2	87·2	87·9	
	Rigorous imprisonment with solitary confinement.	575	419	418	8·8	6·9	6·4	
	Rigorous imprisonment with whipping.	99	109	96	1·5	1·8	1·5	
	Total	6,567	6,110	6,521	...	...	...	
British Burma.	Simple imprisonment	643	452	627	6·4	4·2	5·1	
	Rigorous imprisonment	9,037	9,919	11,241	90·7	92·0	91·3	
	Rigorous imprisonment with solitary confinement.	99	143	111	1·0	1·3	9·	
	Rigorous imprisonment with whipping.	186	267	330	1·9	2·5	2·7	
	Total	9,965	10,781	12,309	...	...	...	
Assam	Simple imprisonment	83	95	98	2·3	2·7	3·1	
	Rigorous imprisonment	3,466	3,445	3,072	97·1	96·5	96·4	
	Rigorous imprisonment with solitary confinement.	3	3	2	·1	·1	·1	
	Rigorous imprisonment with whipping	17	25	14	·5	·7	·4	
	Total	3,569	3,468	3,186	...	...	...	
Coorg	Simple imprisonment	9	27	28	4·4	9·7	10·0	
	Rigorous imprisonment	192	151	197	94·6	90·3	70·4	
	Rigorous imprisonment with solitary confinement.	...	...	54	...	...	19·3	
	Rigorous imprisonment with whipping.	2	...	1	1·0	...	·3	
	Total	203	278	280	..	...	...	
Hyderabad Assigned Districts.	Simple imprisonment	120	93	165	7·9	5·9	8·7	
	Rigorous imprisonment	1,233	1,290	1,441	80·6	81·7	75·6	
	Rigorous imprisonment with solitary confinement.	132	142	235	8·6	8·9	12·3	
	Rigorous imprisonment with whipping.	44	55	65	2·9	3·5	3·4	
	Total	1,529	1,580	1,906	...	...	...	
Grand Total.	Simple imprisonment	12,686	11,166	12,253	8·0	8·6	8·6	
	Rigorous imprisonment	113,037	115,834	116,519	83·2	82·2	82·2	
	Rigorous imprisonment with solitary confinement.	11,707	10,700	11,416	7·6	8·0	8·0	
	Rigorous imprisonment with whipping.	1,570	1,648	1,627	1·2	1·2	1·2	
	Grand Total	139,000	139,348	141,815	...	...	...	

* All the figures in this column are exclusive of the number of convicts sentenced to transportation and to death.

18. The statement below shows the offences for which the convicts admitted from the different provinces in the past three years have been sentenced: offences are for this purpose divided into three classes:—

Convicts according to general nature of offences.

(i) offences under Chapter XVI., Indian Penal Code, affecting the human body;

(ii) offences under Chapter XVII., Indian Penal Code, against property; and

(iii) all other offences.

Province.	Chapter XVI. of the Indian Penal Code,—Offences affecting the Human Body.						Chapter XVII. of the Indian Penal Code,—Offences against property.						All other offences.					
	Number of convicts admitted.			Percentage to total number of convicts admitted.			Number of convicts admitted.			Percentage to total number of convicts admitted.			Number of convicts admitted.			Percentage to total number of convicts admitted.		
	1883.	1884.	1885.	1883.	1884.	1885.	1883.	1884.	1885.	1883.	1884.	1885.	1883.	1884.	1885.	1883.	1884.	1885.
Madras	1,215	1,073	1,122	11·6	10·5	10·2	7,346	7,364	8,282	69·8	72·4	75·1	1,967	1,735	1,627	18·6	17·1	14·7
Bombay	1,816	1,578	1,674	10·7	11·1	11·7	8,168	9,415	9,683	66·5	66·5	67·8	2,802	3,174	2,918	23·8	22·4	20·7
Bengal	5,329	5,082	5,198	17·9	15·9	16·5	15,045	17,741	17,593	50·6	55·4	55·8	9,389	9,211	8,739	31·5	28·7	27·7
North-Western Provinces and Oudh.	4,358	6,211	6,877	12·3	18·3	20·8	20,167	19,523	18,553	57·1	57·3	56·3	10,821	8,313	7,539	30·6	24·4	23·9
Punjab	2,401	2,786	2,667	14·6	17·3	16·5	9,517	8,694	8,959	56·2	53·8	55·4	4,974	4,675	4,558	29·2	28·9	28·2
Central Provinces.	730	004	783	11·1	9·8	11·9	4,797	4,513	4,860	72·4	72·9	73·8	1,098	1,068	945	16·5	17·3	14·3
British Burma.	1,369	1,420	1,179	13·5	12·9	9·4	5,562	5,753	5,372	54·9	52·9	43·1	3,198	3,769	5,917	31·6	84·5	47·5
Assam	647	640	559	18·1	18·1	17·4	1,288	1,414	1,264	35·8	40·0	39·4	1,657	1,483	1,389	46·1	41·9	43·2
Coorg*	21	43	86	11·9	18·3	12·6	84	114	141	47·7	48·5	49·5	71	78	54	40·4	33·2	18·9
Hyderabad Assigned Districts*	179	184	213	11·6	11·9	11·1	1,199	1,152	1,455	78·7	74·7	75·4	249	219	244	16·3	13·7	12·6
Total	17,655	19,621	20,308	13·9	15·2	15·6	73,063	75,753	76,162	57·5	58·7	58·4	36,225	33,725	33,299	28·5	26·1	25·9

* The number of crimes committed by convicts in these two provinces does not coincide with the number of convicts admitted into jail during 1885.

Generally speaking, there has been a rise in the numbers of convicts sentenced for offences under Chapters XVI. and XVII. of the Indian Penal Code, and a decline in the number of those found guilty of other offences. The percentage of offences against the human person to the total number of offences for which convicts were sentenced all over India was 13·9 in 1883, 15·2 in 1884, and 15·6 in 1885. During this period the greatest increase has occurred in the North-Western Provinces and Oudh. The figures for those Provinces were in 1883, 4,358 (12·3 per cent. of the whole), in 1884, 6,211 (18·3 per cent.), and in 1885, 6,877 (20·8 per cent.). In Assam, the percentage was 35·8 in 1883, 40·0 in 1884, and 39·4 in 1885. In Bengal and Bombay these offences show a decline, while in Bombay and the Punjab [illegible] the number of convicts admitted for offences against property has slightly increased, the proportion for 1883, 1884, and 1885 being 57·5, 58·7 and 58·4 respectively. In the Central Provinces and the Berars, the percentage of prisoners convicted of such offences was over 70 in all three years: and in Madras, it exceeded this figure in 1884 and 1885. The percentage of the convicts admitted into jail in Burma in 1883 who had been convicted under Chapter XVII. of the Indian Penal Code, was 54·9, but by 1885 it had fallen to 43·1. In Assam, it was 35·8 in 1883, 40.0 in 1884, and 39·4 in 1885. The general percentage of convicts sentenced for the commission of other offences was 28·6

in 1883, 26·1 in 1884 and 26·0 in 1885. The figures for Assam were 46·1, 41·8, and 43·2 respectively in the three years: those for Burma 31·6, 34·5, and 47·5. In the Central Provinces, they were 16·5 in 1883, 17·3 in 1884 and 14·3 in 1885, and in the Berars 16·2, 13·7, and 12·6.

Convicts sentenced to transportation or death.

19. In the following statement are shown (1) the number of convicts under sentence of transportation actually in the jails on the 31st December 1883, 1884 and 1885, and (2) the number of persons under sentence of transportation admitted into jail during each of the three years. At the close of 1883 the largest number of convicts under transportation (875) were confined in the jails of the North-Western Provinces and Oudh. The number had risen by the end of 1884 to 966, or by the end of 1885 to 1,005. The figures for Bombay, 858, 875 and 810 at the close of 1883, 1884 and 1885 respectively come next. In Assam and the Berars there were very few convicts under sentence of transportation on any of the above dates.

Length of transportation sentences.		Madras.			Bombay.			Bengal.			North-Western Provinces and Oudh.			Assam.			British Burma.			Central Provinces.			Punjab.			Coorg.			Hyderabad Assigned Districts.		
		1883	1884	1885	1883	1884	1885	1883	1884	1885	1883	1884	1885	1883	1884	1885	1883	1884	1885	1883	1884	1885	1883	1884	1885	1883	1884	1885	1883	1884	1885
Number of convicts sentenced to transportation for a term.		228	202	163	514	536	467	138	129	135	387	376	343	11	7	14	107	68	76	82	104	92	101	104	138	2	9	7	2	2	5
Number of convicts sentenced to transportation for life.		367	350	371	344	339	343	376	443	554	508	590	662	13	18	26	82	58	60	127	154	127	246	382	297	12	9	7	12	19	33
Total .		600	552	534	858	875	810	514	572	689	875	966	1,005	24	25	40	189	126	136	219	258	219	347	390	435	14	9	7	14	21	34
Number of convicts admitted into jail who were sentenced to transportation for a term.		50	41	87	67	117	82	45	28	63	114	91	106	4	2	7	55	55	57	12	21	12	17	26	26	...	...	...	...	...	...
Number of convicts admitted into jail who were sentenced to transportation for life.		99	109	115	99	96	87	142	95	114	220	205	225	13	51	15	73	62	67	32	39	36	107	133	112	4	9	1	17	17	18
Total .		149	150	152	166	213	169	187	118	196	334	296	331	17	53	22	128	117	114	43	60	48	124	159	138	4	9	1	17	17	18

By Home Department Resolution No. 4—412-424, dated 25th March 1886, the rules regarding the selection for deportation to the Andamans of convicts under sentence of transportation have been considerably relaxed. The test now to be applied is whether a convict is fit for ordinary labour in an Indian jail. If so, he should, subject to the rule that he must not be under 18 nor over 45 years, be deported to the Andamans. The responsibility of selecting convicts for deportation has also been removed from the Committee convened at Alipore and placed on the Local Governments and Administrations. It is hoped that this change of system will relieve the Indian jails, to a very considerable extent, of convicts under sentences of transportation.

The convicts admitted under sentence of transportation during the period of three years was highest in the North-Western Provinces and Oudh, Bombay and Bengal, and lowest in the Berars.

The number of persons sentenced to death in 1883 was 401: in 1884 the number fell to 398, but it rose in 1885 to 445. In 1884, there were 78 cases in Madras in which sentence of death was passed, and 76 in the North-Western Provinces and Oudh. The number of such sentences fell in the Punjab from 94 to 61, and in Bombay from 82 to 60. In 1885, the Punjab again headed the list with 124 sentences of death. There were in that year 91 such sentences in the North-Western Provinces and Oudh, 68 in Madras, and 55 in Bombay.

Previously convicted prisoners.

20. The number of convicts admitted to the jails against whom previous convictions were proved either prior to or after conviction is shown in statement No. 4. The proportion of such convicts to the total number of convicts admitted is as follows in the different provinces:—

Provinces.	Males.			Females.			Total.		
	1883.	1884.	1885.	1883.	1884.	1885.	1883.	1884.	1885.
Madras	8·88	8·72	9·30	3·90	3·91	4·08	8·31	8·17	8·78
Bombay	15·8	12·6	14·8	11·5	9·2	9·1	15·5	12·3	14·4
Bengal	12·16	12·54	11·81	6·22	6·08	6·68	11·89	12·22	11·56
North-Western Provinces	13·59	13·57	11·40	7·79	6·81	5·81	13·17	13·11	11·04
Punjab	15·0	15·44	15·0	6·0	6·23	8·0	11·0	15·05	15·0
Central Provinces	10·26	11·02	11·02	5·02	4·94	6·92	9·58	10·34	10·56
British Burma	13·66	16·52	16·79	4·93	3·32	2·11	13·42	16·08	16·35
Assam	12·54	11·16	10·44	3·62	4·89	2·38	12·19	10·91	10·02
Coorg	4·11	1·08	8·57	...	10·09	...	3·97	1·38	7·79
Hyderabad Assigned Districts	14·3	18·48	18·6	4·2	4·34	5·5	13·50	17·46	17·7
TOTAL	12·60	12·86	12·96	6·2	5·82	5·62	12·2	12·39	13·70

The ratio of previously convicted convicts to the total number of admissions was highest in the Hyderabad Assigned Districts in both 1884 and 1885 (17·46 in 1884 and 17·7 in 1885). In Burma the ratio was 16·08 and 16·35, in the Punjab 15·05 and 15·0, and in Bombay 12·3 and 14·4 in 1884 and 1885 respectively. The ratio in Madras, which fell from 20·19 in 1882 to 8·31 in 1883, was 8·17 in 1884, and 8·78 in 1885.

In the review of the figures for 1883 it was stated that the Government of India had under its consideration the introduction of a uniform and effective system of registering and establishing the recognition of re-convicted offenders for purposes of jail discipline. It was then observed that the following suggestions had been made with the view to effecting this object—

(1) that a descriptive roll of every prisoner arrested by the police should, as suggested by the Conference, be prepared at the station-house and be sent up with the prisoner to the Magistrate, and

that such discriptive roll, in the event of the final conviction of the prisoner by the Magistrate, should be copied in a register to be kept up in the jail for this purpose;

(2) that the police in sending up an accused person to the Magistrate should embody in the charge sheet as complete a record as possible of all his previous convictions;

(3) that the jail authorities should not content themselves with any information which they may obtain from the Magistrate or from the police as to the former convictions recorded against a convict, but should endeavour to ascertain from the subordinate jail officers, warders, and longer-term convicts, as well as from the jail records, if the prisoner has been previously convicted; and

(4) that the police should be given frequent opportunities of inspecting convicts, after admission into jail, both by a weekly parade as suggested by the Conference, and by such other means as may be found practicable.

The Government of India has since been in communication with Local Governments, with the result that the following additional measures have recently been prescribed for general adoption—

(1) that a list of re-convicted prisoners who are to be released every month be despatched from the jail to the Magistrate and the District Superintendent of Police. This may be done by sending to these officers on the 20th of each month an extract from the jail register, showing all re-convicted prisoners, with their places of residence, who are to be released in the succeeding month. The rule contained in clause 471 of the Jail Manual for Bengal that this list should be sent fortnightly may be retained in that province;

(2) that the jail authorities should examine under-trial prisoners detained in the jail or the Magistrate's lock-up in order to ascertain whether they have been previously convicted. Whenever a previous conviction is discovered in this way, an intimation to this effect should be sent to the police before the trial of the prisoner. In Magistrates' lock-ups, which are separate from the jail, it may not be always possible to carry out this rule, but these cases should be few. In sub-divisional lock-ups the plan will not be practicable;

(3) that when a re-convicted prisoner is transferred from one jail to another, an extract from the relevant entries in the register of the jail from which the transfer is made should be sent to the jail to which the prisoner is transferred; and

(4) that when subsequent to conviction the jail authorities discover that a prisoner has been previously convicted, the fact should be communicated to the Magistrate and the District Superintendent of Police.

The want of an authoritative definition of the term "habitual criminal" for the purposes of jail discipline having been much felt, the following definition has, after considerable discussion, been adopted, and the following orders passed as to the duties of classifying prisoners as habitual criminals:—

"For the purposes of jail discipline, the words 'habitual criminal' shall mean a prisoner so classed—

(1) By the Court or Magistrate that heard the case—

(*a*) because he has been convicted of an offence punishable under Chapter XII or XVII of the Indian Penal Code with three years' imprisonment or upwards, and has been previously punished on conviction for an offence under either of these chapters and similarly punishable; or

(*b*) because, from the circumstances of the case, the Sessions Judge or Magistrate believes the prisoner to depend on crime as a means of livelihood, or have attained such an eminence in crime as to warrant his being classed with habitual or class B criminals:

(2) By the District Magistrate, or any Magistrate empowered by him on this behalf, the classification being made in accordance with the principles suggested for the guidance of the courts in clauses 1 (a) and (b) of this definition:

(3) Subject to the control of the District Magistrate by the officer in charge of the jail, when the prisoner is—

(*a*) sentenced or believed to be liable to punishment under section 75 of the Indian Penal Code;

(*b*) under sentence enhanced by reason of more than one previous conviction; or

(*c*) known to have been repeatedly imprisoned for similar offences; or

(*d*) a member of the criminal tribe.

Provided that—

(1) any such Court or Magistrate as is mentioned above may direct that a prisoner shall not be classed as an habitual criminal, and

(2) when there is room for doubt whether a prisoner should be so classed or not, the officer in charge of the jail shall refer the case for the orders of any such Court or Magistrate."

Explanation.—The classification when made by the convicting courts shall be final. If the courts omit to classify a prisoner as an habitual, the District Magistrate, or any Magistrate empowered by him, may do so. In case of omission on the part of the Court and of the Magistrate, the officer in charge of the jail may make the classification, subject to the general control and supervision of the District Magistrate.

It is hoped that if the provisions of the preceding definition are acted up to, the number of instances in which re-convicted prisoners escape detection will be reduced to a minimum.

21. The number of juvenile prisoners (under 16 years of age) admitted into jail between 1883-85 from the several provinces, and the number of them who had been previously convicted, is shown below:—

Juvenile prisoners.

Province.	Number of juvenile prisoners admitted.				Number of juvenile prisoners previously convicted.				Percentage of column 3 to column 2.			
	1885.	1884.	1883.	1882.	1885.	1884.	1883.	1882.	1885.	1884.	1883.	1882.
Madras	816	759	808	214	70	66	80	91	8·6	8·7	9·9	37·7
Bombay	263	285	276	243	13	22	37	18	4·6	7·7	13·4	7·4
Bengal	355	408	285	265	28	37	11	24	7·9	9·1	3·8	9·0
North-Western Provinces and Oudh.	373	373	511	423	76	65	78	98	20·4	17·4	15·3	23·1
Punjab	217	192	243	255	17	24	27	38	7·8	12·5	11·1	14·9
Central Provinces	156	161	170	114	16	9	3	20	10·3	5·6	1·8	17·5
British Burma	102	111	83	77	4	4	6	1	3·9	3·6	7·2	1·2
Assam	6	13	12	16	...	2	...	2	...	15·4	...	12·5
Coorg	2	6	1	...	...	...	...	...	...	...	...	...
Hyderabad Assigned Districts	22	19	25	31	...	2	1	9	...	10·5	4·0	29·0
Total	2,312	2,327	2,414	1,665	224	231	243	301	9·7	9·9	10·07	18·1

The number admitted from the whole of India has during the period slightly declined. It amounted to 2,414 in 1883, 2,327 in 1884, and 2,312 in 1885.

The increase in the number of juveniles admitted, which occurred in Madras in 1883, was maintained in 1884 and 1885. In the latter year nearly four times as many convicts of this class were admitted as were received in 1882. In 1884 more juveniles were admitted in Bombay, Bengal and Burma than in 1883; there was a decline in the admissions from all three Provinces in 1885, and in that year the only provinces from which more juvenile offenders were admitted than in 1883 were Madras, Bengal, and Burma. The numbers from the North-Western Provinces and Oudh which in 1883 were 511 fell in 1884 and 1885 to the same figure, *viz.*, 373.

During the period under review there was a steady decline in the number of juveniles who had been previously convicted, and the percentage of previously convicted juvenile prisoners to the total number of juvenile prisoners admitted had in 1885 fallen to 9·7. The percentage in 1882 was 18·1.

Reformatories.

The attention of Local Governments has been directed to the urgent necessity for establishing reformatories and introducing the Reformatory Act. There are now reformatories at Calcutta and Hazaribagh in Bengal, and the Lieutenant-Governor has under consideration a further proposal of establishing a reformatory training ship in the Hooghly. In Madras a reformatory has just been established at Chingleput, and in Bombay there is a reformatory school at Poona which is not however worked under the principles of the Reformatory Act. There is also a reformatory at Paungdé in Burma. The local authorities in the North-Western Provinces and Oudh and the Punjab have had under their attention the question of the establishment of reformatories, but financial considerations have hitherto prevented the proposal from being carried into effect. The Government of India has impressed upon these Local Governments the necessity of making provision for this very necessary object at no distant date.

22. The following table shows the results of the working of the rules for remissions in the different provinces:—

Remissions.

Province.	Number of convicts released during 1883, 1884, and 1885 who (a) gained remission.			(b) did not gain remissions although eligible for remission under the good conduct rules.			Total number of convicts eligible for remission under the good conduct rules.			Percentage of (a) to the total number eligible for remission.			Percentage of (b) to the total number eligible for remission.		
	1883.	1884.	1885.	1883.	1884.	1885.	1883.	1884.	1885.	1883.	1884.	1885.	1883.	1884.	1885.
Madras	1,360	1,125	991	154	169	77	1,514	1,294	1,068	89·8	86·9	92·8	10·2	13·1	7·2
Bombay	293	767	905	868	177	55	1,161	1,144	960	25·2	67·0	94·27	74·8	33·0	5·73
Bengal	1,913	1,665	1,565	236	193	187	2,149	1,858	1,752	89·02	89·6	89·3	10·98	10·4	10·7
North-Western Provinces and Oudh	398	445	2,063	3,065	2,704	1,175	3,453	3,149	3,238	11·2	14·1	64·0	88·8	85·9	36·0
Punjab	378	356	421	857	911	687	1,235	1,267	1,108	30·6	28·1	38·0	69·4	71·9	62·0
Central Provinces	209	281	392	37	...	...	246	281	392	84·96	100·0	100·0	15·04	...	...
British Burma	264	685	1,073	48	35	10	312	720	1,083	84·6	95·1	99·0	15·4	4·9	·9
Assam	180	189	167	4	2	2	184	191	169	97·83	99·0	98·8	2·17	1·0	1·2
Coorg	...	6	10	...	...	...	...	6	10	...	...	100·0	...	100·0	..
Hyderabad Assigned Districts	...	...	50	...	...	...	...	...	50	...	...	100·0	..	...	...
Total	4,995	5,519	7,637	5,269	5,269	4,361	10,254	9,910	9,830	48·6	55·7	77·7	51·4	44·3	13·3

It is satisfactory to notice that the percentage of convicts eligible for remission who were successful in gaining it has steadily risen. The percentage for the whole of India was in 1885, 77·7, and the figures for that year testify to a much more uniform working of the rules. Still better results may be expected now that more uniform rules have been adopted in different parts of India. The only two provinces in which the percentage fell below the average were the Punjab (38) and the North-Western Provinces and Oudh (64). In the former province there was some delay in introducing the system owing to the difficulty

experienced by the Lieutenant-Governor Sir C. Aitchison in providing funds for the additional establishment required. In the Central Provinces, Coorg, and Hyderabad remission was gained in 1885 by every convict eligible for it. During the period under review the draft rules regarding remission circulated under Home Department Resolution No. 14—899-909, dated 3rd July 1884, were considered by Local Governments and Administrations, by whom they were generally adopted. The effect of the new rules has been to extend the mark system to District Jails, and by special exception to all prisoners under sentence of two years and upwards who are detached as jail servants and officers to subsidiary jails. The rules are made applicable to habituals as well as to ordinary convicts, and it has been determined that the stimulus of the mark system shall be brought to bear on convicts on the earliest possible opportunity, and that no period of probation such as is prescribed under the English system shall be required. Marks are given for the careful and punctual performance of the daily task allotted to a convict, and extra marks can be obtained by special skilfulness and industry or by the performance of work over and above the daily task. The total number of ordinary marks which a well conducted convict may earn is 3 on week days and 1 on Sundays, and the aggregate amount of remission which can thus be gained in a year is 40 days. For certain exceptional services special marks can be earned. The ordinary marks were under the original rule to be awarded every week in the presence of the prisoner, and entered at once on his ticket and in the register prescribed for the purpose. The rule was, however, subsequently modified in order to make the system more self-acting. Under present arrangements any convict who has not been reported for punishment and thereby forfeited marks will know by the end of the day that he has earned 2 marks. These marks need not be entered in the register and on the prisoner's ticket on the day on which they were gained, but discretion is given to the Superintendent to have the entries written up at intervals not exceeding one month. If additional marks have been earned for diligence, a special award must without delay still be given, and no arrangement could do away with the necessity for this. Of course forfeiture of marks for misconduct is imposed immediately. It is believed that the present system can be satisfactorily and inexpensively worked.

These rules have been reported to the Secretary of State, and were sent by His Lordship for opinion to Sir Edmund DuCane, the Surveyor General of Prisons and Chairman of Directors of Convict Prisons in England. His criticisms on the rules as they now stand are receiving the attention of the Government of India.

Employment of convicts.

23. In Statement V. full details are given of the employment of convicts during the years under review. The following abstract is intended to show the number of prisoners employed on manufactures or extra-mural labour :—

1	2			3			4			5									Remarks.
	Average number of effective prisoners.			Number of prisoners employed on manufactures.			Percentage of effective labour prisoners employed on manufactures.			Number of prisoners employed extramurally.									
										Public Works.			Hired out to municipalities, private individuals or departments other than the Public Works Department.			Total.			
Provinces.	1885.	1884.	1883.	1885.	1884.	1883.	1885.	1884.	1883.	1885.	1884.	1883.	1885.	1884.	1883.	1885.	1884.	1883.	
Madras	6,340	6,366	6,858	1,534	1,570	1,645	24·19	24·6	23·97	...	58	68	126	214	176	126	272	244	
Bombay	6,103	6,567	6,864	2,188	2,124	2,305	35·8	32·3	33·6	1,006	1,392	1,204	401	385	402	1,407	1,777	1,606	
Bengal	11,798	11,980	12,025	6,341	6,478	5,847	53·7	54·1	48·6	...	...	1	4	0·48	0·39	4	0·48	1·39	
North-Western Provinces and Oudh.	15,816	15,609	17,010	4,351	5,921	6,009	28·1	37·9	35·3	65	343	381	47	7,381	19,269	112	7,724	19,650	
Punjab	2,269	2,680	10,125	4,810	5,393	5,970	51·9	55·6	58·96	1,320	555	...	55	58	106	1,375	613	106	
Central Provinces	2,941	2,996	3,377	1,735	1,795	2,159	59·0	59·9	63·9	...	2	...	0·44	18	921	0·44	20	991	
British Burma	4,977	4,910	3,926	3,465	2,969	2,006	69·6	60·5	51·1	40	98	80	246	362	475	286	460	555	
Assam	1,139	1,182	1,271	126	134	126	11·2	11·3	9·8	427	531	513	197	122	151	624	653	664	
Coorg	50	51	72	25	26	33	50·0	49·0	45·2	...	...	...	3	...	8	3	...	8	
Hyderabad Assigned Districts.	827	826	805	369	391	434	44·6	47·3	53·9	...	...	...	...	3	0·17	...	3	0·17	
TOTAL	59,250	60,209	62,333	24,944	26,801	26,534	42·09	44·3	42·6	2,858	2,979	2,398	1,079·44	8,543·48	21,508·56	3,937·44	11,522·48	23,755·56	

Of the total number of effective prisoners the percentage employed on manufactures in 1884 and 1885 was 44·3 and 42·09, respectively, compared with 42·6 in 1883. From this the number of convicts employed in preparing articles for use or consumption in jails is excluded. 6,688 convicts were so employed in 1883, 6,320 in 1884, and 6,199 in 1885. 2,398 convicts were employed under the Public Works Department in 1883, 2,979 in 1884, and 2,858 in 1885. The number of convicts hired out to municipalities, private individuals or departments other than the Public Works Department was 21,508·56 in 1883. The number fell to 8,543·48 in 1884, and to 1,079·44 in 1885 owing to the discontinuance in the North-Western Provinces and Oudh of the attempts made in those provinces to obtain extra-mural employment on a large scale for convicts. It is unnecessary to review these figures at any length. The policy of the Government of India in regard to the employment of convicts as approved by the Secretary of State has recently been explained in Home Department Resolution No. 10-605—618, dated 7th May 1886. Briefly that policy is that convicts should be employed on public works, in cases when the works are so large and concentrated and likely to last for so long a time as to justify the erection on the spot of accommodation such as would be required for the exercise of the same sanitary care and the enforcement of the same system of discipline, penal labour and classifications as are now in force in Central Jails. The employment of gangs of convicts on railway works lodged in portable prisons is only to be resorted to when an exceptionally favourable opportunity presents itself, and a special report of any experiment of the kind must be prepared for the information and orders of the Government of India and the Secretary of State. The employment of small gangs of convicts on station roads and municipal works is now interdicted. In those provinces in which there is a completely organised system of Central Jails, well regulated industrial employments are permitted to be carried on in such jails on a large scale subject to the conditions that the jails must not be converted into steam factories, and that jail industries must not be allowed to compete injuriously with local trade. The intramural industries of jails must in future be adapted to meet the requirements of Government consuming departments, though special industries, such as carpet-making, for the products of which the departments of the Government have no demand, are not prohibited in jails. The importance of avoiding multifarious employments in the same jail and of securing an adequate amount of the penal element in jail industries, two matters to which insufficient attention has been paid in the past, has been strongly commended to the attention of Local Governments and Administrations.

24. The following statement shows the percentage of the average number of effectives serving as prison officers and prison servants respectively in the last three years:—

Province.	Average number of convicts under sentence of labour on working days less the average number sick and the average number convalescent and infirm.			Average number of efficient convicts employed as prison officers.			Average number of efficient convicts employed as prison servants.			Percentage of the average number of effectives employed as					
										Prison officers during			Prison servants during		
	1883	1884.	1885.	1883.	1884.	1885.	1883.	1884.	1885	1883.	1884	1885	1883.	1884.	1885.
Madras . . .	6,858	6,368	6,340	582	591	613	1,176	1,011	1,025	8·8	9·3	9·6	17·1	15·9	16·1
Bombay . . .	6,864	6,597	6,103	231	239	235	645	601	560	3·4	3·6	3·9	9·4	9·1	9·2
Bengal . . .	12,025	11,980	11,798	738	783	821	1,334	1,354	1,435	6·1	6 5	6 9	11·1	11·3	12·2
North-Western Provinces and Oudh .	17,010	15,609	15,816	695	697	661	2,581	2,342	2,128	4·1	4·5	4 2	15·1	15 0	13·4
Punjab . . .	10,125	9,690	9,269	520	588	170	1,389	1,278	1,095	5·1	6·1	1·8	12·7	13·2	11·8
Central Provinces .	3,377	2,996	2,941	115	133	150	388	267	280	3·4	4·4	5·1	10·6	8·9	9·5
Burma . . .	3,926	4,910	4,977	182	348	419	275	363	372	4·6	7·1	8·4	7·0	7·3	7·5
Assam . . .	1,271	1,182	1,129	73	69	65	131	115	114	5·7	5·8	5 8	10 3	9·7	10·1
Coorg . . .	72	51	50	7	12	8	13	9	10	9·2	21·6	16·0	17·8	17·6	22·0
Hyderabad Assigned Districts .	806	826	827	41	38	42	100	89	90	4·96	4·6	5·1	12·4	10 6	10·8
Total .	62,333	60,209	59,250	3,187	3,498	3,184	7,902	7,429	7,109	5·1	5·8	5·4	12·7	12·3	11·9

The proportion of prisoners employed as prison officers shows a steady increase in Madras, Bombay, Bengal, the Central Provinces, Burma and Assam. In the North-Western Provinces and Oudh and the Punjab the proportion so employed rose in 1884, and declined in 1885; in the latter province from 6·1 to 1·8 per cent.

A slightly lower proportion of convicts were employed as prison servants in 1884 and 1885 than in 1883, and Bengal, British Burma and Coorg are the only provinces in which the percentage so employed was higher in 1885 than in 1883. The percentage employed as prison servants in North-Western Provinces and Oudh declined from 15·1 in 1883 to 15·0 in 1884, and 13·4 in 1885. The system under which convicts are employed as prison officers and prison servants has recently been unfavourably criticised by the jail authorities in England, and the question is the subject of separate correspondence between the Government of India and the Secretary of State. It would therefore be out of place to enter into any discussion here as to the success or failure of the system or its appropriateness to the special conditions of this country.

25. In the statement below are shown the number of under-trial and civil prisoners respectively admitted in 1883, 1884, and 1885, and remaining in jail at the close of each year. The number of under-trial prisoners admitted in 1884 showed a very large excess over the number admitted in 1883 in Bombay, and a smaller increase in Bengal, Burma and the Berars. It declined in Madras, the North-Western Provinces and Oudh, Punjab, the Central Provinces and Assam. The increase, which occurred in Bombay in 1884, was maintained in 1885; a large increase took place in the same year in Madras, Bengal, and the Punjab, and a lesser one in the Central Provinces, Burma, Coorg and Hyderabad. The North-Western Provinces and Oudh and Assam are the only provinces showing a continuous decline in the figures, and in these two provinces only were fewer under-trial prisoners admitted in 1885 than in 1883. The number of under-trial prisoners in jail at the close of 1883 was 4,555: it had risen by the close of 1884 to 4,671, and by the end of 1885 to 5,604. The rise occurred mainly in Madras, Bombay, and Burma. The figures for the remaining provinces show comparatively little variation.

Under-trial and civil prisoners.

Province.	Under-trial prisoners.						Civil prisoners.					
	Admitted during the year.			Remaining at the end of the year.			Admitted during the year.			Remaining at the end of the year.		
	1885.	1884.	1883.	1885.	1884.	1883.	1885.	1884.	1883.	1885.	1884.	1883.
Madras	27,967	28,549	24,264	929	927	734	2,147	1,947	1,966	250	193	228
Bombay	29,486	*27,711	18,111	667	*565	397	†	†	†	†	†	†
Bengal	28,511	28,830	26,061	1,003	1,057	1,084	3,547	3,328	3,290	252	246	217
North-Western Provinces and Oudh.	38,929	39,359	40,734	1,290	1,100	1,160	2,352	2,439	2,522	211	201	232
Punjab	18,572	16,591	18,074	729	668	744	1,140	1,145	1,198	111	97	82
Central Provinces . .	3,920	3,241	3,502	129	111	110	556	639	596	44	38	48
British Burma . . .	5,181	4,433	3,099	674	124	172	871	789	746	53	51	91
Assam	2,693	2,714	3,023	144	57	127	284	283	279	10	29	22
Coorg	871	747	791	14	19	9	57	43	49	3	2	2
Hyderabad Assigned Districts	1,089	1,020	709	25	43	18	37	36	26	2	7	3
Total . .	157,219	148,195	138,998	5,604	4,671	4,555	10,991	10,649	10,662	936	864	928

* Exclusive of the figures for the Subordinate Jails of Dharwar and Karachi which are not available.
† In Bombay civil prisoners are not under the control of the Jail Department.

The number of civil prisoners admitted from all parts of India except Bombay declined from 10,662 in 1883 to 10,649 in 1884, and rose again to 10,991 in 1885. The increase occurred almost entirely in Madras, Bengal, and Burma. In the North-Western Provinces and Oudh, and the Punjab, the figures declined continuously during the period under review. In the other provinces they varied to a very trifling degree. The number of civil prisoners in confinement at the close of the year was almost the same at the end of 1885, as at the end of 1883, while the figures for 31st December 1884 were smaller than those for either 1883 or 1885. Madras, Bengal and the Punjab show a continuous rise, but the results in the other provinces are that by the close of 1885 there were fewer civil prisoners in the civil jails than there were at the end of 1883.

26. The following statement summarizes the figures shown in statement No. 6, regarding the offences and punishments of convicts:

Convict offences and punishments.

Province.		Average number of convicts.	Criminal offences.	Breaches of Jail Rules.	Punishments Inflicted: By Criminal Courts.	For Jail Offences: Solitary confinement.	Reduced diet.	Solitary confinement with reduced diet.	Corporal punishment.	Other punishments.	Total punishments.	Ratio of total punishments to average number of convicts.
Madras	1883	7,832	22	3,790	22	587	2,076	...	277	850	3,812	48·6
	1884	7,196	11	4,790	10	581	1,033	...	378	1,875	4,790	66·56
	1885	7,268	9	4,324	9	491	2,036	...	271	1,517	4,324	59·49
Bombay	1883	7,412	18	1,585	18	14	90	414	129	936	1,601	21·6
	1884	7,161	21	4,455	21	45	27	577	73	3,733	4,476	62·5
	1885	7,611	25	2,956	25	41	26	611	61	2,217	2,981	45·1
Bengal	1883	13,711	88	48,480	77	3,261	2,365	2,347	349	40,170	48,569	354·22
	1884	13,697	91	56,564	85	3,688	3,973	522	345	47,945	56,558	412·91
	1885	13,757	71	48,789	71	3,333	2,486	472	347	42,081	48,700	354·65
North-Western Provinces and Oudh	1883	21,873	15	5,656	15	566	1,306	1,991	964	829	5,671	25·92
	1884	20,076	32	6,429	32	567	1,718	2,241	1,054	849	6,401	32·18
	1885	18,288	33	6,582	33	428	1,375	2,007	1,000	1,772	6,615	36·17
Punjab	1883	11,469	50	1,799	34	733	238	279	432	122	1,838	16·0
	1884	10,807	46	1,564	45	604	94	301	450	115	1,609	14·8
	1885	9,797	59	9,074	68	808	253	539	417	*7,044	*9,129	93·2
Central Provinces	1883	3,742	24	2,516	25	108	826	261	426	894	2,540	67·88
	1884	3,254	14	2,189	14	87	830	273	354	645	2,203	67·69
	1885	3,210	46	2,440	46	148	582	469	300	941	2,486	77·44
British Burma	1883	5,101	27	3,906	43	374	852	1,304	581	879	3,933	77·10
	1884	6,446	16	8,471	26	912	1,482	2,214	609	3,244	8,487	131·66
	1885	6,653	20	6,741	27	886	90	961	488	3,402	6,761	101·62
Assam	1883	1,388	32	747	32	19	55	2	119	552	779	56·12
	1884	1,328	53	1,096	53	8	59	13	106	820	1,149	86·53
	1885	1,276	44	818	44	6	134	8	169	501	862	67·52
Coorg	1883	97	...	73	...	5	17	6	21	24	73	75·25
	1884	75	1	48	1	3	7	9	7	22	49	66·38
	1885	82	1	63	1	5	10	9	8	31	64	78·99
Hyderabad Assigned Districts	1883	1,034	3	318	3	17	81	134	11	75	321	31·0
	1884	998	5	485	5	33	5	149	32	266	490	49·1
	1885	1,016	4	328	4	15	16	91	14	192	332	32·6
Total	1883	73,660	279	68,882	269	5,684	7,906	6,638	3,309	45,831	69,137	93·9
	1884	71,938	290	86,091	292	6,528	10,128	6,299	3,498	59,514	82,72	119·9
	1885	67,958	311	82,115	328	6,161	7,825	5,167	3,075	59,788	82,344	121·2

* Includes 6,861 formal warnings by Superintendent.

The number of criminal offences committed in 1883 was 279: it rose in 1884 to 290 and in 1885 to 311, the highest figure since 1881. During this period there was a continuous increase of such offences in Bombay and the North-Western Provinces and Oudh; and a continuous decrease in Madras. In the Punjab and the Central Provinces the figures for 1884 were lower than those for 1883, but those for 1885 were higher than those of the two previous years. In the other provinces the figures varied with the result that those for Bengal and Burma were lower in 1885 than in 1883, and that for Assam higher.

Breaches of jail rules which for the whole of India rose in 1884 by 25 per cent. declined slightly in 1885, but were still higher by 19 per cent. than they were in 1883. There was a continuous rise in the North-Western Provinces and Oudh due in a great measure to the inclusion in the figures to show breaches of rules for which the offenders are only admonished. In Madras, Bombay, Bengal, Burma, Assam and the Berars, the figures for both 1884 and 1885 are higher than those for 1883, but those for 1884 are higher than those for 1885. The rise in Madras has occurred under the head of smoking and being in possession of forbidden articles, and in miscellaneous offences against jail discipline. In Bengal the rise has occurred in miscellaneous offences, and in Burma in offences relating to work and miscellaneous offences, in Assam in offences relating to work, and in the Berars in smoking and being in possession of forbidden articles and miscellaneous offences. In the Central Provinces the figures for 1884 and 1885 are lower than those for 1883, but those for 1885 are higher than those for 1884. In the Punjab the number of offences declined in 1884 from 1,799 to 1,564, while in 1885 it rose to 9,074. This rise occurred under all three classes of offences, but was highest under the head of offences relating to work, the number of which was 760 in 1884 and 7,142 in 1885. The latter figure, however, includes 6,861 formal warnings by the Superintendent.

The proportion of convicts who were guilty of offences and breaches of jail rules to the average number of convicts was in 1883, 93·9, in 1884, 119·9, and in 1885, 121·2. In British Burma the ratio was 77·10 in 1883,

131·66 in 1884, and 101·62 in 1885. The ratio in Bombay, which was 21·6 in 1883, was 62·5 in 1884, and 45·1 in 1885. In Madras, Assam, and the Berars the ratio was higher in 1884 and 1885 than it was in 1883, but it was lower in 1885 than in 1884. In the North-Western Provinces and Oudh the ratio steadily increased. In the Central Provinces and Coorg the ratio declined in 1884 below that of 1883, but it was in 1885 higher than in either of the two previous years. In the Punjab the ratio was in 1883 and 1884 far lower than in any other province: in 1885 it rose to 93·2 for the special reason referred to above. The figures for Bengal are far higher than those for any other province, and the ratio for 1883 having been 354·22, that for 1884, 412·91 and that for 1885, 354·65. In reviewing the figures for this province in 1884, the Governor General in Council remarked that there appeared to be no reason to alter the views expressed on the report for 1883, that the system of reporting jail offences in Bengal is faulty in so far as it involves unnecessary interference with convicts, and that a reduction in the number of petty offences might be effected if more exemplary punishments than are ordinarily imposed were inflicted from time to time in appropriate cases. The decline shown in the number of offences in 1885 was attributed to the expression of the above views by the Government of India. The decrease in the latter year is no doubt considerable, but there is still much room for improvement, and as the attention of the Bengal authorities has now been fully directed to the matter, the Governor General in Council trusts that a sure approach to the standard at which existing orders aim will be effected.

27. The nature of the different punishments awarded is exhibited in the following figured statement:—

1	2	3			4			5		
		Solitary confinement.			Reduced diet.			Solitary confinement with reduced diet.		
Province.	Average number of convicts.	Punishments inflicted.	Ratio per cent. on column 2.		Punishments inflicted.	Ratio per cent. on column 2.		Punishments inflicted.	Ratio per cent. on column 2.	
Madras	1883	7,832	587	7·5	2,076	26·5		...	...	
	1884	7,199	581	8·1	1,933	26·9		...	...	
	1885	7,268	491	6·7	2,036	28·0		...	...	
Bombay	1883	7,412	14	0·2	90	1·2		414	5·6	
	1884	7,161	45	0·6	27	0·3		577	8·1	
	1885	6,611	41	0·6	26	0·4		611	9·2	
Bengal	1883	13,711	3,261	23·8	2,365	17·2		2,347	17·1	
	1884	13,697	3,688	26·9	3,973	29·0		522	3·8	
	1885	13,757	3,333	24·3	2,486	18·1		472	3·4	
North-Western Provinces and Oudh	1883	21,873	566	2·6	1,306	5·9		1,991	9·1	
	1884	20,076	567	2·8	1,718	8·5		2,241	11·1	
	1885	18,288	428	2·3	1,375	7·5		2,007	11·0	
Punjab	1883	11,469	733	6·4	238	2·1		279	2·4	
	1884	10,807	604	5·6	94	·9		301	2·8	
	1885	9,797	808	8·2	253	2·5		539	5·5	
Central Provinces	1883	3,742	108	2·9	826	22·1		261	6·9	
	1884	3,254	87	2·7	830	25·5		273	8·4	
	1885	3,210	148	4·6	582	18·1		469	14·6	
British Burma	1883	5,101	374	7·3	852	16·7		1,204	23·6	
	1884	6,446	912	14·1	1,482	22·9		2,214	34·3	
	1885	6,653	886	13·3	907	13·6		961	14·4	
Assam	1883	1,388	19	1·4	55	3·9		2	0·1	
	1884	1,328	8	·6	59	4·8		13	1·0	
	1885	1,276	6	·5	134	10·5		8	0·6	
Coorg	1883	97	5	5·2	17	17·7		6	6·2	
	1884	75	3	4·0	7	9·3		9	12·0	
	1885	82	5	6·1	10	12·2		9	11·0	
Hyderabad Assigned Districts.	1883	1,035	17	1·6	81	7·8		134	12·9	
	1884	998	33	3·3	5	0·5		149	14·9	
	1885	1,016	15	1·5	16	1·6		91	8·9	
Total	1883	73,660	5,684	7·7	7,906	10·7		6,638	9·0	
	1884	71,938	6,528	9·1	10,125	14·1		6,299	8·7	
	1885	67,958	6,161	9·1	7,825	11·5		5,167	7·7	

The number of instances in which solitary confinement was the punishment inflicted was 5,684 in 1883, 6,528 in 1884, and 6,161 in 1885. The

chief increase occurred in British Burma where the number of cases in which this form of punishment was given rose from 374 in 1883 to 912 in 1884, and 886 in 1885. The figures are highest in Bengal, where they are 3,261, 3,688, and 3,333 in three years respectively. In the Punjab, the Central Provinces, and Bombay the number of convicts punished with solitary confinement was considerably larger in 1885 than in 1883; in Madras and North-Western Provinces and Oudh it was considerably smaller.

In 1883 the number of cases in which convicts were sentenced to reduced diet fell to 7,906 from 9,896. In 1884 the number rose to 10,128, but again in 1885 fell to 7,825, or little more than half the figure for 1881. The substantial decrease which has taken place in the course of the last five years is satisfactory. There are, however, in different parts of India very different systems of imposing this punishment. In Bombay it is very rarely administered, while in Madras the ratio of such punishments to the average number of convicts was 26·5 in 1883, 26·9 in 1884, and 28·0 in 1885. In Bengal the ratio rose from 17·2 in 1883 to 29·0 in 1884, but it declined again in 1885 to 18·1. The ratio in the Central Provinces was 22·1 in 1883, 25·5 in 1884, and 18·1 in 1885. In Burma it rose from 16·7 to 22·9 in 1884, but fell again in 1885 to 13·6. In none of the other provinces did the ratio amount to 20 during the period under review. For the whole of India it was 14·1 in 1884 and 11·5 in 1885.

There has been a more continuous decline in the last five years in the number of cases in which reduced diet was combined with solitary confinement as a punishment for breaches of jail discipline. In 1881 the number of such punishments was 7,651; in 1882, 7,651; in 1883, 6,638; in 1884, 5,299; and in 1885, 5,167. The general ratio in the latter year fell to 7·7. Between 1883 and 1885 the number of cases in which this form of punishment was inflicted rose steadily in Bombay, the Punjab, and Central Provinces. The number declined in Bengal from 2,347 in 1883 to 522 in 1884, and 472 in 1885. In the North-Western Provinces and Oudh, the figures for both 1884 and 1885 were higher than those for 1883, and those for 1884 than those for 1885. In Burma the figures for 1883 were nearly doubled in 1884, but those for 1885 fell considerably below those for 1883. In Madras this form of punishment was not used at all.

The statistics relating to the infliction of corporal punishments on the inmates of jails are being separately reviewed. It is satisfactory to notice that during the past five years a very large decrease has occurred in the number of such punishments. The number of whippings, which in 1881 amounted to 8,922 and in 1882 to 4,658, fell in 1883 to 3,309. In 1884 the figures rose to 3,498, but in 1885 there was again a substantial decline to 3,075.

The number of punishments other than those specified above, which in 1883 amounted to 45,331, rose in 1884 to 59,514 and in 1885 to 59,788. In this category are included, shot drill, shot drill and penal diet, loss of one meal, working in cells, imposition of fetters and handcuffs, gunny clothing, penal or hard labour, loss of marks, double earthwork, reduction and degradation of prison officers, cutting the hair of female convicts, confinement in stocks, stoppage of exercise, non-labouring diet, coir-pounding, cotton-cleaning, drawing water, enhanced task, weaving gunnies, cross-bars, stone-breaking, treadmill and wheat-grinding.

Escapes.

28. In the following statement are shown the number of convicts who escaped from the jails in each of the years, 1883, 1884, and 1885:—

Province.		Total convict population.	Remaining uncaptured on the 31st December of those who escaped during the previous ten years.	Escaped during the year from		Total.	Recaptured during the year.	Remaining uncaptured on the 31st December.	Proportion of escapes to 1,000 of total convict population.
				Inside the Jail.	Outside the Jail.				
Madras	1883	32,620	57	15	16	31	26	62	·9
	1884	29,013	60	4	5	9	8	61	·3
	1885	30,955	61	17	15	32	38	55	1·0
Bombay	1883	23,622	128	2	14	16	18	126	·7
	1884	21,972	131	1	21	22	18	135	1·0
	1885	21,021	133	1	29	30	22	141	1·4
Bengal	1883	14,140	172	23	9	32	24	180	·7
	1884	45,451	147	15	9	24	26	145	·5
	1885	45,581	135	10	4	14	16	133	·3
N.-W. P. and Oudh	1883	58,390	119	6	10	16	24	111	·2
	1884	54,681	107	7	11	18	14	111	·3
	1885	51,845	91	23	6	29	20	100	·5
Punjab	1883	28,991	45	10	12	22	14	53	·7
	1884	27,215	52	10	4	14	13	49	·5
	1885	26,116	44	7	16	23	20	43	·8
Central Provinces	1883	10,669	60	5	4	9	9	60	·8
	1884	9,559	60	3	4	7	8	59	·7
	1885	9,779	57	5	6	11	7	61	1·1
British Burma	1883	14,785	49	7	25	32	17	64	2·1
	1884	16,926	46	5	4	9	6	49	·5
	1885	19,092	34	1	14	15	12	37	·8
Assam	1883	5,121	96	2	27	29	19	106	5·6
	1884	4,936	99	13	26	39	27	111	7·9
	1885	4,555	111	3	23	26	28	109	5·7
Coorg	1883	263	13	...	...	...	...	13	...
	1884	307	13	1	1	2	1	14	6·5
	1885	284	14	...	...	...	...	14	...
Hyderabad Assigned Districts	1883	2,706	8	...	...	...	2	6	...
	1884	2,597	6	3	...	3	2	7	1·1
	1885	2,897	7	2	...	2	1	8	·7
Total	1883	217,820	747	70	117	187	153	78	·8
	1884	212,365	718	62	85	147	122	739	·7
	1885	212,125	687	69	113	182	164	701	·8

In 1882 the number of escapes from jails and sub-jails was 134. In 1883 there were 187, in 1884, 147, and in 1885, 182 escapes. At the beginning of 1884 there were 747 convicts who had escaped during the previous ten years at large. The number recaptured was 153 in 1883, 122 in 1884, and 164 in 1885. On 31st December 1885 there were 701 convicts who had not been recaptured. Escapes are compared with the total convict population most numerous in Assam, where 29 convicts escaped in 1883, 39 in 1884, and 26 in 1885. In Bombay the number of escapes rose from 16 in 1883 to 22 in 1884, and 30 in 1885; in the North-Western Provinces and Oudh the figures for the same periods were 16, 18, and 29. In Madras the number of escapes was 31 in 1883, 9 in 1884, and 32 in 1885; in the Punjab there were 22 in 1883, 14 in 1884, and 23 in 1885. The number of escapes in Burma, which amounted to 32 in 1883, declined to 9 and 15 in 1884 and 1885 respectively. In Bengal there were 14 escapes in 1885 against 32 in 1883, and 24 in 1884. In the Central Provinces the numbers declined from 9 to 7 in 1884, and rose to 11 in 1885.

Expenditure.

29. The total and net expenditure incurred in guarding and maintaining prisoners in British India during the period under review is shown in statements 7 and 8 respectively. The total cost and net cost per head in the jails and lock-ups of each province respectively is thus shown:—

NET COST PER HEAD OF AVERAGE STRENGTH.

PROVINCE.	1883.				1884.				1885.			
	In central and district jails.	In subsidiary jails and lock-ups.	Total cost in all classes of jails taken together.	Not cost in all classes of jails taken together.	In central and district jails.	In subsidiary jails and lock-ups.	Total cost in all classes of jails taken together.	Not cost in all classes of jails taken together.	In central and district jails.	In subsidiary jails and lock-ups.	Total cost in all classes of jails taken together.	Not cost in all classes of jails taken together.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
Madras	80 8 0	92 1 0	82 9 2	70 3 2	79 0 0	65 14 0	77 7 1	68 14 0	82 0 11	44 14 6	87 11 7	84 9 11
Bombay	58 12 0	44 11 2	70 15 3	46 5 3	51 10 0	45 0 7	51 0 10	45 13 0	57 7 6	31 10 1	76 11 10	73 3 5
Bengal	40 9 0	108 7 0	63 15 3	44 11 3	43 0 0	104 2 0	46 0 9	41 13 0	43 13 5	108 14 2	65 11 8	106 2 4
N.-W. P. and Oudh	28 3 0	75 1 7	42 12 3	35 13 3	36 11 6	73 15 6	38 13 5	33 14 0	29 11 6	58 1 5	42 15 7	45 3 6
Punjab	59 11 1	86 14 11	60 9 1	50 13 1	49 0 0	92 7 7	49 8 6	39 5 4	38 2 5	60 5 4	59 11 1	61 13 10
Central Provinces	42 11 8	170 2 9	53 6 4	Nil	38 3 0	Nil	38 0 7	Nil	43 6 4	Nil	57 5 4	55 13 4
British Burma	35 13 6	109 11 4	69 11 4	36 9 0	41 13 10	127 13 7	44 8 4	32 10 3	41 5 5	69 9 0	59 13 1	67 1 6
Assam	32 7 0	69 3 0	89 9 3	42 10 4	33 13 0	80 8 0	44 8 6	32 10 3	30 7 11	42 10 4	90 5 11	97 1 6
Coorg	60 15 0	43 5 0	100 5 4	68 3 0	41 0 0	74 10 1	48 12 7	34 2 0	77 8 0	74 10 4	99 0 6	117 5 2
Hyderabad	49 5 0	Nil	59 9 4	Nil	48 4 0	Nil	60 8 1	Nil	48 5 5	Nil	60 12 5	60 8 1
	53 14 4	89 2 10	63 14 7	46 5 5	48 13 1	91 4 8	58 13 10	44 1 5	45 3 7	91 4 8	70 0 4	93 7 6

TOTAL COST PER HEAD OF AVERAGE STRENGTH.

PROVINCE.	1883.				1884.				1885.			
	In central and district jails.	In subsidiary jails and lock-ups.	Total cost in all classes of jails taken together.	Not cost in all classes of jails taken together.	In central and district jails.	In subsidiary jails and lock-ups.	Total cost in all classes of jails taken together.	Not cost in all classes of jails taken together.	In central and district jails.	In subsidiary jails and lock-ups.	Total cost in all classes of jails taken together.	Not cost in all classes of jails taken together.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
Madras	82 5 9	84 14 6	82 9 2	70 3 2	79 0 0	65 14 0	77 7 1	68 14 0	82 0 11	44 14 6	87 11 7	84 9 11
Bombay	71 14 11	58 1 10	70 15 3	46 5 3	51 10 0	45 0 7	51 0 10	45 13 0	57 7 6	31 10 1	76 11 10	73 3 5
Bengal	61 13 5	108 14 2	63 15 3	44 11 3	43 0 0	104 2 0	46 0 9	41 13 0	43 13 5	108 14 2	65 11 8	106 2 4
N.-W. P. and Oudh	40 13 5	68 1 5	42 12 3	35 13 3	36 11 6	73 15 6	38 13 5	33 14 0	29 11 6	58 1 5	42 15 7	45 3 6
Punjab	60 4 0	90 5 4	60 9 1	50 13 1	49 0 0	92 7 7	49 8 6	39 5 4	38 2 5	60 5 4	59 11 1	61 13 10
Central Provinces	53 6 4	Nil	53 6 4	Nil	38 3 0	Nil	38 0 7	Nil	43 6 4	Nil	57 5 4	55 13 4
British Burma	67 2 8	103 9 0	69 11 4	36 9 0	41 13 10	127 13 7	44 8 4	32 10 3	41 5 5	69 9 0	59 13 1	67 1 6
Assam	92 13 2	74 10 4	89 9 3	42 10 4	33 13 0	80 8 0	44 8 6	32 10 3	30 7 11	42 10 4	90 5 11	97 1 6
Coorg	103 10 7	98 3 0	100 5 4	68 3 0	41 0 0	74 10 1	48 12 7	34 2 0	77 8 0	74 10 4	99 0 6	117 5 2
Hyderabad	59 9 4	Nil	59 9 4	Nil	48 4 0	Nil	60 8 1	Nil	48 5 5	Nil	60 12 5	60 8 1
	58 6 5	94 13 10	63 14 7	46 5 5	48 13 1	91 4 8	58 13 10	44 1 5	45 3 7	91 4 8	70 0 4	93 7 6

The average total cost per head in all classes of jails taken together was Rs. 55-15-7 in 1883, Rs. 62-4-5 in 1884 and Rs. 62-10-9 in 1885. In each of the three years the total cost per head is smallest in the North-Western Provinces and Oudh. The total cost per head was less in 1885 than in 1883 in Burma, the Punjab and Coorg only. In every other province except the North-Western Provinces and Oudh and Assam the cost per head has steadily increased between 1883 and 1885. In these two provinces the cost for 1885 is higher than that for 1883, but lower than that for 1884. The increased cost per head has occurred entirely in the Central and District jails, where it rose from Rs. 58-6-5 in 1883 to Rs. 61-2-11 in 1884 and Rs. 70-0-4 in 1885. The cost per head in subsidiary jails which was Rs. 94-13-10 in 1883, was Rs. 86-12-10 in 1884 and Rs. 93-7-6 in 1885. It is highest in the Central Provinces, Burma, and Bengal, and the greatest increase during the year under review took place in 1884 in Madras and Burma. This increase is in a measure the result of the detention of under-trial prisoners for longer periods than before, and is an unsatisfactory feature of the statistics now under review.

The cost of rations which in 1883 amounted to Rs. 16,71,387 for an average number of prisoners of 79,219, rose in 1884 to Rs. 17,54,682 for 76,802 prisoners, and fell to Rs. 16,63,333 in 1885 for 74,069 prisoners. The cost of rations per head in Madras has risen from Rs. 32-10-4 in 1883 to Rs. 36-0-1 in 1884, and Rs. 37-7-4 in 1885. The increase per head in the latter year was accompanied by an increase in the number of prisoners, and has not been satisfactorily explained. The same result is observable in Bengal and the Central Provinces. In Burma there was a serious rise in the cost per head on this account in 1884, but the cost in 1885 was lower than it was in 1883. In Bombay and the North-Western Provinces and Oudh there has been a steady decline in the cost per head, though the number of prisoners has also declined. The cost of rations per head was only Rs. 13-11-1 in the latter province in 1885. In the Punjab the number of prisoners has declined, but the cost of rations per head was lower in 1885 than in 1883, though it was higher in the former year than in 1884. In Assam there has been a decline in the number of prisoners, but the cost of rations per head, though it rose in 1884 to Rs. 42-0-8 was lower in 1885 than in 1883.

The cost of establishment was Rs. 17,74,355 in 1883, Rs. 17,92,416 in 1884, and Rs. 18,25,827 in 1885. The increased cost is due to additional establishment appointed for the proper working of the mark system, and with the decline in the average number of prisoners the cost per head on this account has naturally increased.

The cost of police guards amounted to Rs. 4,62,824 in 1883, Rs. 4,62,721 in 1884 and Rs. 4,29,976 in 1885. In 1883 the cost per head was Rs. 5-14-9, in 1884 Rs. 6 4-7, and in 1885 Rs. 5-12-10. There were large increases in the police guards in North-Western Provinces and Oudh, the Punjab, and Burma in 1884. The hospital charges aggregated Rs. 1,45,277 in 1883, Rs. 1,46,776 in 1884, and Rs. 1,40,770 in 1885. The cost of clothing was Rs. 2,58,308 in 1883, Rs. 2,30,470 in 1884, and Rs. 2,14,588 in 1885. It declined steadily both in the aggregate amount and in the amount per head.

The cost of contingencies was Rs. 3,58,429 in 1883, Rs. 3,75,779 in 1884, and Rs. 3,67,581 in 1885.

The figures which show the amount earned by each convict employed on manufactures exhibit greater uniformity in 1884 and 1885 than in previous years. The highest average earnings (Rs. 53-6) were obtained in Burma in 1884, and the lowest in the North-Western Provinces and Oudh and the Punjab (Rs. 23-3) and Assam (Rs. 21).

In 1885 the largest sum per head (Rs. 57-10) was earned in Bengal. The minimum earnings rose to Rs. 29-10 in the Hyderabad Assigned Districts.

1	2		3		4		5				6			
Provinces.	Average number sentenced to labour.		Average number employed on jail manufactures.		Cash earnings.		Average earning per head calculated on column 2.				Average earning per head calculated on column 3.			
	1883.	1884.	1883.	1884.	1884.	1885.	1883.	1884.		1885.	1883.	1884.		1885.
					Rs. A.	Rs. A.	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.		Rs. A. P.
Madras . .	7,021	6,810	1,605	1,570	58,063 12	49,676 10	15 0 0	8 8 0	7	7 0	65 11 0	36 15 0	32	6 0
Bombay . .	7,566	7,064	4,511	4,151	1,71,251 12	1,20,528 8	26 4 0	24 4 0	18	0 0	41 1 0	41 4 0	31	12 0
Bengal . .	13,49·48	13,521·78	5,847·26	6,478·18	2,86,517 13	3,65,202 2	21 7 0	21 3 0	26	14 0	49 8 0	44 4 0	57	10 0
North-Western Provinces and Oudh.	18,530·07	16,959·08	6,009·16	5,921·65	1,37,324 6	1,91,397 10	8 6 0	8 1 0	11	1 0	25 15 0	23 3 0	43	15 0
Punjab . .	11,320	10,671	6,246	6,082	1,41,210 11	2,29,570 4	10 7 0	13 4 0	23	12 0	18 14 0	23 3 0	37	1 0
Central Provinces .	3,698·11	3,212·75	1,836·23	1,641·67	60,010 5	48,057 12	17 7	18 10 0	15	1 0	35 1 0	36 8 0	32	3 0
British Burma .	4,141	5,186	2,006	2,969	1,58,556 12	1,63,587 14	1 12	30 9 0	30	15 0	86 2 0	53 6 0	47	3 0
Assam . . .	1,385·56	1,317·71	277·26	255·85	5,380 10	14,963 4	6 3 0	4 1 0	11	3 0	31 4 0	21 0 0	47	7 0
Coorg . . .	77·66	55·85	33·47	25·77	3,491 15	3,616 3	49 10	46 3	66	11 0	114 10	138 11 0	147	4 7
Hyderabad . .	1,017·89	987·25	434·04	391·04	12,135 13	10,950 8	26 8	12 4	10	15 0	62 4 0	31 0 0	29	10 0
	68,252·03	65,785·42	23,805·42	29,485·96	10,33,043 13	11,97,549 14	16 12	3 15 11	6	18 8	10 39 11 10	35 1 1	42	15 3

Sickness and mortality, Bengal Presidency.

30. Sickness was more prevalent during 1884 and 1885 than it was during 1883. The admission and daily average sick ratios for 1884 were 1,028 and 34 per mille, respectively, and for 1885 1,060 and 36, but these ratios are below the averages of 1877-81 which were 1,145 and 40 per mille. A decline in the mortality from bowel complaints to 12·66 per mille from a quinquennial average of 22·32 was most satisfactory; but in the following year (1885) the ratio rose to 14·68. Cholera gave rise to a death-rate of 1·52 per mille in 1884 and to 4·07 in 1885, the mean mortality during 1877-81 having been 3·90. Fevers were less prevalent in 1885 than in 1884, although the mortality from them was greater: the ratios of both years were, however, below the decennial averages of 1873-82. Sickness was as usual most prevalent in Bengal and Assam, and least so in the Gangetic portions of the North-Western Provinces and in Oudh. In all the geographical groups of the Bengal Presidency the total death-rates were below the averages of 1877-81, the diminution being particularly striking in the Punjab; the prevalence of cholera during the two years was very different. During 1884 this disease gave rise to the largest proportion of deaths in the Lower Bengal and Assam group, and was unusually fatal in the Rohilkand-Meerut group. In the Central Provinces it was remarkably quiescent, having given rise to a death-rate of 0·44 per mille against a ratio above 4 per mille during the two preceding years, and an average mortality of 11·39 during 1877-81. But during 1885 the highest mortality was recorded in the jails of the Central Provinces when it reached the high ratio 15·32. The Bengal-Assam group recorded a mortality of 7·24 and the Gangetic Provinces with Oudh 5·08. The remaining groups, *viz.*, Agra with Central India, Rohilkand and Meerut and Punjab groups, recorded no mortality.

Madras.

The vital statistics of the Madras jails were very favourable during 1884, and still more so during 1885. During 1884 the admission rate was 765, the daily sick rate 29, and the total death-rate 20·55 per mille, and during 1885 these ratios were 705, 25, and 17·86 per mille respectively, the last mentioned ratio being the lowest on record. The chief cause of this reduced mortality was the fewer number of deaths from bowel complaints. These diseases in 1884 gave rise to a mortality of 6·18 per mille and in 1885 to only 3·89 per mille, whilst the average mortality during the 20 years previous to 1882 was 25·72 per mille. But in addition to this, most of the chief causes of mortality contributed smaller ratios towards the total mortality.

Bombay.

The health of the Bombay prisoners was also favourable. The admission rates during 1884 and 1885 were 702 and 645 per mille, and the daily average sick ratios 26 and 25 per mille. The admission rate during 1877-81 was on an average 1,158 and the daily sick 40 per mille. The total death-rates were 34·91 in 1884 and 33·76 in 1885 against an average of 76·83 during the above-quoted quinquennial period, or 47·15, the average mortality during the 18 years previous to 1883. The comparatively favourable death ratio of 1885 is even more favourable than it appears when we take into consideration the cholera mortality of each year which was 0·55 in 1884 and 2·62 per mille in 1885. The average cholera mortality during 1877-81 was 3·47. Bowel complaints continued to give rise to very considerably lower death-rates than usual, namely, to 7·94 in 1884 and 5·68 in 1885, the last quinquennial average being 27·56.

Burma.

The health of the prisoners of Burma was better than it had been during the two preceding years, but was still far from satisfactory. The admission rates were 936 in 1884 and 869 in 1885 against an average of 833 during 1877-81, and the daily sick rates were 37 and 39 against a similar average of 35 per mille. The total death-rate in 1884 was 30·28, which was higher than that of the two previous years, whilst the ratio of 1885, namely, 43·15, was nearly equal to the average of 1877-81, which was 43·67. The increased mortality was mainly due to a larger number of deaths from cholera, anæmia, debility, small-pox and bowel complaints. The ratios of mortality from

bowel complaints were 7·69 in 1884 and 14·78 in 1885 against an average of 12·36 during 1877-81; and from cholera 4·82 in 1884 and 8·92 in 1885 against a quinquennial average of 11·15 per mille.

The Berars.

The health of the prisoners in the Berars was good. The daily average sick were 11 in 1884 and 13 in 1885. For the third consecutive year no mortality arose from cholera in 1884; but the death from this cause was recorded in 1885. Bowel complaints, which in most jails are among the chief causes of death, gave rise to a mortality of only 1·94 in 1884 and to none at all in 1885. The total mortality was 8·72 in 1884 and 19·14 in 1885 against an average of 33·37 during 1877-81.

Andamans.

The health statistics of the convicts in the Andamans continued to be very favourable. The admission rates in 1884 and 1885 were 14·65 and 13·53, respectively. The daily average sick ratios, 65 in 1884 and 49 in 1885, and the total mortality ratios 15·75 in 1884 and 17·66 in 1885, were among the lowest on record. All these ratios are a great improvement upon the averages of 1877-81, which were for admissions 2,162, daily sick 95 and total mortality 49·94 per mille.

31. On the whole, the Governor General in Council is of opinion that the statistics now under review which in many instances bear a very striking resemblance to those of recent years afford evidence that the jail departments in the different provinces have been generally administered with care and attention during the period to which they relate. During the past five years the number of convicts admitted into jail have been—

1881	295,046
1882	357,556
1883	325,403
1884	**334,771**
1885	**350,965**

The daily average has during the same period declined year by year as follows:—

1881	91,218
1882	85,007
1883	79,220
1884	**76,802**
1885	**74,035**

The total expenditure in 1881 was **Rs. 47,99,673**, in 1882 Rs. 47,11,385, in 1883 Rs. 47,73,310, in 1884 Rs. 47,82,844, and in 1885 Rs. 46,42,075. After deducting the earnings of the convicts the net cost of maintaining the jails in each year was—

	Rs.
1881	35,10,710
1882	34,53,920
1883	36,28,583
1884	**37,48,569**
1885	**33,49,756**

and the net cost of each convict guarded and maintained in jail calculated on the daily average was—

	Rs.	A.	P.
in 1881	40	10	0
in 1882	43	8	6
in 1883	45	5	5
in 1884	**48**	**13**	**0**
in 1885	**45**	**3**	**7**

Considering the extent to which the daily average declined between 1881 and 1885, the rise in the net cost per head which has occurred in the latter as compared with the former year is certainly not more than was to be expected, and the jail administration has, with some exceptions, been economical as well as efficient. The most important subjects connected with the maintenance

of jails at the present time are (i) the establishment of reformatories and the introduction of the Reformatory Act, (ii) the systematic classification of habitual criminals for purposes of jail discipline, (iii) the adoption of a more uniform system of jail punishments throughout the different parts of the Empire, (iv) the carrying into practice of the general rules laid down by the Government of India as to the extramural and intramural labour of convicts, and (v) the working of the new rules for remissions. The Governor General in Council desires to commend these subjects to the careful attention of Local Governments and Administrations, and trusts that the statistics for 1886 and following years will show that decided progress has been made in these branches of jail administration.

ORDER.—Ordered that a copy of the above Resolution be forwarded to the Local Governments and Administrations marginally noted for information and guidance, to the Department of Finance and Commerce, and to the Director General of Statistics to the Government of India for information.

Madras.	Central Provinces.
Bombay.	Burma.
Bengal.	Assam.
N.-W. P. and Oudh.	Coorg.
Punjab.	Hyderabad.

Ordered, also, that the Resolution be published in the Supplement to the *Gazette of India*.

(True Extract.)

A. P. MACDONNELL,

Offg. Secretary to the Government of India.

Statements appended to Home Department Resolution Nos. dated the

No.

GENERAL SUMMARY SHOWING the DISTRIBUTION of the PRISONERS of ALL CLASSES

1	2			3			4			5		
Name of Province.	Places of confinement.			Prisoners remained at the commencement of the year.			Prisoners received during the year.			Total.		
	Central Jails.	District Jails.	Lock-ups.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
Madras	7	25	317	7,911	391	8,302	44,166	4,306	48,472	52,077	4,697	56,774
Bombay	1	29*	34	7,486	394	7,880	42,254	2,869	45,123	49,740	3,263	53,003
Bengal	8	44	84	14,189	529	14,718	76,801	4,051	80,852	90,990	4,580	95,570
North-Western Provinces and Oudh.	7	42	33	20,776	1,250	22,026	76,820	4,663	81,483	97,596	5,913	103,509
Punjab	3	33	18	11,472	414	11,886	36,882	1,521	38,403	48,354	1,935	50,289
Central Provinces ...	3	16	...	3,294	238	3,532	9,807	1,005	10,812	13,101	1,243	14,344
Burma	2	9	3	6,182	65	6,247	17,540	609	18,149	23,722	674	24,396
Assam	9	13		1,434	56	1,490	7,264	320	7,584	8,698	376	9,074
Coorg	1	26		91	7	98	1,003	74	1,077	1,094	81	1,175
Hyderabad Assigned Districts	2	4	1	963	52	1,015	2,634	182	2,816	3,597	234	3,831
Total ...	33	212	529	73,798	3,396	77,194	315,171	19,600	334,771	388,969	22,996	411,965

* Including two extramural labour gangs.

1.

CONFINED in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEAR 1884.

6			7			8			Remarks.
Discharged from all causes.			Remained at the end of the year.			Total daily average of prisoners in the whole Province.			
Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
44,423	4,310	48,733	7,654	387	8,041	7,692	397	8,089	
42,794	2,889	45,683	6,946	374	7,320	7,342	388	7,730	Convicts and under-trial prisoners. Civil prisoners are not included in this or any of the other Bombay returns, as they are not under the control of the Jail Department.
76,157	4,059	80,216	14,833	521	15,354	14,551	550	15,101	
78,436	4,896	83,332	19,160	1,017	20,177	20,370	1,159	21,529	
37,777	1,602	39,379	10,577	333	10,910	11,260	398	11,658	
9,968	1,036	11,004	3,133	207	3,340	3,191	215	3,406	
17,007	591	17,598	6,715	83	6,798	6,651	70	6,721	
7,350	335	7,685	1,348	41	1,389	1,396	45	1,441	
992	76	1,068	102	5	107	88	7	95	
2,619	194	2,813	978	40	1,018	984	48	1,032	
317,523	19,988	337,511	71,446	3,008	74,454	73,525	3,277	76,802	

No.

STATEMENT SHOWING the RELIGION, AGE, and PREVIOUS OCCUPATION of the CONVICTS

1	2													
	RELIGION.													
	A						B		C		D		E	
	Christian.													
	a		b		c									
Name of Province.	Europeans.		Eurasians.		Natives.		Muhammadans.		Hindus and Sikhs.		Buddhists and Jains.		All other classes.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Madras	73	1	60	7	652	127	2,010	125	16379	2,220	17	...	2	...
Bombay	129	3	9	6	213	9	4,168	171	8,518	841	35	1	79	7
Bengal	296	...	132	7	77	19	11,699	469	17,340	1,035	149	15	746	60
North-Western Provinces and Oudh.	7	...	18	1	13	2	4,766	238	20,037	2,062	3	...	...	...
Punjab	12	...	6	...	5	2	9,787	411	4,666	164	3	...	1,002	97
Central Provinces	3	...	...	...	11		449	46	3,602	440	63	1	1,370	190
Burma	197	...	27	...	46	...	821	23	541	18	8,923	320	26	...
Assam	2	...	...	...	6	...	1,078	23	2,046	111	2	...	260	9
Coorg	...	...	4	...	11	...	37	3	214	7	...	...	11	...
Hyderabad Assigned Districts ...	...	...	...	...		...	282	6	1,197	108	4	1	...	...
Total ...	719	4	256	21	1,039	160	35,397	1,515	81,440	7,015	9,199	338	3,496	363

2.

ADMITTED into the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEAR 1884.

3								4											5		
AGE.								PREVIOUS OCCUPATION.													
A		B		C		D		Males.							Females.				Total.		
Under 16.		16 to 40.		40 to 60.		Above 60.		A. Persons employed under Government or Municipal or other local authorities.	B. Professional persons.	C. Persons in service or performing personal offices.	D. Persons engaged in agriculture and with animals.	E. Persons engaged in commerce and trade.	F. Persons employed in mechanical arts, manufactures, and engineering operations, &c.	G. Miscellaneous. Persons not classed otherwise.	H. Married.	I. Unmarried.	J. Widows.	K. Prostitutes.			
M.	F.	M.	F.	M.	F.	M.	F.												M.	F.	Total.
617	142	15,548	1,836	2,849	476	179	26	431	1,086	1,327	7,644	1,359	493	6,853	1,203	302	811	164	19,193	2,480	21,673
232	53	11,860	825	1,294	152	65	8	618	309	1,536	6,956	1,193	1,206	1,633	623	40	207	108	13,451	1,038	14,489
362	46	22,754	1,137	6,136	359	887	53	1,407	1,227	2,175	17,373	1,129	697	6,431	661	28	717	189	30,439	1,595	32,034
417	53	25,523	1,720	5,264	496	540	34	792	2,377	2,657	19,429	413	347	5,729	1,136	80	707	80	31,744	2,303	34,047
181	11	13,008	557	1,984	9	248	7	458	400	1,859	8,510	437	466	3,291	474	38	102	60	15,481	674	16,155
128	41	4,450	531	851	110	69	5	136	229	593	2,705	275	470	1,090	449	45	170	23	5,498	687	6,185
108	3	8,759	290	1,629	63	85	5	307	271	320	5,215	1,746	116	2,006	255	28	39	39	10,581	361	10,942
12	4	2,844	116	490	22	48	1	103	46	324	1,975	322	83	541	91	4	44	4	3,394	143	3,537
4	2	244	7	27	1	2	...	12	20	...	91	18	...	136	4	3	2	1	277	10	287
17	6	1,292	103	160	4	19	2	52	21	122	293	67	7	926	85	5	17	8	1,488	115	1,603
2,078	361	106,342	7,122	20,984	1,782	2,142	141	4,316	6,046	10,913	70,191	6,959	3,885	29,236	5,281	573	2,876	676	131,546	9,406	140,952

No. 3.

STATEMENT SHOWING the CONVICTS ADMITTED into the JAILS and SUBSIDIARY JAILS of BRITISH INDIA DURING the YEAR 1884 and THOSE REMAINING on the 31st DECEMBER of that YEAR according to the NATURE and LENGTH of SENTENCE.

1		NUMBERS ACCORDING TO LENGTH OF SENTENCE.																			
NAME OF PROVINCE.		A. Not exceeding one month.		B. Above one and not exceeding three months.		C. Above three months and not exceeding six months.		D. Above six months and not exceeding one year.		E. Above one year and not exceeding two years.		F. Above two years and not exceeding five years.		G. Above five years and not exceeding ten years.		H. Exceeding ten years.		I. Sentenced to transportation beyond seas.		J. Sentenced to death.		TOTAL.			NAME OF PROVINCE.
																		A. For Life.		B. For a term.					
		M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	Total.	
Madras ...	Admission ...	10,653	1,862	3,578	368	2,488	147	1,059	48	657	27	405	8	140	4	1	...	96	13	39	2	77	1	19,193	2,480	21,673	Admission ... Madras.
	Remaining on the 31st December 1884.	304	19	580	59	898	51	817	52	859	42	1,406	45	1,062	26	142	...	327	23	198	4	7	...	6,600	321	6,921	Remaining on the 31st December 1884.
Bombay ...	Admission ...	5,252	596	3,078	208	2,136	134	1,309	40	907	22	477	14	41	...	2	...	84	12	113	4	52	8	13,451	1,038	14,489	Admission ... Bombay.
	Remaining on the 31st December 1884.	230	21	551	28	750	59	909	32	1,246	39	1,226	77	586	27	83	...	301	38	512	24	6	1	6,400	346	6,746	Remaining on the 31st December 1884.
Bengal ...	Admission ...	11,787	834	7,433	349	4,686	214	3,224	101	1,904	58	989	20	254	3	4	...	82	13	21	2	55	1	30,439	1,595	32,034	Admission ... Bengal.
	Remaining on the 31st December 1884.	707	36	1,226	63	1,787	92	2,289	74	2,513	73	2,679	72	1,666	45	152	...	423	20	125	4	5	...	13,572	479	14,051	Remaining on the 31st December 1884.
North-Western Provinces and Oudh ...	Admission ...	11,640	1,115	5,957	504	5,684	323	3,892	154	2,671	105	1,221	53	328	12	15	1	173	32	89	2	74	2	31,744	2,303	34,047	Admission ... North-Western Provinces and Oudh.
	Remaining on the 31st December 1884.	617	30	1,187	105	2,024	147	2,795	134	4,097	169	3,787	181	2,301	99	218	14	527	63	347	29	5	...	17,905	971	18,876	Remaining on the 31st December 1884.
Punjab ...	Admission ...	3,739	246	2,792	141	3,471	126	2,592	71	1,774	41	754	19	157	5	7	...	111	22	24	2	60	1	15,481	674	16,155	Admission ... Punjab.
	Remaining on the 31st December 1884.	231	7	394	17	1,413	38	1,762	49	2,782	50	1,051	67	858	33	79	1	254	32	95	9	23	...	9,842	303	10,145	Remaining on the 31st December 1884.
Central Provinces ...	Admission ...	1,582	341	1,529	202	1,211	83	480	30	304	13	261	14	55	...	5	...	35	4	21	...	15	...	5,498	687	6,185	Admission ... Central Provinces.
	Remaining on the 31st December 1884.	129	30	292	31	452	32	421	26	442	31	583	25	402	13	22	1	146	8	101	3	1	...	2,991	200	3,191	Remaining on the 31st December 1884.
Burma ...	Admission ...	2,460	192	1,855	93	2,547	40	1,408	25	1,067	7	762	2	305	1	17	...	61	1	55	...	44	...	10,581	361	10,942	Admission ... Burma.
	Remaining on the 31st December 1884.	233	16	630	20	1,158	14	871	10	1,305	5	1,386	2	775	2	61	...	57	1	68	...	9	...	6,553	70	6,623	Remaining on the 31st December 1884.
Assam ...	Admission ...	1,502	95	803	18	373	21	300	5	225	2	94	1	27	...	2	...	50	1	2	...	16	...	3,394	143	3,537	Admission ... Assam.
	Remaining on the 31st December 1884.	75	3	127	...	152	8	225	6	295	2	250	3	121	4	4	...	15	3	4	3	3	...	1,271	32	1,303	Remaining on the 31st December 1884.
Coorg ...	Admission ...	119	7	102	2	26	...	8	1	5	...	...	...	8	...	...	...	9	...	...	...	...	...	277	10	287	Admission ... Coorg.
	Remaining on the 31st December 1884.	10	...	14	...	9	...	7	1	10	1	7	2	13	...	...	...	9	...	...	...	...	...	79	4	83	Remaining on the 31st December 1884.
Hyderabad Assigned Districts.	Admission ...	517	75	303	17	288	10	159	3	117	4	69	2	16	...	...	...	14	3	...	...	5	1	1,488	115	1,603	Admission ... Hyderabad Assigned Districts.
	Remaining on the 31st December 1884.	29	1	46	2	125	6	145	3	170	12	211	6	171	2	18	...	16	3	...	2	...	...	931	37	968	Remaining on the 31st December 1884.
TOTAL ...	Admission ...	49,251	5,363	27,430	1,902	22,910	1,098	14,431	478	9,631	279	5,032	133	1,881	25	53	1	715	101	364	12	398	14	131,546	9,406	140,952	Admission ... TOTAL.
	Remaining on the 31st December 1884.	2,565	163	5,047	325	8,768	447	10,241	387	13,719	424	13,486	480	7,955	251	779	16	2,075	191	1,450	78	59	1	66,144	2,763	68,907	Remaining on the 31st December 1884.

No. 4.

STATEMENT SHOWING the CONVICTS admitted into the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEAR 1884 who had been PREVIOUSLY CONVICTED.

1	2			3									4			5									
Name of Province.	Number admitted during the year.			Number previously convicted.									Ratio per cent. of column 3 D to column 2.			Juvenile prisoners under 16 years of age (Section 399 of the Criminal Procedure Code).									Remarks.
				A		B		C		D						A			B						
				Once.		Twice.		More than twice.		Total.						Number admitted during the year.			Number previously convicted.						
	M.	F.	Total.	M.	F.	M.	F.	M.	F.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.				
Madras	19,193	2,480	21,673	1,018	56	324	24	332	17	1,674	97	1,771	8·72	3·91	8·17	617	142	759	63	3	66				
Bombay	13,451	1,038	14,489	1,026	49	321	16	342	31	1,689	96	1,785	12·6	9·3	12·6	232	53	285	19	3	22				
Bengal	30,439	1,595	32,034	2,802	72	680	14	336	11	3,818	97	3,915	12·54	6·08	12·22	362	46	408	37	...	37				
North-Western Provinces and Oudh ...	31,744	2,303	34,047	2,802	103	849	34	657	20	4,308	157	4,465	13·57	6·81	13·11	341	32	373	64	1	65				
Punjab	15,481	674	16,155	1,623	31	476	6	291	4	2,390	41	2,431	15·43	6·08	15·04	181	11	192	24	...	24				
Central Provinces	5,498	687	6,185	402	25	117	6	87	3	606	34	640	11·02	4·94	10·35	123	38	161	9	...	9				
Burma	10,581	361	10,942	1,255	11	371	1	122	...	1,748	12	1,760	16·52	3·32	16·08	108	3	111	4	...	4				
Assam	3,394	143	3,537	305	6	52	1	22	...	379	7	386	11·16	4·89	10·91	10	3	13	1	1	2				
Coorg	277	10	287	2	1	...	...	1	...	3	1	4	1·31	14·28	1·70	4	2	6	...	...	...				
Hyderabad Assigned Districts ...	1,488	115	1,603	183	4	47	1	45	...	275	5	280	18·5	4·3	17·5	15	4	19	2	...	2				
Total ...	131,546	9,406	140,952	11,418	358	3,237	103	2,235	86	16,890	547	17,437	12·85	5·81	12·38	1,993	334	2,327	223	8	231	Total.			

No. 5.

STATEMENT SHOWING the EMPLOYMENT of the CONVICTS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEAR 1884.

1	2	3	4	5	6																7	8			
					A	AVERAGE NUMBER EMPLOYED																				
						ON PRISON DUTIES.															ON WORKING-DAYS.				
						B	C	D	E	F	ON JAIL BUILDINGS.				K	L						RATIO PER CENT. ON COLUMN 3 OF THOSE EMPLOYED ON WORKING-DAYS AS			
NAME OF PROVINCE.	Average number not sentenced to labour.	Average number under sentence of labour on working-days.	Average number sick.	Average number convalescent and infirm.	On unremunerative labour.	Prison officers.	Prison servants.	Gardening.	Employed in preparing articles for use or consumption in Jails, *e.g.*, wheat-grinding, manufacturing of prison-clothing, &c.	Jail repairs.	Additions and alterations.		New Jails.				G	H	I	J					
											Under Superintendent.	Under Public Works Department.	Under Superintendent.	Under Public Works Department	Manufactures.	Public Works.	Number of prisoners hired out to municipalities, private individuals, or Departments other than the Public Works Department.	Prison officers.	Prison servants.	On manufactures (6 K).	REMARKS.
Madras	197	6,811	228	215	269	591	1,011	677	986	332	328	13	127	192	1,570	58	214	9	15	23	
Bombay	84	7,064	196	271	340	239	601	410	658	249	166	17	...	16	2,124	1,392	385	3	8	30	
Bengal	115	13,522	721	821	370	783	1,354	717	477	351	845	166	31	407	6,478	...	0·48*	6	10	48	* Hired out by the Municipality for repairing the dispensary.
North-Western Provinces and Oudh	280	16,959	516	834	4	697	2,342	1,456†	2,428	1,619	987	59	1,042	61	5,921	343	7,881	4	14	35	† Includes prisoners employed on levelling fields, making embankments, &c.
Punjab	136	10,137	304	143	...	588	1,278	467	1,074	577	...	36	...	115	5,393	555	58	6	13	53	
Central Provinces	30	3,183	109	78	21	133	267	172	201	176	148	72	7	2	1,795	2‡	18	4	8	56	‡ Employed by the Executive Engineer, Sambalpur, to collect material for the repair of the road in front of the Jail.
Burma	51	5,186	242	34	205	348	363	133	300	41	2	13	...	352	2,969	98	362	7	7	57	
Assam	6	1,317	77	58	2	69	115	82	62	19	6	·32	...	40	134	531	122	5	9	10	
Coorg	2	56	4	1	...	12	9	2	4	3	...	...	...	...	26	...	...	21	17	47	
Hyderabad Assigned Districts	10	852	10	16	0·09	38	89	89	130	29	54	3	...	...	391	...	3	4	10	46	
TOTAL ..	911	65,087	2,407	2,471	121108	3,498	7,429	4,204	6,630	3,396	[illegible]	979·32	1,207	1,185	26,801	2,979	8,543·48	5·4	11·4	41·2	TOTAL.

No.

STATEMENT SHOWING the OFFENCES COMMITTED by the CONVICTS, and the PUNISHMENTS INFLICTED on THEM, in the JAILS and SUBSIDIARY JAILS of the SEVERAL PROVINCES DURING the YEAR 1884.

1		2			3			4										5															6	7	8
Name of Province.		Average daily number of convicts.			Criminal offences.			BREACHES OF JAIL RULES.										PUNISHMENTS INFLICTED.																	
								Smoking or having possession of forbidden articles.			Offences relating to work.			Other offences against prison discipline.			Total.			A			B—By Jail Officers.									C		
																		By criminal courts.			a Solitary confinement.			b Reduced diet.			c Solitary confinement with reduced diet.			d Corporal punishment.	e Other punishments.			Total punishments.	Ratio per cent. of column 5 C to column 2.	Ratio of column 5 d to the total number of other punishments inflicted on male prisoners.	Name of Province.
		M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.			M.	F.	Total.				
Madras	1882	8,220	358	8,578	10	...	10	1,018	11	1,029	1,075	35	1,110	1,892	101	1,993	3,985	147	4,132	10	...	10	334	20	354	2,015	116	2,131	...	...	...	400	1,236	11	1,247	4,142	48·2	11·1	1882
	1883	7,469	363	7,832	20	2	22	977	9	986	926	30	956	1,748	1 0	1,848	3,651	139	3,790	20	2	22	561	26	587	1,967	109	2,076	...	...	...	277	846	4	850	3,812	48·6	8·2	1883
	1884	6,849	347	7,196	11	...	11	1,271	24	1,295	1,124	27	1,151	2,218	115	2,333	4,613	166	4,790	10	...	10	549	32	581	1,834	99	1,933	...	...	...	378	1,853	22	1,875	4,790	66·56	8·90	1884
Bombay*	1882	7,970	408	8,378	18	...	18	363	2	365	790	25	815	524	58	582	1,677	85	1,762	18	...	18	21	10	31	25	5	30	586	31	617	320	710	39	749	1,765	21·1	23·8	1882
	1883	7,044	368	7,412	18	...	18	314	6	320	681	29	710	492	63	555	1,487	98	1,585	18	...	18	13	1	14	84	6	90	379	35	414	129	880	56	936	1,601	21·6	9·5	1883
	1884	6,803	358	7,161	21	...	21	309	2	311	3,339	22	3,359	706	77	783	4,352	101	4,455	21	...	21	39	6	45	25	2	27	564	13	577	73	3,653	80	3,733	4,476	62·5	1·7	1884
Bengal	1882	14,240·07	560·8	14,800·8	73	3	76	3,577	27	3,604	26,087	515	26,602	17,688	700	18,388	47,325	1,245	48,494	75	4	79	2,929	138	3,067	4,749	338	5,087	2,987	111	3,098	416	36,172	655	36,827	48,574	320·77	·9	1882
	1883	13,214·0	497·0	13,711·0	86	2	88	2,989	31	3,020	26,256	596	26,852	18,117	503	18,620	47,362	1,130	48,492	77	...	77	3,145	116	3,261	2,081	284	2,365	2,316	31	2,347	349	39,471	699	40,170	48,569	354·22	·74	1883
	1884	13,206	491	13,697	86	5	§91	3,247	33	3,280	30,370	933	31,303	21,233	657	21,890	54,936	1,628	56,564	79	6	§85	3,567	121	3,688	3,730	237	3,973	487	35	522	†345	46,715	1,230	47,945	56,558	412·91	0·63	1884
North-Western Provinces and Oudh...	1882	22,669	1,396	24,065	29	...	29	87	1	837	1,077	92	2,069	2,451	134	2,585	5,265	227	5,492	29	...	29	499	54	553	890	92	982	1,726	73	1,799	1,562	588	8	596	5,521	22·94	42·1	1882
	1883	20,589	1,284	21,873	15	...	15	863	2	865	1,803	122	2,015	2,577	199	2,776	5,333	323	5,656	15	...	15	495	71	566	1,157	149	1,306	1,903	88	1,991	964	814	15	829	5,671	25·96	22·06	1883
	1884	18,985	1,091	20,076	32	...	3	1,094	2	1,096	2,446	130	2,576	2,618	139	2,757	6,158	271	6,429	32	...	32	524	43	567	1,647	71	1,718	2,092	149	2,241	1,054	841	8	849	6,481	32·18	17·11	1884
Punjab	1882	11,919	440	12,359	16	...	16	368	8	370	948	30	978	878	14	892	2,194	52	2,246	23	...	23	727	42	769	385	8	393	315	2	317	697	63	...	63	2,262	18·0	46·7	1882
	1883	11,050	419	11,469	50	...	50	374	1	375	809	22	831	570	23	593	1,753	46	1,799	34	...	34	695	38	733	238	...	238	271	8	279	432	122	...	122	1,838	16·0	32·5	1883
	1884	10,449	358	10,807	44	2	46	336	...	336	704	56	760	452	16	468	1,492	72	1,564	43	2	45	538	66	604	93	1	94	297	4	301	450	114	1	115	1,609	14.8	43	1884
Central Provinces ...	1882	3,716	292	4,008	21	2	23	254	7	261	1,795	77	1,86:	811	56	867	2,850	14	2,990	28	2	30	129	13	147	581	100	681	437	8	445	623	1,073	14	1,087	3,013	75·15	28·06	1882
	1883	3,503	239	3,742	22	2	24	419	1	420	1,129	64	1,193	857	46	903	2,405	111	2,516	22	3	25	95	13	108	752	74	826	260	1	261	426	879	15	894	2,540	67·88	21·21	1883
	1884	3,051	203	3,254	14	...	14	231	...	231	1,237	23	1,260	674	24	698	2,142	47	2,189	14	...	14	80	7	87	796	34	830	271	2	273	354	641	4	645	2,203	67·69	19·57	1884
Burma	1882	4,202	40	4,242	20	...	20	431	...	431	529	...*	529	1,257	1	1,258	2,217	1	2,218	40	...	40	161	...	161	327	...	327	1,151	1	1,153	456	96	...	96	2,238	52·76	26·1	1882
	1883	5,055	46	5,101	27	...	27	914	...	914	1,430	1	1,431	1,555	6	1,561	3,899	7	3,906	43	...	43	374	...	374	847	5	852	1,202	2	1,204	581	879	...	879	3,933	77·1	17·37	1883
	1884	6,388	58	6,446	16	...	16	1,905	6	1,911	2,824	...	2,824	3,731	5	3,736	8,460	11	8,471	26	...	26	912	...	912	1,474	8	1,482	2,211	3	2,214	609	3,244	...	3,244	8,487	131·66	7·74	1884
Assam	1882	1,315·84	44·82	1,360·66	17	...	17	107	...	110	208	6	214	206	23	229	521	32	553	17	...	17	10	2	12	87	3	90	11	...	11	111	302	27	329	570	41·89	27·07	1882
	1883	1,350·0	38·0	13,88·0	32	...	32	187	1	188	304	1	305	245	9	254	736	11	747	32	...	32	14	5	19	55	...	55	2	...	2	119	546	6	552	779	56·12	19·2	1883
	1884	1,287	41	1,328	53	...	53	164	...	164	728	5	733	194	5	199	1,086	10	1,096	53	...	53	6	2	8	55	4	59	13	...		196	816	4	820	1,149	86·53	20·78	1884
Coorg	1882	84·39	4·55	88·94	...	...	...	18	...	18	15	2	17	18	...	18	51	2	53	...	...	...	1	2	3	...	...	...	4	...	4	29	17	...	17	53	59·98	131·8	1882
	1883	91·0	6·0	97·0	...	...	...	30	1	31	19	...	19	23	...	23	72	1	73	...	...	...	4	1	5	17	...	17	6	...	6	21	24	...	24	73	75·4	41·17	1883
	1884	6	6	75	1	...	1	19	...	19	4	...	4	25	...	25	48	...	48	1	...	1	3	...	3	7	...	7	9	...	9	7	22	...	22	40	66·38	14·38	1884
Hyderabad Assigned Districts	1882	1,098·39	52·95	1,151·34	1	...	1	97	...	97	800	3	803	168	1	169	565	4	569	1	...	1	5	...	5	172	3	175	111	1	112	44	211	...	211	548	47·5	8·8	1882
	1883	988·0	47·0	1,035·0	3	...	3	49	1	50	143	10	153	115	...	115	307	11	318	3	...	3	17	...	17	72	0	81	133	1	134	11	74	1	75	321	31·6	3·7	1883
	1884	954	44	997·73	5	...	5	153	...	153	99	...	99	233	...	233	485	...	485	5	...	5	33	...	33	5	...	5	149	...	149	32	266	...	266	490	49·1	14·3	1884
Total	1882	75,434	3,597	79,031	205	5	210	7,070	59	7,129	33,714	785	34,499	25,793	1,088	26,881	66,650	1,935	68,509	241	6	247	4,816	286	5,102	9,231	665	9,896	7,334	227	7,561	4,658	40,468	75	41,222	68,686	86·9	7·5	1882
	1883	70,350	306	73,660	273	6	279	7,116	53	7,169	33,590	875	34,465	26,299	949	27,248	67,005	1,877	68,882	264	5	269	5,413	271	5,684	7,270	636	7,906	6,472	166	6,638	3,309	44,535	796	45,331	69,137	93·9	5·7	1883
	1884	68,041	2997	71,038	283	7	290	8,729	67	8,796	42,875	1,196	44,069	32,084	1,038	33,122	83,696	2,301	85,991	284	8	292	6,251	277	6,528	9,672	456	10,128	6,093	206	6,299	3,498	59,166	1,349	59,514	86,272	110 9	4 9	1884

* Convict in subsidiary Jails are not included b the Bombay Government for the purposes of this statement.

No. 7.

STATEMENT SHOWING the EXPENDITURE in GUARDING and MAINTAINING the PRISONERS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEAR 1884 (EXCLUDING COST of BUILDING NEW JAILS, of ADDITIONS, ALTERATIONS, or REPAIRS).

1	2				3		4		5		6			7		8		9	10	
	Average number of Prisoners.				Rations.		Establishment.		Police Guard.		Hospital Charges.			Clothing.		Contingencies.				
					A	B	A	B	A	B	A	B	C	A	B	A	B			
Name of Province.	Convicts.	Under trial.	Civil.	Total.	Total cost.	Cost per head of average strength excluding civil prisoners.	Total cost.	Cost per head of average strength.	Total cost.	Cost per head of average strength.	Total cost.	Cost per head of average strength.	Cost per head of average number sick.	Total cost.	Cost per head of average strength.	Total cost.	Cost per head of average strength.	Grand total expended.	Total cost per head of average strength.	Remarks.
					Rs.	Rs. As. P.	Rs.	Rs. As. P.	Rs.	Rs. As. P.	Rs.	Rs. As. P.	Rs. As. P.	Rs.	Rs. As. P.	Rs.	Rs. As. P.	Rs.	Rs. As. P.	
Madras	7,196	706	187	8,089	2,61,227	36 0 1	2,07,436	25 10 3	1,26 520	15 10 3	22,364	2 12 2	104 0 3	19,256	2 10 5	47,687	5 14 3	6,84,490	84 9 11	
Bombay	7,161	569	...	7,730	2,04,912	26 8 2	2,19,880	28 7 2	61,683	7 15 8	12,470	1 9 10	64 4 5	16,122	2 1 4	50,852	6 9 3	5,65,919	73 3 5	
Bengal	13,697	1,170	234	15,101	3,57,513	24 0 8	4,36,153	28 14 1	*	*	39,227	2 9 6	54 0 9	58,614	3 15 0	90,361	5 15 8	9,81,868*	65 0 3	* As the jails in the Bengal Presidency were guarded by warder guards during the year, the column showing the cost for police guards has been omitted.
North-Western Provinces and Oudh	20,076	1,235	218	21,529	3,42,038	15 14 0	3,95,331	18 5 9	1,25,801	5 13 5	21,176	0 15 8	37 0 8	46,114	2 2 3	43,153	2 0 8	9,73,618†	45 3 6	† This includes Rs. 76,590 expended on under-trial prisoners in Magistrates' lock-ups, in the North-Western Provinces and Oudh.
Punjab	10,807	738	113	11,658	2,10,432	18 0 10	2,68,544	23 0 7	86,500	7 6 8	20,141	1 11 8	62 8 9	57,226	4 14 6	75,801	6 8 0	7,18,644‡	61 10 3	‡ This includes Rs. 19,329 expended on under-trial prisoners in lock-ups apart from the jails of the Punjab.
Central Provinces	3,254	106	46	3,406	60,330	17 15 3	68,947	20 3 10	21,592	6 5 5	6,321	1 13 8	57 8 3	11,189	3 7 0	21,811	6 6 5	1,90,190	55 13 5	
Burma	6,446	211	64	6,721	2,30,229	34 9 2	1,45,672	21 10 9	21,164	3 2 5	18,572	2 12 3	74 14 2	11,224	1 11 10	30,907	4 9 7	4,57,768	68 1 9	
Assam	1,328	97	16	1,441	59,923	42 0 8	24,264	16 13 4	30,438	21 1 11	5,174	3 9 5	55 11 3	7,997	5 9 9	9,546	6 9 11	1,37,342	95 4 11	
Coorg	74	17	4	95	4,655	49 0 5	2,423	25 8 3	1,766	18 9 1	405	4 4 3	106 0 4	421	4 6 9	911	9 9 5	10,581	111 6 0	
Hyderabad Assigned Districts ...	1,001	29	2	1,032	23,423	22 12 1	23,766	23 0 6	7,257	7 0 6	926	0 14 4	84 4 1	2,307	2 5 0	4,750	4 9 8	62,429	60 8 1	
Total ...	71,040	4,878	884	76,802	17,54,682	22 13 7	17,92,416	23 5 5	4,82,721	6 4 7	1,46,776	1 14 7	58 13 9	2,30,470	3 0 0	3,75,779	4 14 3	47,82,844	62 4 5	

No. 8.

STATEMENT SHOWING the NET COST of PRISONERS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEAR 1884.

1	2	3	4	5	6	7	
Name of Province.	Total cost of maintenance (column 9, Statement 7).	Average cost of maintenance per head (column 10, Statement 7).	Total cash earnings.	Average cash earnings per head of average strength.	Net cost to Government (column 2 minus column 4).	Average net cost per head of average strength (column 3 minus column 5).	Remarks.
	Rs. As. P.	Rs. As. P.	Rs. As. P.	Rs. As. P.	Rs. As. P.	Rs. As. P.	
Madras	6,84,490 0 0	84 9 11	58,063 12 0	7 2 10	6,26,426 4 0	77 7 1	
Bombay	5,65,919 0 0	73 3 5	1,71,251 12 0	22 2 7	3,94,857 7 0	51 0 10	
Bengal	9,81,868 0 0	65 0 3	2,86,517 13 0	18 15 7	6,95,350 3 0	46 0 9	
North-Western Provinces and Oudh ...	9,73,613 0 0	45 3 6	1,37,324 6 0	6 6 1	8,36,288 10 0	38 13 5	
Punjab	7,18,644 0 0	61 10 3	1,41,210 11 0	12 1 9	5,77,433 5 0	49 8 6	
Central Provinces	1,90,190 0 0	55 13 5	60,010 5 0	17 12 10	1,30,179 11 0	38 0 7	
Burma	4,57,768 0 0	68 1 9	1,58,556 12 0	23 9 5	2,99,211 4 0	44 8 4	
Assam	1,37,342 0 0	95 4 11	5,380 10 0	3 11 9	1,31,961 6 0	91 9 2	
Coorg	10,581 0 0	111 6 0	3,491 15 0	36 11 11	7,089 1 0	74 10 1	
Hyderabad Assigned Districts ...	62,429 0 0	60 8 1	12,135 13 0	11 12 2	49,772 2 0	48 11 11	
Total ...	47,82,844 0 0	62 4 5	10,33,943 13 0	13 7 5	37,48,569 5 0	48 13 0	

No. 9.

STATEMENT SHOWING the SICKNESS and MORTALITY among the CONVICTS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEAR 1884.

1	2	3	4	5	6	7	8*					Remarks.
							Ratio per mille of average strength.					
Name of Province.	Number of persons that can be accommodated in the parts of the jails devoted to convicts.	Average daily strength.	Maximum population on any one day.	Number admitted into hospital.	Daily average number of sick.	Number of deaths in and out of hospital.	A. Of admission into hospital.	B. Of daily average number of sick.	C. Of deaths from cholera.	D. Of deaths from all other causes both in and out of hospital.	E. Of deaths from all causes both in and out of hospital.	
Madras	10,652	7,195	8,678	5,412	199	149	765	29	1·01	19·54	20·55	
Bombay	10,149	7,161	9,378	5,360	192	251	702	26	·55	34·36	34·91	
Bengal	20,200	15,101	21,329	21,896	725	744	1,420	50	4·06	46·35	50·41	
North-Western Provinces and Oudh ...	29,272	20,076	23,614	13,879	515	421	681	26	·62	20·24	20·86	
Punjab	14,327	10,807	13,136	12,409	304	312	1,131	27	.....	28·04	28·04	
Central Provinces	4,839	3,254	3,858	3,143	108	138	932	32	·29	41·73	42·02	
Burma	6,792	6,446	7,779	6,154	242	190	936	37	4·82	25·46	30·28	
Assam	3,123	1,327	2,195	3,054	87	80	2,109	56	5·64	55·55	61·19	
Coorg	89	73	88	103	3	6	1,239	45	.....	68·18	68·18	
Hyderabad Assigned Districts	1,236	997	1,135	497	10	9	486	11	.....	8·72	8·72	
Total ...	1,00,679	72,437	91,190	71,907	2,385	2,300	1,025	37	1·43	27·86	29·11	

* The figures under this column have been taken from the Report of the Sanitary Commissioner with the Government of India.

Statements appended to Home Department Resolution Nos. dated the

No. 1.

GENERAL SUMMARY SHOWING the DISTRIBUTION of the PRISONERS of ALL CLASSES CONFINED in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEAR 1885.

1	2			3			4			5			6			7			8			
Name of Province.	Place of confinement.			Prisoners remained at the commencement of the year.			Prisoners received during the year.			Total.			Discharged from all causes.			Remained at the end of the year.			Total daily average of prisoners in the whole Province			Name of Province.
	Central Jails.	District Jails.	Lock-ups.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
Madras	7	22	317	7,654	387	8,041	51,340	4,123	55,463	58,994	4,510	63,504	50,807	4,182	54,989	8,187	328	8,515	7,937	375	8,312	Madras.
Bombay	1	26*	30	6,946	374	7,320	43,526	2,827	46,353	50,472	3,201	53,673	43,402	2,868	46,270	7,070	333	7,403	6,908	347	7,255	Bombay.
Bengal	7	39	84	14,833	521	15,354	76,832	4,021	80,853	91,665	4,542	96,207	77,096	4,035	81,131	14,569	507	15,076	14,642	535	15,177	Bengal.
North-Western Provinces and Oudh.	7	45	24	19,160	1,017	20,177	77,433	4,392	81,825	96,593	5,409	102,002	78,195	4,454	82,649	18,398	955	19,353	18,776	997	19,773	North-Western Provinces and Oudh.
Punjab	2	32	20	10,389	332	10,721	40,484	1,349	41,833	50,873	1,681	52,554	40,559	1,364	41,923	10,314	317	10,631	10,377	339	10,716	Punjab.
Central Provinces ...	3	15	1	3,133	207	3,340	10,516	1,151	11,667	13,649	1,358	15,007	10,488	1,121	11,609	3,161	237	3,398	3,148	227	3,375	Central Provinces.
British Burma ...	2	10	3	6,716	83	6,799	20,517	636	21,153	27,233	719	27,952	19,149	635	19,784	8,084	84	8,168	6,822	74	6,896	British Burma.
Assam	...	9	13	1,348	41	1,389	7,038	340	7,378	8,386	381	8,767	7,063	338	7,401	1,323	43	1,365	1,337	41	1,378	Assam.
Coorg	...	1	26	102	5	107	1,094	116	1,210	1,196	121	1,317	1,096	116	1,212	100	5	105	99	7	106	Coorg.
Hyderabad Assigned Districts	3	6	2	978	40	1,018	3,035	195	3,230	4,013	235	4,248	2,943	187	3,130	1,070	48	1,118	1,009	38	1,047	Hyderabad Assigned District.
Total ...	32	205	510	71,259	3,007	74,266	331,815	19,150	350,965	403,074	22,157	425,231	330,798	19,300	350,098	72,276	2,857	75,133	71,055	2,980	74,035	Total.

* Includes one extra-mural labour gang.

No.

STATEMENT SHOWING the RELIGION, AGE, and PREVIOUS OCCUPATION of the CONVICTS

1	2														3			
	RELIGION.														A			
	A						B		C		D		E		A		B	
	CHRISTIAN.																	
NAME OF PROVINCE.	Europeans.		Eurasians.		Natives.		Muhammadans.		Hindus and Sikhs.		Buddhists and Jains.		All other classes.		Under 16.		16 to 40.	
	a		b		c.													
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Madras	81	...	40	3	574	132	2,100	160	18,847	2,090	7	...	...	...	662	151	17,551	1,760
Bombay	140	3	12	1	187	18	4,663	168	8,181	795	38	2	67	...	227	36	11,652	783
Bengal	237	4	88	4	89	9	11,544	465	16,977	998	195	10	827	83	315	40	22,658	1,128
North-Western Provinces and Oudh.	18	...	13	3	13	...	4,902	277	25,863	1,870	9	1	...	...	418	65	25,012	1,615
Punjab	8	...	7	1	9	...	10,091	372	4,384	174	10	...	1,074	54	208	9	13,244	496
Central Provinces	1	...	4	...	17	1	528	43	3,885	492	12	2	1,404	199	132	42	4,832	555
British Burma	198	...	14	...	92	5	602	20	384	4	10,782	350	17	...	94	8	9,962	292
Assam	...	...	...	...	2	...	1,012	22	1,747	135	1	...	282	11	3	3	2,567	150
Coorg	...	...	...	...	10	...	31	4	184	19	...	1	34	2	3	...	232	23
Hyderabad Assigned Districts.	...	...	...	...	1	...	330	11	1,467	115	5	...	...	...	22	4	1,522	104
TOTAL	683	7	178	12	994	165	35,803	1,542	81,919	6,692	11,059	366	3,705	349	2,084	361	109,232	6,906

2.

ADMITTED into the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEAR 1885.

				4											5		
GE.				PREVIOUS OCCUPATION.													
C		D		MALES.							FEMALES.						
				A	B	C	D	E	F	G	H	I	J	K			
40 to 60.		Above 60.		Persons employed under Government or Municipal or other local authorities.	Professional persons.	Persons in service or performing personal Offices.	Persons engaged in agriculture and with animals.	Persons engaged in commerce and trade.	Persons employed in mechanical arts, manufactures, and engineering operations, &c.	Miscellaneous persons not classed otherwise.	Married.	Unmarried.	Widows.	Prostitutes.	TOTAL.		
M.	F.	M.	F.												M.	F.	Total.
3,232	448	204	23	471	958	1,514	8,847	1,439	575	7,845	1,274	260	713	138	21,649	2,385	24,034
1,344	164	65	4	640	175	1,472	7,108	1,039	1,188	1,666	587	47	259	94	13,288	987	14,275
6,147	345	837	60	1,228	1,292	3,029	17,174	1,086	567	5,581	666	37	714	156	29,957	1,573	31,530
4,888	442	500	29	666	2,596	2,379	19,025	591	353	5,208	1,335	95	628	9	30,318	2,151	32,969
1,910	86	221	10	455	233	2,147	8,537	538	671	3,002	437	27	111	26	15,583	601	16,184
826	128	61	12	164	44	585	2,892	514	508	1,144	478	50	179	30	5,851	737	6,588
1,915	73	118	6	294	159	348	5,426	2,163	72	3,627	272	27	43	37	12,089	379	12,468
434	15	40	...	125	41	285	1,761	271	90	471	134	5	23	6	3,044	168	3,212
23	3	1	...	2	...	...	77	25	...	155	16	...	9	1	259	26	285
237	16	22	2	91	32	101	342	74	22	1,141	85	3	31	7	1,803	126	1,929
20,956	1,720	2,069	146	4,136	5,530	11,860	71,189	7,740	4,046	29,840	5,284	551	2,710	588	134,341	9,133	143,474

No. 3.

STATEMENT SHOWING the CONVICTS ADMITTED into the JAILS and SUBSIDIARY JAILS of BRITISH INDIA DURING the YEAR 1885 and THOSE REMAINING on the 31st DECEMBER of that YEAR according to the NATURE and LENGTH of SENTENCE.

1		2																		
		NUMBER ACCORDING TO LENGTH OF SENTENCE.																		
		A		B		C		D		E		F		G		H		I		J		TOTAL.			
NAME OF PROVINCE.		Not exceeding one month.		Above one month and not exceeding three months.		Above three months and not exceeding six months.		Above six months and not exceeding one year.		Above one year and not exceeding two years.		Above two years and not exceeding five years.		Above five years and not exceeding ten years.		Exceeding ten years.		SENTENCED TO TRANSPORTATION BEYOND SEAS. A For life.		SENTENCED TO TRANSPORTATION BEYOND SEAS. B For a term.		Sentenced to death.					NAME OF PROVINCE.
		M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	
Madras	Admission	12,804	1,850	4,419	310	2,741	128	1,061	36	643	19	547	13	232	5	6	...	93	22	37	...	66	2	21,649	2,385	24,034	Admission	Madras.
	Remaining on the 31st December 1885.	380	21	716	44	1,077	52	818	27	911	49	1,506	47	1,009	30	110	1	350	21	159	4	13	...	7,049	287	7,336	Remaining on the 31st December 1885.	
Bombay	Admission	5,183	567	2,829	201	2,261	124	1,443	52	857	18	440	9	62	5	...	...	79	8	81	1	53	2	13,288	987	14,275	Admission	Bombay.
	Remaining on the 31st December 1885.	302	25	566	31	895	44	1,067	37	1,165	32	996	72	591	24	67	...	816	27	450	17	12	...	6,427	309	6,736	Remaining on the 31st December 1885.	
Bengal	Admission	11,545	792	6,974	391	4,673	184	3,156	122	2,100	56	1,005	14	258	1	8	...	106	8	81	1	51	4	29,957	1,573	31,530	Admission	Bengal.
	Remaining on the 31st December 1885.	573	30	1,026	62	1,837	90	2,268	93	2,837	77	2,559	61	1,615	38	162	...	345	9	135	...	4	...	13,361	460	13,821	Remaining on the 31st December 1885.	
North-Western Provinces and Oudh.	Admission	10,971	1,037	6,068	522	5,484	295	3,832	152	2,555	72	1,195	40	801	11	12	...	206	19	104	2	90	1	30,818	2,151	32,969	Admission	North-Western Provinces and Oudh.
	Remaining on the 31st December 1885.	721	46	1,113	100	1,950	118	2,968	136	3,715	123	3,415	161	1,990	96	165	10	592	70	310	33	29	1	16,958	894	17,852	Remaining on the 31st December 1885.	
Punjab	Admission	3,703	175	2,881	159	3,23	124	2,768	79	1,828	28	759	10	169	5	4	...	97	15	25	1	119	5	15,588	601	16,184	Admission	Punjab.
	Remaining on the 31st December 1885.	259	8	577	20	1,381	42	1,667	50	2,519	38	1,699	50	379	32	91	1	261	36	127	11	40	3	9,50	291	9,791	Remaining on the 31st December 1885.	
Central Provinces	Admission	1,75	367	1,551	179	1,382	1 0	60	48	305	19	157	11	40	3	4	...	27	9	12	...	18	1	5,851	787	6,588	Admission	Central Provinces.
	Remaining on the 31st December 1885.	161	35	327	25	514	36	408	33	450	29	511	35	345	18	42	1	118	9	90	2	6	...	3,002	223	3,225	Remaining on the 31st December 1885.	
British Burma	Admission	2,851	246	2,029	85	2,958	26	2,101	17	1,089	3	637	1	250	1	15	...	67	...	57	...	35	...	12,089	379	12,468	Admission	British Burma.
	Remaining on the 31st December 1885.	232	17	415	19	1,201	13	1,155	8	1,642	5	1,610	5	912	3	60	...	60	...	76	...	8	...	7,371	70	7,441	Remaining on the 31st December 1885.	
Assam	Admission	1,337	124	782	25	375	6	281	7	163	2	60	3	21	...	...	...	14	1	7	...	4	...	3,044	168	3,212	Admission	Assam.
	Remaining on the 31st December 1885.	67	8	128	6	139	2	187	4	245	5	245	5	122	3	6	...	24	2	11	3	...	...	1,174	38	1,212	Remaining on the 31st December 1885.	
Coorg	Admission	160	14	54	8	14	2	6	2	3	...	15	...	2	...	...	...	1	...	...	...	4	...	350	26	385	Admission	Coorg.
	Remaining on the 31st December 1885.	68	6	9	...	4	1	4	2	5	...	22	1	13	...	...	...	7	...	...	...	...	...	132	10	142	Remaining on the 31st December 1885.	
Hyderabad Assigned Districts.	Admission	683	64	383	35	365	14	145	6	107	1	68	1	34	2	...	...	15	3	...	...	5	...	1,803	126	1,929	Admission	Hyderabad Assigned Districts.
	Remaining on the 31st December 1885.	24	9	86	8	164	4	127	6	196	3	237	6	165	4	17	...	28	4	...	2	1	...	1,045	46	1,091	Remaining on the 31st December 1885.	
TOTAL	Admission	49,989	5,236	27,970	1,915	23,488	1,003	15,396	521	9,650	218	4,881	102	1,369	83	49	...	705	85	404	5	445	15	134,341	9,133	143,474	Admission	TOTAL.
	Remaining on the 31st December 1885.	2,787	205	4,943	315	9,192	402	10,669	396	13,685	352	12,800	442	7,631	248	720	13	2,101	178	1,358	72	113	4	66,019	2,638	68,647	Remaining on the 31st December 1885.	

No. 4.

STATEMENT SHOWING the CONVICTS admitted into the JAILS of BRITISH INDIA during the YEAR 1885 who had been PREVIOUSLY CONVICTED.

1	2			3									4			5						1
Name of Province.	Number admitted during the year.			Number previously convicted.									Ratio per cent. of column 3 D to column 2.			Juvenile prisoners under 16 years of age (Section 399 of the Criminal Procedure Code).						Name of Province.
				A.		B.		C.		D.						A			B			
				Once.		Twice.		More than twice.		Total.						Number admitted during the year.			Number previously convicted.			
	M.	F.	Total.	M.	F.	M.	F.	M.	F.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	
Madras	21,649	2,385	24,034	1,333	56	382	25	299	16	2,014	97	2,111	9·30	4·06	8·78	662	154	816	67	3	70	Madras.
Bombay	13,288	987	14,275	1,185	43	418	20	360	27	1,963	90	2,053	14·8	9·1	14·4	227	36	263	11	2	13	Bombay.
Bengal	29,957	1,573	31,530	2,637	82	583	15	319	8	3,539	105	3,644	11·81	6·67	11·55	315	40	355	28	...	28	Bengal.
North-Western Provinces and Oudh	30,818	2,151	32,969	2,154	83	766	26	594	16	3,514	125	3,639	11·40	5·81	11·03	322	51	373	73	3	76	North-Western Provinces and Oudh.
Punjab	15,583	601	16,184	1,586	29	448	10	328	7	2,362	46	2,408	15·3	8·0	15·0	208	9	217	17	...	17	Punjab.
Central Provinces	5,851	737	6,588	412	30	117	17	116	4	645	51	696	11·02	6·92	10·56	135	21	156	16	...	16	Central Provinces.
British Burma	12,089	379	12,468	1,464	6	396	2	170	...	2,030	8	2,038	16·79	2·11	16·35	94	8	102	4	...	4	British Burma.
Assam	3,044	168	3,212	262	3	42	1	14	...	318	4	322	10·44	2·38	10·02	3	3	6	...	...	...	Assam.
Coorg	259	26	285	17	...	...	...	3	...	20	...	20	7·57	...	7·19	2	...	2	...	...	...	Coorg.
Hyderabad Assigned Districts	1,803	126	1,929	218	6	71	...	46	1	335	7	342	18·6	5·5	17·7	18	4	22	...	...	...	Hyderabad Assigned Districts.
Total	134,341	9,133	143,474	11,268	338	3,223	116	2,249	79	16,740	533	17,273	12·46	5·83	12·04	1,976	335	2,312	216	8	224	Total.

No.

STATEMENT SHOWING the EMPLOYMENT of the CONVICTS in the JAILS

...nd SUBSIDIARY JAILS of BRITISH INDIA during the YEAR 1885.

1	2	3	4	5	6												7	8			
					A	AVERAGE NUMBER EMPLOYED ON WORKING DAYS.																
						On prison duties.					On Jail Buildings.				K	L					
						B	C	D	E	F	Additions and alterations.		New Jails.								
											G	H	I	J							
Name of Province.	Average number not sentenced to labour.	Average number under sentence of labour on working days.	Average number sick.	Average number convalescent and infirm.	On remunerative labour.	Prison officers.	Prison servants.	Gardening.	Employed in preparing articles for use or consumption in Jails, *e.g.*, wheat-grinding, manufacturing of prison-clothing, &c.	Jail Repairs.	Under Superintendent.	Under Public Works Department.	Under Superintendent.	Under Public Works Department.	Manufactures.	Public Works.	Number of prisoners hired out to Municipalities, private individuals or Departments other than the Public Works Department.	Ratio per cent. on column 3 of those employed on working days as			Name of Province.
																		Prison officers.	Prison servants.	On manufactures (6 K).	
Madras	215	6,699	196	163	273	613	1,025	709	1,188	317	178	70	210	97	1,534	...	126	9·15	15·29	22·90	Madras.
Bombay	72	6,523	168	252	286	235	560	348	699	198	84	41	...	57	2,188	1,006	401	3·6	8·6	33·5	Bombay.
Bengal	188	18,600	757	1,045	829	821	1,495	743	583	288	616	149	40	0·40	6,341	...	4	6·03	10·54	46·62	Bengal.
North-Western Provinces and Oudh ...	239	17,269	521	932	0·45	661	2,128	1,225	2,089	1,455	1,477	...	2,290	28	4,851	65	47	3·82	12·32	25·19	North-Western Provinces and Oudh.
Punjab	132	9,668	256	143	...	170	1,095	361	918	379	...	36	226	...	4,810	1,320	55	2	11	50	Punjab.
Central Provinces	26	3,169	128	100	50	150	280	138	244	215	95	33	...	...	1,735	...	0·44	4·74	8·85	54·77	Central Provinces.
British Burma	90	5,287	262	48	206	419	372	183	269	57	...	30	...	...	3,465	40	246	7·93	7·04	65·54	British Burma.
Assam	4	1,261	83	49	...	65	114	88	64	20	18	2	3	2	126	497	197	5·17	9·00	10·00	Assam.
Coorg	4	55	5	...	...	8	10	2	5	23	...	2	...	...	25	...	3	14·72	19·37	45·31	Coorg.
Hyderabad Assigned Districts	16	863	15	21	28	42	90	85	140	17	25	31	...	...	369	...	...	4·9	10·4	42·7	Hyderabad Assigned Districts.
Total ...	932	64,394	2,391	2,758	1,672·45	3,184	7,109	3,881	6,199	3,995	2,488	394	2,769	191·40	24,944	2,858	1,079·44	4·94	11·04	38·67	Total.

No. 6.

STATEMENT SHOWING the OFFENCES COMMITTED by the CONVICTS and the PUNISHMENTS INFLICTED on THEM in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEAR 1885.

1	2			3			4											5																		6	7	8
							BREACHES OF JAIL RULES.											PUNISHMENTS INFLICTED.																						
																		A			B—By jail Officers.														C			
																		By criminal courts.			a Solitary confinement.			b Reduced diet.			c Solitary confinement with reduced diet.			d	e Other punishments.								
Name of Province.	Average daily number of convicts.			Criminal offences.			Smoking or having possession of forbidden articles.			Offences relating to work.			Other offences against prison discipline.			Total.																					Total punishments.	Ratio per cent. of column 5 C to column 2.	Ratio of column 5 d to the total number of other jail punishments inflicted on male prisoners.	Name of Province.
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	Corporal punishment.	M.	F.	Total.	M.	F.	Total.				
Madras . . .	6,939·05	328·69	7,267·74	9	...	9	1,057	8	1,065	1,258	8	1,261	1,931	58	1,989	4,250	74	9	...	9	478	13	491	1,992	44	2,036	...	...	...	271	1,500	17	1,517	4,324	59·49	6·81	Madras.
Bombay . . .	6,293	318	6,611	25	...	25	441	4	445	1,335	49	1,434	1,001	76	1,077	2,827	129	25	...	25	40	1	41	20	6	26	597	14	611	61	2,109	108	2,217	2,981	45·1	2·2	Bombay.
Bengal . . .	13,286·16	470·79	13,756·95	67	3	70	2,698	15	2,713	25,218	574	25,792	19,561	653	20,214	47,544	1,245	68	3	71	3,184	149	3,333	2,282	204	2,486	433	39	472	347	41,231	850	42,081	48,790	354·65	0·73	Bengal.
North-Western Provinces and Oudh.	17,351·25	937·25	18,288·50	33	...	33	834	1	835	2,622	113	2,735	2,892	120	3,012	6,348	234	33	...	33	382	46	428	1,307	68	1,375	1,912	95	2,007	1,000	1,747	25	1,772	6,615	36·17	18·69	North-Western Provinces and Oudh.
Punjab . . .	9,488	309	9,797	59	...	59	644	...	644	4,564	2,578	7,142	1,254	34	1,288	6,462	2,612	63	...	63	759	49	808	239	14	253	506	33	539	417	4,528	2,516	7,044	9,129	93·2	7	Punjab.
Central Provinces .	2,994·52	215·60	3,210·12	40	6	46	231	3	234	1,465	35	1,500	593	113	706	2,289	151	40	6	46	138	15	148	502	80	582	434	35	469	300	920	21	941	2,486	77·44	15·08	Central Provinces.
Burma . . .	6,587	66	6,653	20	...	20	1,473	4	1,477	2,075	...	2,075	3,184	5	3,189	6,732	9	27	...	27	889	...	889	900	7	907	959	2	961	488	3,492	...	3,492	6,761	101·62	7·79	Burma.
Assam . . .	1,241·21	35·29	1,276·50	44	...	44	132	1	133	504	12	516	167	2	169	803	15	44	...	44	5	1	6	126	8	134	8	...	8	160	495	6	501	362	67·52	24·92	Assam.
Coorg . . .	76·31	5·41	81·72	1	...	1	20	1	21	15	3	18	22	2	24	57	6	1	...	1	5	...	5	3	2	10	9	...	9	8	27	4	31	64	78·99	16·32	Coorg.
Hyderabad Assigned Districts.	980·36	35·41	1,016·27	4	...	4	70	...	70	114	...	114	142	2	144	326	2	4	...	4	15	...	15	15	1	16	90	1	91	14	192	...	192	332	32·6	3·4	Hyderabad Assigned Districts.
Total .	65,237·36	2,721·44	67,958·80	312	9	301	7,600	37	7,637	39,215	3,372	42,587	30,747	1,065	31,812	77,638	4,477	319	9	328	5,887	274	6,161	7,391	434	7,825	4,948	219	5,167	3,075	56,241	3,547	59,788	82,344	121·12	4·13	Total.

No. 7.

STATEMENT SHOWING the EXPENDITURE in GUARDING and MAINTAINING the PRISONERS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEAR 1885 (excluding cost of BUILDING NEW JAILS, of ADDITIONS, ALTERATIONS or REPAIRS).

1	2				3		4		5		6			7		8		9	10	
	Average number of Prisoners.				Rations.		Establishments.		Police Guard.		Hospital Charges.			Clothing.		Contingencies.				
					A	B	A	B	A	B	A	B	C	A	B	A	B			
Name of Province.	Convicts.	Under trial.	Civil.	Total.	Total cost.	Cost per head of average strength exclusive civil prisoners.	Total cost.	Cost per head of average strength.	Total cost.	Cost per head of average strength.	Total cost.	Cost per head of average strength.	Cost per head of average number sick.	Total cost.	Cost per head of average strength.	Total cost.	Cost per head of average strength.	Grand total expended.	Total cost per head of average strength.	Name of Province.
					Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs. A. P.	Rs.	Rs. P. A.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	
Madras	7,294	822	232	8,348	3,00,833	37 7 4	2,33,427	27 15 4	1,07,517	12 14 1	17,618	2 1 9	91 12 2	23,164	2 14 2	54,653	6 8 9	7,37,212	88 4 11	Madras.
Bombay	6,611	644	...	7,255	1,89,681	26 2 4	2,09,783	28 14 8	59,875	8 4 0	10,490	1 7 2	60 10 2	22,153	3 0 10	45,559	6 4 6	5,37,541	74 1 6	Bombay.
Bengal	13,757	1,169	251	15,177	3,65,386	24 7 8	4,42,868	29 2 10	...*	...*	49,383	3 4 0	63 13 3	69,744	4 10 9	1,03,216	6 12 9	10,30,592	67 14 5	Bengal.
North-Western Provinces and Oudh	18,289	1,242	242	19,773	2,70,765	13 11 1	3,89,573	19 11 2	1,20,211	6 1 3	20,178	1 0 4	35 1 5	36,305	1 13 5	43,491	2 3 3	8,80,526	44 8 6	North-Western Provinces and Oudh.
Punjab	9,797	795	124	10,716	1,97,262	18 6 6	2,62,063	24 7 4	85,814	8 0 2	15,924	1 7 9	60 12 5	24,027	2 3 10	58,947	5 7 10	6,13,937	60 1 5	Punjab.
Central Provinces	3,210	128	37	3,375	67,723	20 4 7	70,619	20 14 9	17,646	5 3 7	3,829	1 2 1	29 15 10	14,819	4 3 8	19,703	5 13 5	1,94,339	57 9 4	Central Provinces.
British Burma	6,653	182	61	6,896	1,91,679	28 0 8	1,67,764	24 5 3	...	...	18,375	2 10 8	69 9 8	11,922	1 12 8	28,932	4 3 2	4,18,672	60 11 5	British Burma.
Assam	1,276	87	15	1,378	52,782	38 11 5	23,304	16 14 6	29,991	21 12 1	3,699	2 10 11	35 11 3	8,198	6 9 2	7,884	5 11 6	1,25,853	91 4 11	Assam.
Coorg	82	20	4	106	4,247	40 3 5	2,430	23 0 10	1,774	16 12 9	36	0 5 5	5 2 3	496	4 11 0	885	8 6 0	9,868	93 6 11	Coorg.
Hyderabad Assigned Districts	1,015	26	4	1,045	22,975	22 0 10	24,001	22 15 4	7,148	6 13 4	1,238	1 2 11	84 5 4	3,765	3 11 4	4,408	4 3 5	63,535	60 12 5	Hyerabad Assigned Districts.
Total	67,984	5,115	970	74,069	16,63,333	22 7 4	18,25,827	24 10 5	4,29,976	5 12 10	1,40,770	1 14 5	59 0 5	2,14,588	2 14 4	3,67,581	4 15 5	46,42,075	62 10 9	Total.

* As the Jails in the Bengal Presidency were guarded by warder guards during 1885, the column showing the cost for police guards has been omitted.

No. 8.

STATEMENT SHOWING the NET COST of PRISONERS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEAR 1885.

1	2	2	4	5	6	7	
Name of Province.	Total cost of maintenance (column 9, Statement 7).	Average cost of maintenance per head (column 10, Statement 7).	Total cash earnings.	Average cash earnings per head of average strength.	Net cost to Government (column 2 minus column 4).	Average net cost per head of average strength (column 3 minus column 5).	Name of Province.
	Rs. As. P.	Rs. As. P.	Rs. As. P.	Rs. As. P.	Rs. As. P.	Rs. As. P.	
Madras	7,37,212 0 0	88 4 11	52,123 6 0	6 4 0	6,85,088 10 0	82 0 11	Madras.
Bombay	5,37,541 0 0	74 1 6	1,20,528 8 0	16 10 0	4,17,012 8 0	57 7 6	Bombay.
Bengal	10,30,592 0 0	67 14 5	3,65,202 2 0	24 1 0	6,65,389 14 0	43 13 5	Bengal.
North-Western Provinces and Oudh ...	8,80,526 0 0	44 8 6	2,83,719 10 0	14 13 0	5,96,806 6 0	29 11 6	North-Western Provinces and Oudh.
Punjab	6,43,937 0 0	60 1 5	2,29,570 4 0	21 15 0	4,14,366 12 0	38 2 5	Punjab.
Central Provinces	1,94,339 0 0	57 9 4	48,057 12 0	14 3 0	1,46,281 4 0	43 6 4	Central Provinces.
British Burma	4,18,672 0 0	60 11 5	1,63,587 1 0	23 12 0	2,55,084 15 0	36 15 5	British Burma.
Assam	1,25,853 0 0	91 4 11	14,963 2 0	10 13 0	1,10,889 14 0	80 7 11	Assam.
Coorg	9,868 0 0	93 6 11	3,616 0 0	38 1 0	6,252 0 0	55 5 11	Coorg.
Hyderabad Assigned Districts ...	63,535 0 0	60 12 5	10,950 8 0	10 7 0	52,584 8 0	49 5 5	Hyderabad Assigned Districts.
Total ...	46,42,075 0 0	62 10 9	12,92,318 5 0	17 7 2	33,49,756 11 0	45 3 7	Total.

No. 9.

STATEMENT SHOWING the SICKNESS and MORTALITY AMONG the CONVICTS in the JAILS and SUBSIDIARY JALS of BRITISH INDIA during the YEAR 1885.

1	2	3	4	5	6	7	8					
							Ratio per mille of average strength*					
Name of Province.	Number of persons that can be accommodated in the parts of the jails devoted to convicts.	Average daily strength.	Maximum population on any one day.	Number admitted into hospital.	Daily average number of sick.	Number of deaths in and out of hospital.	A. Of admission into hospital.	B. Of daily average number of sick.	C. deaths from cholera.	D. Of deaths from all other causes both in and out of hospital.	E. Of deaths from all causes both in and out of hospital.	Name of Province.
Madras	11,447	7,268	8,863	4,927	173	128	705	25	43	17·43	17·86	Madras.
Bombay	10,149	7,161	9,378	5,360	192	251	644	25	2·62	31·14	33·76	Bombay.
Bengal	19,013	13,757	17,560	21,815	738	838	1,485	52	10·42	49·33	59·75	Bengal.
North-Western Provinces and Oudh ...	30,307	18,288	22,294	18,883	521	400	743	28	·46	21·18	21·64	North-Western Provinces and Oudh.
Punjab	13,490	9,797	11,456	10,086	256	275	1,000	25	...	27·18	27·18	Punjab.
Central Provinces	4,650	3,210	3,805	3,285	126	248	983	38	10·66	63·97	74·33	Central Provinces.
British Burma	7,012	6,653	8,621	5,975	262	286	869	38	8·92	34·23	43·15	British Burma.
Assam	2,936	1,276	2,398	3,066	98	77	2,217	67	5·91	55·69	61·60	Assam.
Coorg	82	81	89	160	5	7	1,900	53	...	94·74	94·74	Coorg.
Hyderabad Assigned Districts ...	1,236	1,015	1,178	570	14	18	549	13	·96	18·18	19·14	Hyderabad Assigned Districts.
Total ...	100,322	68,506	85,642	69,071	2,385	2,528	1,014	36	3·44	30·10	33·54	Total.

* The figures under this column have been taken from the Report of the Sanitary Commissioner with the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

REVIEW OF THE STATISTICS REGARDING WHIPPING IN JAILS FOR THE YEARS 1884 AND 1885.

No. 6/297—307.

Extract from the Proceedings of the Government of India, in the Home Department (Judicial), —under date Calcutta, the 18th February 1887.

READ again—

Home Department Resolution No. 14—884-94, dated 19th June 1885.

Judicial Despatch to Her Majesty's Secretary of State, No 19, dated 4th July 1885.

Read also—

The Jail Reports of the several Presidencies and Provinces for the years 1884 and 1885, with the orders of the Local Governments and Administrations and of the Government of India thereon.

RESOLUTION.

IN Home Department Resolution No. 14—884-94, dated 19th June 1885, the statistics showing the extent to which whipping had been resorted to as a punishment for breaches of jail rules in 1883 were reviewed by the Governor General in Council.

2. In that year the number of whippings inflicted had fallen from 4,658 in 1882 to 3,309, or by 28·9 per cent. The following table compiled from the provincial reports gives the statistics regarding whipping in jails for 1884 and 1885, and for the preceding five years:—

PROVINCE.	Year.	Total number of male prisoners during the year.	Total number of punishments inflicted on males by jail officers for breaches of jail rules.	Total number of cases of corporal punishment.	Percentage of prisoners whipped to total number of male prisoners.	Proportion per cent. of corporal punishments to total jail punishments.
1	2	3	4	5	6	7
Madras	1879	39,621	7,053	2,254	5·7	31·9
	1880	25,510	5,625	1,511	5·9	26·8
	1881	22,067	5,408	768	3·4	14·2
	1882	20,440	3,985	400	1·9	10·0
	1883	30,919	3,651	277	·8	7·5
	1884	27,445	4,614	378	1·4	8·2
	1885	29,500	4,241	271	·9	6·4
Bombay	1879	39,905	4,179	1,833	4·6	43·8
	1880	30,070	4,338	1,561	5·2	35·9
	1881	24,271	2,267	806	3·3	35·6
	1882	24,366	1,662	320	1·3	19·2
	1883	21,073	1,485	129	·6	8·7
	1884	23,138	4,353	73	·3	1·7
	1885	22,224	2,827	61	·3	2·1
Bengal	1879	70,114	50,268	8,324	11·8	16·5
	1880	65,842	59,532	4,735	7·2	7·9
	1881	61,898	47,896	914	1·4	1·9
	1882	60,019	47,253	416	·7	·9
	1883	57,176	47,362	349	·6	·7
	1884	59,202	54,850	345	·6	·6
	1885	60,140	47,477	347	·6	·7
North-Western Provinces and Oudh	1879	79,093	9,211	4,680	5·9	50·8
	1880	69,376	8,499	4,777	6·8	56·2
	1881	67,222	6,833	3,422	5·1	50·1
	1882	63,188	5,265	1,562	2·5	29·7
	1883	59,722	5,333	964	1·6	18·0
	1884	56,713	6,158	1,054	1·8	17·1
	1885	56,132	6,348	1,000	1·8	15·7

PROVINCE.	Year.	Total number of male prisoners during the year.	Total number of punishments inflicted on males by jail officers for breaches of jail rules.	Total number of cases of corporal punishment.	Percentage of prisoners whipped to total number of male prisoners.	Proportion per cent. of corporal punishments to total jail punishments.
1	2	3	4	5	6	7
Punjab	1879	42,098	2,477	869	2·1	35·0
	1880	38,273	1,911	899	2·3	47·0
	1881	36,709	2,058	1,107	3·0	53·8
	1882	33,455	2,187	697	2·0	31·9
	1883	30,473	1,758	432	1·4	24·5
	1884	30,596	1,492	453	1·5	30·2
	1885	31,057	2,103	420	1·3	19·8
Central Provinces	1879	14,622	3,348	1,474	10·1	44·0
	1880	12,742	5,039	1,371	10·7	27·2
	1881	10,471	4,852	953	9·1	19·6
	1882	11,238	2,843	623	5·5	21·9
	1883	10,476	2,412	426	4·0	17·6
	1884	9,360	1,788	354	3·7	19·8
	1885	9,399	1,989	300	3·2	15·1
British Burma	1879	12,397	3,499	1,849	14·9	52·8
	1880	12,684	3,978	1,793	14·1	45·0
	1881	13,196	3,349	603	4·5	18·0
	1882	13,550	2,197	456	3·4	20·7
	1883	16,881	3,883	581	3·4	14·9
	1884	16,515	7,841	609	3·7	7·8
	1885	18,643	6,237	488	2·6	7·8
Assam	1879	6,004	493	266	4·4	53·9
	1880	5,546	483	248	4·5	51·3
	1881	5,339	352	141	2·6	40·0
	1882	5,353	521	111	2·1	21·3
	1883	5,559	736	119	2·1	16·1
	1884	4,743	890	196	4·1	22·0
	1885	4,355	634	169	3·9	26·6
Coorg	1879	298	78	47	15·8	60·2
	1880	262	44	25	9·5	56·8
	1881	258	37	30	11·6	81·1
	1882	278	51	29	10·4	56·8
	1883	288	72	21	7·2	29·1
	1884	291	41	7	2·4	17·1
	1885	259	49	8	3·1	16·1
Hyderabad Assigned Districts	1879	3,944	261	208	5·2	79·7
	1880	3,920	267	137	3·5	51·3
	1881	3,138	398	177	5·6	44·5
	1882	2,933	543	44	1·5	8·5
	1883	2,664	307	11	·4	3·5
	1884	2,433	453	32	1·3	7·1
	1885	2,734	312	14	·5	4·5
TOTAL	1879	308,096	80,867	21,804	7·1	26·9
	1880	264,225	89,716	17,057	6·4	19·0
	1881	244,569	73,450	8,921	3·6	12·1
	1882	234,820	66,507	4,658	2·0	7·0
	1883	235,231	66,999	3,309	1·4	4·9
	1884	230,436	82,480	3,501	1·5	4·2
	1885	234,443	72,217	3,078	1·3	4·2

3. In 1884 the number of whippings inflicted over the whole of India rose to 3,501, or by 192 cases, and the percentage of prisoners whipped to the total male jail population from 1·4 to 1·5. The proportion borne by persons subjected to corporal punishments to total punishments fell, however, from 4·9 to 4·2. In 1885 there was a very satisfactory decline in the number of corporal punishments which in that year amounted to 3,078—the lowest figure in the period from 1879 to 1885. The percentage of prisoners whipped on the total male jail population fell to 1·3, while the proportion per cent. of corporal punishments to total jail punishments inflicted on male prisoners was the same as in 1884. In Madras, the North-Western Provinces and Oudh, the Punjab, Assam, and Burma more corporal punishments were inflicted in 1884 than in 1883, but in none of the larger provinces, except the North-Western Provinces and Oudh and Assam, were

the figures higher in 1885 than in 1883, and in every case, except Bengal and Coorg, where the increases were very trifling, they were lower in 1885 than in 1884. The percentage of prisoners whipped to the total jail population was higher in both 1884 and 1885 in Madras, the North-Western Provinces and Oudh, Assam, and the Hyderabad Assigned Districts than in 1883; but the rise was not large except in Madras in 1884, and in Assam in both 1884 and 1885. In every province, except Assam and the Hyderabad Assigned Districts, the percentage borne by corporal punishments to the total punishments inflicted on male prisoners is shown as lower in 1885 than in 1883. In the Hyderabad Assigned Districts, the variation is not important, while the figures have been calculated incorrectly in Assam. Steps have been taken to prevent a recurrence of this error.

The general result of an examination of the figures for the past seven years is, in the opinion of the Governor General in Council, satisfactory. Corporal punishments were in 1885 administered in one case when they were in 1879 administered in 7. The percentage borne by prisoners whipped to the total male jail population has in the same period fallen from 7·1 to 1·3, and the proportion per cent. of whippings to the total punishments inflicted on males was 4·2 only in 1885 as compared with 26·9 in 1879.

4. The following tabular statement exhibits the number of stripes inflicted when corporal punishment was awarded in 1884 and 1885.

Province.	Year.	Total number of prisoners punished by whipping.						Percentage of whippings according to the number of stripes to the total number of whippings.				
		From 5 to 10 stripes.	Above 10 to 15 stripes.	Above 15 to 20 stripes.	Above 20 to 25 stripes.	Above 25 to 30 stripes.	Total.	From 5 to 10 stripes.	Above 10 to 15 stripes.	Above 15 to 20 stripes.	Above 20 to 25 stripes.	Above 25 to 30 stripes.
Madras	1884	174	122	55	6	21	378	46·0	32·3*	14·5	1·6	5·6
	1885	139	90	20	6	16	271	51·3	33·2	7·4	2·2	5·9
Bombay	1884	11	11	15	36	...	73	15·1	15·1	20·5	49·3	...
	1885	5	11	9	36	...	61	8·2	18·0	14·8	59·0	...
Bengal	1884	79	67	88	42	67	343*	23·0	19·5	25·7	12·3	19·5
	1885	93	66	98	41	49	347	26·8	19·0	28·3	11·8	14·1
North-Western Provinces and Oudh.	1884	445	225	188	69	127	1,054	42·2	21·3	17·8	6·6	12·1
	1885	320	263	177	123	117	1,000	32·0	26·3	17·7	12·3	11·7
Punjab	1884	75	97	141	56	84	453	16·6	21·4	31·1	12·4	18·5
	1885	119	58	137	29	77	420	28·4	13·8	32·6	6·9	18·3
Central Provinces	1884	49	53	112	23	117	354	13·8	15·0	31·6	6·5	33·1
	1885	57	53	92	21	77	300	19·0	17·6	30·7	7·0	25·7
British Burma	1884	56†	126	250	100	77	609	9·2	20·7	41·1	16·4	12·6
	1885	19	176	137	49	107	488	3·9	36·1	28·1	10·0	21·9
Assam	1884	98	53	40	4	1	196	50·0	27·1	20·4	2·0	·5
	1885	43	44	73	6	3	169	25·4	26·0	43·2	3·6	1·8
Coorg	1884	...	...	...	...	...	‡	...	...	...	...	...
	1885	6	2	...	...	...	8	75·0	25·0	...	...	...
Hyderabad Assigned Districts.	1884	15	15	2	...	...	32	46·9	46·9	6·2	...	...
	1885	5	8	1	...	...	14	35·7	57·2	7·1	...	...
Grand Total	1884	1,002	769	891	336	494	3,492§	28·7	22·0	25·5	9·6	14·2
	1885	806	771	744	311	446	3,078	26·2	25·0	24·2	10·1	14·5

* Excluding 13 prisoners caned on the palm of their hands; and two prisoners in Subsidiary Jails, of whom the number of stripes is not shown.

† Six of these received four cuts each.

‡ The total number is seven; but as the classification of the stripes is not shown in the report, this figure has been excluded from the grand total.

§ Exclusive of the total for Coorg, the omission of which is explained in foot-note (‡).

Thirteen convicts who were unfit to be flogged were in 1884 caned on the hand like school boys in Bengal. This unauthorised mode of punishment was promptly prohibited by the Inspector General of Jails. In the same year and in the same Province two prisoners were flogged in subsidiary jails contrary to the standing orders.

It has been frequently impressed on Local Governments and Administrations that the punishment of whipping must be reserved for serious offences, and that whenever the offence committed is so serious as to merit a whipping, the punishment inflicted should be severe enough to act as a real deterrent. The Governor General in Council regrets to have to notice that the oft repeated instructions of the Government of India and Secretary of State have not met proper attention at the hands of local authorities. In 1883, the number of instances in which a punishment of 10 stripes and under was administered amounted to 25·9 per cent. of the whole number of such punishments. In 1884, the percentage was 28·7, and in 1885, 26·2. The percentage of cases in which more than 20 stripes were awarded was 23·4 in 1883, 23·8 in 1884, and 24·6 in 1885. The instructions of the Government of India have been most frequently overlooked in Madras, the North-Western Provinces and Oudh, and Assam. In the reports for these Provinces for 1884 it was stated that special instructions had been prepared to regulate the infliction of corporal punishment in jails. The effect of these instructions in Assam was that the number of whippings of not more than 10 stripes declined in 1885 by almost 50 per cent., and there was in that year a substantial decrease in the North-Western Provinces and Oudh. In Madras, however, though punishments of whipping not exceeding 15 stripes were numerically smaller in 1885 than in 1884, they were proportionately higher and aggregated 84·5 per cent. of the total number of punishments of whipping as compared with 78·3 per cent. in 1884 and 77 per cent. in 1883. The attention of the Governor in Council has been specially drawn to these unsatisfactory results, and the Governor General in Council desires once more to call the attention of all Local Governments and Administrations to the principles that should be followed in inflicting corporal punishment on convicts. As remarked above, Local Governments and Administrations have issued instructions to their subordinates indicating the views of the Government of India on the subject, and the Governor General in Council trusts that in future serious notice will be taken of any instance in which those instructions prove to have been disregarded.

5. In the period of two years the figures for which are now under review death resulted in one instance from the infliction of whipping. This occurred in 1884 in Kheri in Oudh. The parts affected by the flogging festered, and blood-poisoning resulted. The medical officer was present when the punishment was inflicted, and all proper and reasonable precautions were taken. The magisterial inquiry established the fact that death was the result of causes which could not have been foreseen or provided against by the officials concerned.

In Bengal 5 cases appear in the statement for 1884 and 8 in 1885 in which illness followed on the infliction of a whipping. These figures do not include cases in which resort was had to the hospital for the purpose of healing sores caused by a flogging. In the Central Provinces, there were 3 cases in which illness followed a flogging in 1884 and 2 in 1885, and in the latter year there were 3 in the North-Western Provinces and Oudh. In 1884, 29 cases were reported from British Burma. The Governor General in Council regrets to notice that no explanation was given of these figures, and requests that such statistics may be referred to in detail by Local Governments and Administrations in future reports.

Order.—Ordered that this Resolution be communicated to all Local Governments and Administrations for information and guidance.

Ordered, also, that the Resolution be published in the Supplement to the *Gazette of India*.

(True Extract.)

A. P. MacDONNELL,

Offg. Secretary to the Govt. of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

PROPOSAL TO FOUND AN IMPERIAL JUBILEE INSTITUTE.

Extract from the Proceedings of the Government of India, in the Revenue and Agricultural Department, No. 106—13-10 (Exhibitions), dated Calcutta, the 15th February, 1887.

Read the following despatch, with enclosures, from Her Majesty's Secretary of State for India, No. 9 (Statistics and Commerce), dated the 20th January, 1887, relative to the Imperial Institute which it is proposed to found in commemoration of the fiftieth year of Her Majesty's reign.

No. (Stats. & Comce.), dated India Office, London, the 20th January, 1887.

From—Her Majesty's Secretary of State for India,

To—The Government of India.

I forward, for the information and consideration of Your Excellency, a copy of a letter from His Royal Highness the Prince of Wales enclosing a copy of a report of the Committee appointed by His Royal Highness, under the presidency of Lord Herschell, to frame a scheme for the commemoration of the Jubilee year of Her Majesty's reign.

2. You will see that the Committee had adopted the suggestion that the Jubilee shall be commemorated by an institution permanently illustrating the resources and progress of the United Kingdom, the Colonies, and India; and they advise that a body thoroughly representative of the great commercial and industrial interests of the Empire shall be created by Royal Charter for the government of the institution, and that the Institute building shall be of a character worthily to commemorate the occasion and to afford suitable accommodation for libraries, museums, economical collections, scientific or trade conferences, and for other cognate purposes.

3. Your Excellency will observe that the scheme has the hearty support of His Royal Highness the Prince of Wales, and has been accepted by the most influential bodies in this country, the great corporations, the principal Chambers of Commerce, and the agents for the different Colonies. Moreover, it is understood that the scheme is very acceptable to Her Majesty the Queen personally.

4. It may, therefore, be concluded that the project recommended by Lord Herschell's Committee has been finally decided on.

5. His Royal Highness expresses his hope that the scheme will receive the active and cordial support of Your Excellency's Government, and that, as he greatly desires to enlist the sympathy and support of the princes and people of India for it, you will set on foot suitable measures for promoting that result.

6. I have much pleasure in expressing my entire concurrence in these views; and I doubt not that your Government will do all in its power to ensure the success of the scheme, and to enlist the sympathy and co-operation of all classes of the community.

7. With this object, it seems desirable that Your Excellency should form a central Committee, and should instruct the Local Government and Political Agents to form local Committees and to take such steps as may be in their power to diffuse information on the subject.

"Commemoration of Jubilee. Imperial Institute. I send despatch enclosing letter from Prince of Wales, with report of Committee, adopting suggestion of permanent representation of resources of Empire, managed by body created by charter, with building for libraries, museums, trade conferences, &c. Scheme accepted by Chambers of Commerce and Colonial Agents, and acceptable to the Queen personally. May be held to be finally decided on. His Royal Highness hopes it will receive cordial support of Your Excellency's Government and Princes of India. I concur, and suggest formation of central and local Committees to make objects known to all classes of community."

8. In order to put Your Excellency in possession of the substance of this despatch, I have caused the telegram marginally transcribed to be sent to you.

Dated Sandringham, Norfolk, the 1st January 1887.

From—His Royal Highness the Prince of Wales,

To—Her Majesty's Secretary of State for India.

In asking the attention of Your Lordship to the accompanying Report of the Committee entrusted by me with the task of preparing a scheme for the Imperial Institute proposed to be founded in commemoration of the fiftieth year of Her Majesty's reign, I cherish the hope that the suggestions which it embodies, and which have my entire approval, may, especially so far as they directly relate to the Indian Empire, receive the cordial and active support of Your Lordship in Council.

I look forward with much interest and anxiety to the receipt of intelligence that the Government of India and the Local Governments are taking steps to promote the establishment and development of an institution which promises to strengthen the ties between India, the United Kingdom, and the Colonies; and, as I greatly desire to enlist the sympathies and support of the princes and the people of India in favor of this national tribute to Her Majesty, it would afford me great satisfaction to learn that suitable measures for promoting that result have suggested themselves to, and have been set on foot by, the Secretary of State for India in Council.

REPORT OF THE COMMITTEE.

The Committee appointed by Your Royal Highness to frame a scheme for an Imperial Institute intended to commemorate the fiftieth year of Her Majesty's reign beg leave to submit to Your Royal Highness the following report.

2. They do not fail to remember that the scheme which Your Royal Highness indicated in your letter of the 13th of September last to the Lord Mayor of London had its origin in the remarkable interest excited by the recent Exhibition, by which not only the material products, resources, and manufactures, but the loyal feeling of the great Colonies and Possessions of Her Majesty's Empire were illustrated in a most signal manner.

3. The object therefore which naturally suggested itself first to the Committee was the development, with some necessary modifications, of Your Royal Highness's idea of creating a permanent representation of the resources and progress of the Colonies and India.

4. On pursuing, however, the consideration of the subject, the Committee became persuaded that a Memorial really worthy of the Jubilee Year of Her Majesty's Reign could not be confined in its objects to any one part or parts of Her Majesty's Empire, and that it must in some form and degree also comprehend a representation of the United Kingdom.

5. Their desire therefore, in the following outline of the scheme which they recommend, is to combine in a harmonious form, and with a view to some practical and useful purpose, a representation of the Colonies and India on the one hand, and of the United Kingdom on the other.

6. They submit that this object will be best indicated by giving to the Memorial the title of THE IMPERIAL INSTITUTE OF THE UNITED KINGDOM, THE COLONIES AND INDIA.

7. They think that the Institute should find its home in buildings of such a character as worthily to commemorate the Jubilee Year of the Queen's Reign, and to afford accommodation suitable for an institution combining the important objects which they now proceed to describe.

8. It is obvious that several departments of the Institute such as the Hall, Conference Rooms, &c., which will be found described under the Colonial and Indian Section and the United Kingdom Section respectively will be common both to the Colonies and India and to the United Kingdom; but as others have special relation to a particular portion of Her Majesty's Dominions, it will be found convenient to make the following division:

A.—COLONIAL AND INDIAN SECTION.

9. The object of the Colonial and Indian Section will be to illustrate the great commercial and industrial resources of the Colonies and India, and to spread a knowledge of their progress and social condition.

10. To this end provision should be made for—

(1) The display in an adequate manner of the best natural and manufactured products of the Colonies and India, and in connection with this the circulation of typical collections throughout the United Kingdom.

(2) A Hall for the discussion of Colonial and Indian subjects, and for receptions connected with the Colonies and India.

(3) The formation of Colonial and Indian libraries, and establishing in connection therewith reading, news, and intelligence rooms.

(4) The incorporation in some form into the proposed Institute of the Royal Colonial Institute and Royal Asiatic Society, if, as is hoped, it be possible to bring about such a union.

(5) The collection and diffusion of the fullest information in regard to the industrial and material condition of the Colonies, so as to enable intending emigrants to acquire all requisite knowledge. Such information might be advantageously supplemented by simple and practical instruction. An emigration office of this character should be in correspondence with the

provincial towns, either through the free libraries or by other means, so that information may be readily accessible to the people. These objects would be greatly facilitated if, as may be hoped, the Government should consent to the transfer to the buildings of the Institute of the recently formed Emigration Department, which would, by a close connection with the Institute, largely increase its usefulness.

11. Facilities might be afforded for the exhibition of works of Colonial and Indian Art.

12. It is also considered desirable that means should be provided, not for a general exhibition, but for occasional special exhibitions of Colonial and Indian produce and manufactures. And one time a particular Colony or portion of the Empire may desire to show its progress; at another time a general comparison of particular industries may be useful. Whilst the permanent galleries would exhibit the usual commercial or industrial products of the several Colonies and India, the occasional exhibitions would stimulate and enlist the sympathies of Colonial and Indian producers, and keep up an active co-operation with the industrial classes of this country.

B.—United Kingdom Section.

13. The leading objects of this Section will be to exhibit the development during Her Majesty's reign and the present condition of the natural and manufactured products of the United Kingdom, and to afford such stimulus and knowledge as will lead to still further development, and thus increase the industrial prosperity of the country.

14. We submit that these objects may be carried out by making provision for the following purposes:—

(1) Comprehensive collections of the natural products of the United Kingdom and of such products of other nations as are employed in its industries, with full scientific, practical, and commercial information relating thereto.

(2) Illustrations of manufactured products, typical of their development and present condition, of trades and handicrafts and their progress during the Queen's reign, including illustrations of foreign work, when necessary, for comparison; together with models illustrating naval architecture, engineering, mining, and architectural works.

(3) A library for industrial, commercial, and economic study which should contain standard works and reports on all subjects of trade and commerce. It will be desirable also to include a library of inventions of the Empire, and as far as possible of the United States and other countries.

(4) Reading and conference rooms supplied with English, Colonial and Foreign commercial and technical periodicals, and a fully-equipped map room for geographical and geological reference. The conference rooms would be of value for meetings of Chambers of Commerce and other bodies of a kindred nature.

(5) The promotion in affiliation with the Imperial Institute of commercial museums in the city of London and in the commercial centres of the provinces. To these the Institute would contribute specimens, samples, and exhibits of the commercial products likely to be specially valuable in particular localities. There should also be an organisation to connect the Imperial Institute with the provincial centres by lectures, conferences, the circulation of specimens, and other means.

It is hoped that the Institute may lead to the organisation of High Schools of Commerce, such as are now established in the chief commercial towns of most Continental countries, but which have as yet unfortunately no existence in the United Kingdom.

(6) The building will also advantageously afford accommodation for (*a*) comparing and examining samples by the resources of modern science, and (*b*) the examination of artisans under the various schemes already existing for the promotion of technical education.

15. Space should also be provided for occasional exhibitions of separate industries, or of the special industries, carried on in great provincial centres, for example, there might at one time be an exhibition of iron manufactures, at another of pottery, at another of textile fabrics, &c., which would tend to stimulate improvement in the different departments of industrial life. This object might be assisted by separate exhibitions of the handiwork of artisans.

16. The Committee having detailed the general nature of their suggestions under these heads, desire to add that they do not anticipate the exhibits in the collections remaining unchanged. They contemplate that as improvements are made from time to time the later and better results would displace those out of date.

17. They have had to consider how the space should be distributed between the United Kingdom on the one hand and the Colonies and India on the other, and they

recommend that whatever portion of the buildings is not required for purposes manifestly common to both should be allotted to the two Sections fairly in equal parts.

C.—Government of Institute.

18. The Committee recommend that a new body entirely independent of any existing organisation should be created for the government of the Institute. This body should be thoroughly representative of the great commercial and industrial interests of the Empire. The Colonies and India should have a fair share in the government of the Institute, and each Colony should have special charge of its own particular department, subject, of course, to the general management of the entire institution.

19. The method of carrying this out would be prescribed by the Charter after full consideration by Her Majesty in Council.

D.—Site.

20. The Committee being fully conscious of the advantage of a central position for the Institute, have considered the various possible sites, and have, as far as has been within their power, obtained estimates of their cost.

21. To carry out the several objects which the Committee have indicated, a large space is necessary. The Committee have been unable to find any such suitable site in the central parts of London, except at a cost which, looking at the probable amount of subscription would, after the purchase of the ground, leave a sum wholly inadequate for the erection and maintenance of the buildings, and for carrying out the objects of the Institute.

22 The site of about five acres recently secured for the New Admiralty and War Offices is valued at £820,000 or rather over £160,000 per acre; that now vacant in Charles Street, opposite the India Office, is less than an acre and would cost at least £125,000; probably another acre might be secured by private contract, so that the value of a limited site in this position would not be less than £250,000. It has been suggested that a single acre not far from Charing Cross might be obtained for £224,000. Two and a half acres on the Thames Embankment have been offered for £400,000; and it is stated that six acres might be procured from Christ's Hospital at £600,000. Another good central position has been suggested, consisting of two and a half acres, which has been valued at £668,000.

23. It is of course probable that these sites might be obtained at somewhat less than the prices asked, but allowing for this, it is obvious that the purchase of any adequate area would involve the expenditure of a quarter to half a million.

24. The Committee have therefore been forced to abandon the hope of obtaining a central site within the limits allowed by any probable subscription.

25. The attention of the Committee was then drawn to the property at South Kensington belonging to the Commissioners for the Exhibition of 1851. This property was bought out of the profits of that Exhibition, with the express object of offering sites for any large public buildings which might be required for the promotion of Science and Art.

26. Under these circumstances, the Committee submit to Your Royal Highness that the Imperial Institute may well establish a claim for the grant of a site of sufficient magnitude on property bought and reserved for public institutions of this character.

27. Though sensible of the objections that may be urged against the situation at South Kensington, the Committee think that the advantage must be obvious of obtaining a sufficient site virtually free of cost, so that the whole of the subscriptions may be devoted to providing a building for and establishing and maintaining the Institute.

28. The Committee, whilst guided in the recommendation of a site by the considerations they have indicated, think it right to add that there are some incidental advantages connected with that at South Kensington.

29. In that locality are combined the City and Guilds Technical College, the Royal College of Music, and the Government Museums and Schools of Science and Art, which ought to be in immediate proximity to an Imperial Institute of the character which we have described.

30. The technical character of the collections and exhibitions of the Imperial Institute has a natural connection with the collections of Science and Art in the Government Museums.

General Observations.

31. An Imperial Institute for the United Kingdom, the Colonies and India would fail in its chief object if it did not constantly keep in view that it ought to be a centre for diffusing and extending knowledge in relation to the industrial resources and commerce of the Empire.

32. The necessity for technical education is now fully appreciated, because the competition of industry has become in a great measure a competition of trained intelligence. The Committee, however, do not recommend that the Imperial Institute should aspire to be a College for Technical Education. Many of the large towns in Great Britain have

recently established Colleges or Schools of Science and Art. The Imperial Institute might serve to promote technical education in these, and to unite them with Colleges of larger resources which have been founded or formed branches for the purpose in the metropolis. It is too much to hope that an active co-operation of this character between the provincial centres and London could be at once undertaken by the Imperial Institute. But the Committee bear in mind that, in their last Report, the Commissioners of 1851 have indicated an intention to assist in carrying out such a scheme. If the Commissioners would contribute three or four thousand pounds annually, it would be possible to establish scholarships which might enable promising candidates of the working classes to attend the local institutions, and even, when it was desired, to complete their technical education in colleges of the metropolis. In addition to this aid, the Imperial Institute might be able in other ways to promote the foundation of scholarships both in connection with the Colonies and provincial centres, in the hope of still further extending these benefits to the working classes.

33. In conclusion, the Committee submit that an Imperial Institute such as they have sketched in broad outline would form a fitting memorial of the coming year, when Her Majesty the Sovereign of this Empire will celebrate the Jubilee of Her happy reign. It would be an emblem of the Unity of the Empire, embracing as it does all parts of the Queen's Dominions, and tending to promote that closer union between them which has become more and more desired. It would exhibit the vast area, the varied resources, and the marvellous growth, during Her Majesty's reign of the British Empire. It would unite in a single representative act the whole of her people; and since both the purpose and the effect of the Institute will be to advance the industrial and commercial resources of every part of the Empire, the Committee entertain a confident hope that Her Majesty's subjects, without distinction of class or race, will rejoice to take part in offering this tribute of love and loyalty.

HERSCHELL, *Chairman.*
CARNARVON.
REVELSTOKE.
ROTHSCHILD.
G. J. GOSCHEN.
LYON PLAYFAIR.
HENRY JAMES.
HENRY T. HOLLAND.
H. H. FOWLER.
C. T. RITCHIE.
FRED. LEIGHTON, *President of the Royal Academy.*
ASHLEY EDEN.
OWEN T. BURNE.
REGINALD HANSON, *Lord Mayor.*
J. PATTISON CURRIE, *Governor of the Bank of England.*
JOHN STAPLES.
FREDERICK ABEL, *Vice-President of the Society of Arts.*
J. H. TRITTON, *Chairman of the London Chamber of Commerce.*
NEVILE LUBBOCK.
HENRY BROADHURST.

ORDER.—Ordered that the papers read above be published in the *Gazette of India* for general information.

(True Extract.)
G. A. ANDREWS,
for *Under-Secretary to the Government of India.*

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first ten months of the official year 1886-87, and of the fifteen preceding years.

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE TEN MONTHS, APRIL TO JANUARY.																					
	BENGAL.			MADRAS.			BOMBAY.			SINDH.			BRITISH BURMA.			TOTAL BRITISH INDIA.						
	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	Total Import Revenue.	Export Revenue.	Total Revenue.	
1871-72	8,81	61,03	20,58	1,32	3,56	13,64	5,40	39,86	3,69	1,01	1,11	1,72	19,68	1,15,96	1,35,64	51,14	1,86,78	1871-72.				
1872-73	9,95	57,90	22,76	2,51	4,21	23,24	4,65	37,28	2,98	89	1,04	1,73	21,23	1,10,56	1,31,79	59,96	1,91,75	1872-73.				
1873-74	8,86	56,58	18,46	2,70	4,05	18,25	5,39	39,74	3,13	1,11	85	1,02	21,26	1,13,01	1,34,27	52,33	1,86,60	1873-74.				
1874-75	9,76	65,37	15,03	3,12	5,74	11,68	5,63	40,48	3,68	95	76	1,25	22,56	1,23,73	1,46,29	42,73	1,89,02	1874-75.				
1875-76	10,49	62,56	15,89	3,12	4,21	20,07	5,92	36,48	4,01	1,13	90	1,08	27,40	1,15,73	1,40,04	50,45	1,90,49	1875-76.				
1876-77	10,84	54,88	15,17	3,47	4,43	15,25	6,93	35,18	94	1,23	65	25	23,15	1,05,24	1,32,20	37,49	1,69,69	1876-77.				
1877-78	12,12	68,56	16,89	4,10	5,22	12,01	7,19	41,50	99	1,61	79	40	29,77	1,23	1,53,71	33,14	1,85,85	1877-78.				
1878-79	10,99	55,12	16,48	5,51	5,78	16,09	7,20	38,47	1,88	1,60	52	23	29,92	1,07,87	1,37,79	38,48	1,76,27	1878-79.				
1879-80	10,33	50,89	11,32	5,71	5,73	18,99	7,98	33,47	1,90	2,64	4,10	62	30,94	98,42	1,29,36	38,89	1,68,25	1879-80.				
1880-81	10,89	50,57	12,41	3,98	6,81	22,70	7,24	46,61	2,07	4,10	1,06	25	33,49	30,60	1,13,91	1,44,51	43,77	1,88,28	1880-81.			
1881-82	10,88	45,03	14,51	5,89	6,73	26,24	8,41	40,14	1,53	3,17	1,09	32	32,53	1,01,19	1,33,72	46,55	1,80,27	1881-82.				
1882-83	11,82	14	15,42	7	31,09	8,49	—1,01*	1,53	9,01	10,74	11,08	1,45	12,05	1,36	27,38	8,96	28,06	22,25	24,71	22,80	1882-83.	
1883-84	12,03	24	15,79	12	23,96	8,96	48	1,30	10,74	11,08	3,28	3,57	4,44	1,36	37,70	34,18	—72*	33,46	1,36,74	1,45,05	1,78,51	1883-84.
1884-85	10,48	29	11,48	6,39	5	16,71	9,03	39	1,66	11,08	5	50	3,28	4,44	9,01	4,30	13,31	11,08	3,28	4,44	9,01	4,30
1885-86	11,17	26	13,28	5,26	6	26,33	9,89	48	1,08	11,45	3,57	6	76	4,39	4,20	1884-85.						
1886-87	11,52	39	10,89	8,13	13	23,36	10,23	46	1,36	12,05	4,44	9	80	5,33	5,88	1885-86.						
																1886-87.						

* The amount refunded is greater than the duty collected.

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 15th February, 1887.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XLII OF 1886-87.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Receipts for week ending 23rd January, 1886. Total mean length open.	Receipts for week ending 23rd January, 1886. Total.	Receipts for week ending 23rd January, 1886. Per mile open.	Receipts for week ending 22nd January, 1887. Total mean length open.	Receipts for week ending 22nd January, 1887. Total.	Receipts for week ending 22nd January, 1887. Per mile open.	Total receipts from 1st April 1885 to 23rd January, 1886. Total.	Total receipts from 1st April 1885 to 23rd January, 1886. Per mile open per week.	Total receipts from 1st April 1886 to 22nd January, 1887. Total.	Total receipts from 1st April 1886 to 22nd January, 1887. Per mile open per week.	Total Increase in 1886-87.	Total Decrease in 1886-87.
	Lines worked by Guaranteed Companies.		₹	₹		₹	₹	₹	₹	₹	₹	₹	₹
22nd Jan., 1887	Oudh and Rohilkhand	680	1,05,556	155	686	1,27,077	187	45,08,498	173	52,72,578	182	7,64,080	...
29th ditto	Madras	861	1,36,804	159	861	1,39,650	162	61,36,480	167	64,57,207	177	3,20,721	...
29th ditto	South Indian	654	79,906	122	654	89,775	137	36,85,727	132	41,05,333	148	4,19,606	...
29th ditto	Great Indian Peninsula	1,504	8,16,541	543	1,504	8,04,159	535	2,83,99,318	444	3,12,19,030	489	28,20,312	...
	Bombay, Baroda and Central India	461	2,61,007	566	461	2,44,000	529	1,03,28,213	526	1,07,52,309	550	4,24,096	...
	TOTAL	4,160	13,99,814	336	4,166	14,05,561	337	5,30,58,242	304	5,78,07,057	327	47,48,815	...
	State Lines worked by Guaranteed Companies.												
5th Feb., 1887	East Indian	1,515	9,72,220	642	1,515	8,97,957	593	3,75,45,903	582	3,72,81,747	580	...	2,64,246
5th ditto	Patna-Gya	57	7,932	139	57	8,276	145	3,98,805	164	4,28,889	177	29,994	...
29th Jan., 1887	Dildarnagar-Ghazipur	12	1,137	95	12	825	69	37,478	73	38,011	75	533	...
5th Feb., 1887	Sindia	75	8,332	111	75	9,832	131	2,90,089	91	3,15,291	99	24,602	...
29th Jan., 1887	Rajputana-Malwa (*a*)	1,664	3,83,909	231	1,664	3,61,000	217	1,39,59,792	197	1,45,94,425	207	6,34,633	...
29th ditto	Southern Mahratta	315	20,739	66	476	41,650	87	8,23,809	61	14,40,164	94	6,16,295	...
5th Feb., 1887	Indian Midland	...	...	...	42	4,246	101	...	...	1,08,408	61	1,08,408	...
29th Jan., 1887	Lucknow-Sitapur-Sihramau.	...	...	...	56	3,957	71	...	...	(*b*)27,806	51	27,806	...
	TOTAL	3,638	13,94,269	383	3,897	13,27,743	341	5,30,56,716	343	5,42,34,741	338	11,78,025	...
	State Lines worked by Government.												
29th Jan., 1887	Eastern Bengal	234	93,002	397	234	1,04,289	446	36,59,836	367	42,86,802	432	6,26,966	...
29th ditto	Nalhati	27	1,818	67	27	1,779	65	63,405	55	67,698	58	4,293	...
29th ditto	Northern Bengal	249	54,674	220	249	43,420	174	18,40,394	174	21,50,376	203	3,03,982	...
29th ditto	Kaunia-Dharla	37	2,617	71	37	2,117	57	1,02,747	65	1,00,002	63	...	2,745
29th ditto	Tirhoot	226	25,733	114	246	29,210	119	10,37,809	108	12,51,309	120	2,13,500	...
29th ditto	Wardha Coal	45	22,190	493	45	18,545	412	4,88,754	255	5,58,740	293	69,986	...
	Nagpur and Chattisgarh	149	48,874	328	149	33,843	227	10,65,326	168	9,84,159	156	...	81,167
22nd ditto	Burma	327	61,612	188	327	73,013	223	16,42,394	121	10,13,342	136	2,70,948	...
15th ditto	Cherra-Companyganj	...	...	...	...	(*c*)	...	...	...	(*d*)1,242	6	1,242	...
29th ditto	North-Western (*e*)	1,869	4,55,795	244	1,869	3,74,655	200	2,37,47,291	298	1,94,84,536	246	...	42,62,755
22nd ditto	Bareilly-Pilibhit	30	1,688	47	36	1,521	42	60,930	40	72,753	48	11,823	...
29th ditto	Dacca	86	2,303	27	86	5,254	61	83,231	31	2,13,205	59	1,29,974	...
22nd ditto	Jorhat	30	375	13	30	610	20	28,665	27	33,171	26	4,506	...
29th ditto	Bilaspur-Etawah (Kutni-Umaria Section)	...	...	...	38	1,595	42	...	...	(*f*)17,388	38	17,388	...
	TOTAL	3,315	7,70,681	232	3,373	6,89,851	204	3,38,26,842	242	3,11,34,783	218	...	26,92,059
	GRAND TOTAL (GUARANTEED AND STATE)	11,113	35,64,764	321	11,436	34,23,155	299	13,90,41,800	298	14,31,76,581	298	32,34,781	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	7,23,48,237	154	7,12,28,720	148	...	...
	NET RECEIPTS	...	...	...	...	...	...	6,75,93,563	144	7,19,47,861	150	43,54,298	...
	Assisted Companies.												
29th Jan., 1887	Bengal Central	125	9,620	77	125	9,788	78	4,27,217	80	4,71,982	89	44,765	...
22nd ditto	Rohilkhand-Kumaon	67	4,103	62	67	3,558	53	2,02,073	71	2,45,557	86	43,484	...
22nd ditto	Dibru-Sadiya (late Assam)	78	5,959	76	78	5,774	74	2,14,187	61	2,74,542	78	60,355	...
29th ditto	Bengal and North-Western	303	40,270	133	376	28,100	75	10,63,405	82	15,19,327	115	4,55,922	...
5th Feb., 1887	Tarakessur	22	5,213	234	22	4,701	211	1,97,553	208	1,92,503	204	...	5,050
	TOTAL	595	65,225	110	668	51,921	78	21,04,435	83	27,03,911	105	5,99,476	...
	Native States.												
29th Jan., 1887	Bhavnagar-Gondal	193	16,972	88	193	17,187	89	7,67,917	93	7,88,093	96	20,176	...
29th ditto	Jodhpore	64	3,890	61	64	4,100	64	1,46,367	53	1,76,820	65	30,453	...
22nd ditto	Nizam's	121	26,261	217	208	28,518	137	9,43,241	183	11,79,665	134	2,36,424	...
29th ditto	Mysore	140	7,489	54	140	8,679	62	3,63,020	61	3,90,510	66	27,490	...
29th ditto	Rajpura-Patiala	16	1,146	72	16	818	51	40,170	59	45,329	67	5,159	...
22nd ditto	Morvi	...	...	...	51	1,477	29	...	..	35,723	32	35,723	...
	TOTAL	534	55,758	104	672	60,779	90	22,60,715	99	26,16,140	92	3,55,425	...

(*a*) Including the Cawnpore-Achnera State Railway.
(*b*) Receipts from 16th November, 1886, to 22nd January, 1887.
(*c*) Return not received.
(*d*) Receipts from 16th June, 1886, to 15th January, 1887.
(*e*) Including the Amritsar-Pathankot State Railway.
(*f*) Receipts from 31st October, 1886, to 22nd January, 1887.

FORT WILLIAM,
The 15th February, 1887.

R. GARDINER, *Captain, R.E.*,
Offg. Under-Secretary.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 16th FEBRUARY 1887.

GENERAL REMARKS.—Except in five districts of Madras where slight showers occurred, the week under report has been rainless.

The early *rabi* harvest continues in Bombay and Bengal and has also commenced in Hyderabad. In other provinces the prospects of the standing crops are very favourable, though injury from the prevalence of frost and blight is still reported in parts of Bombay, the North-Western Provinces and Oudh, the Central Provinces, Central India and Rajputana. In the Punjab the want of rain is felt in most districts.

In Madras the standing crops have been affected by disease in three districts, and rain is generally needed. In Mysore and Coorg agricultural prospects are satisfactory.

The transplanting of the spring rice has been completed in Bengal, and ploughing for the early rice crop has commenced. In Burma the rice harvest is over and threshing is in progress.

The cutting and pressing of sugarcane continues in Bengal, the Central Provinces and Assam In Bengal and Assam mustard is being gathered.

Poppy continues to thrive in the North-Western Provinces and Oudh, but the plant is late in Bengal and has suffered from the ravages of caterpillars in the South Ganges districts. In Central India and Rajputana the plant has been affected by frost.

The public health continues generally satisfactory.

Prices are still rising in the Punjab and in some States in the Rajputana Agency. In Coorg they are falling and elsewhere are generally steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Feb. 15th)—		
Bellary	.....	Standing crops generally fair, but in parts cotton and wheat afflicted by disease, and white *cholum* withered. Harvest, sugarcane and dry crops yield below average. Fever in two taluks; cattle-disease decreasing in one.
Kurnool	.....	Standing crops good. Harvest, white *cholum* outturn below average. Smallpox in five, fever and cattle-disease decreasing in three taluks.
Ganjam	.....	Smallpox slight in three and fever in two divisions; cholera increasing slightly.
Kistna	.....	Standing crops generally good, but dry crops in parts affected by blight. Harvest, paddy, almost completed. River 1·75 feet over anicut. Fever in parts. Cholera slight in two, and cattle disease in two talukas.
Chingleput (Madras)	.....	Standing crops generally good, but in parts of four taluks indifferent owing to want of rain. Harvest, paddy, outturn middling. Fever in one, smallpox and cattle-disease increasing in three talukas
Coimbatore	·27	Standing crops generally good, but in parts in want of rain. Paddy affected by disease in one taluk. Harvest, wet and dry grains, outturn irrigated crops generally above average, rest poor. Fever and smallpox in two taluks. Cattle-disease in one.
Tanjore	·29	Standing crops generally good, but in parts indifferent for want of rain. Harvest, wet and dry crops, outturn up to average. Cattle-disease decreasing in two taluks.
Madura	·44	Standing crops withering in parts from want of rain. Outturn, where harvested, unsatisfactory.
Malabar	·93	Harvest, second crop paddy completed, outturn average. Third crop cultivation commenced. Smallpox slight in nine, fever in two and cattle-disease in three taluks.
Travancore	·29	Harvest of second crop paddy continuing. Smallpox and fever prevalent in parts.
		General Remarks.—General prospects tolerable.
Bombay—(Feb. 15th)—		
Hyderabad	*Nil*	*Kharif* harvesting still continues. *Rabi* cultivation injured by frost in 8 talukas. Fever in four and cattle-disease in one taluka. River at Kotri on 14th 3 feet 7 inches against 5 feet 3 inches on same date last year. Prices of grain steady. Weather cloudy.
Ahmedabad	*Nil*	Weather cold and severe. *Rabi* crops slightly injured by frost in Dholka and Dhandhuka talukas. Public health good. Wheat 29 and *bajri* 31 pounds per rupee.
Baroda	.....	Public health good. Cattle-disease in Kadi division. Crops in fair condition. *Bajri* 33, wheat 19, and rice 24 pounds per rupee.
Surat	*Nil*	Cotton and pulse injured by frost. Fever in Mandwi and Bardoli talukas. *Jowari* 41 and *nagli* 46 pounds per rupee.
Nasik	*Nil*	Excessive cold has damaged crops. Ague in three and cattle-disease in one taluka on 10th. Water frozen. Public health good. Wheat 25⅛, *bajri* 36¹⁸⁄₄₀, and rice 20¹³⁄₁₀ pounds per rupee.

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Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Colaba (Bombay) .	*Nil*	Abnormal temperature 6° cool on 9th, 3° cool from 10th to 12th, 1° cool on 13th, and 1° warm on 14th. Vapour in air largely defective on 9th and 10th, and slighly in excess of normal from 11th to 14th. Wind normal.
Poona . . .	. . . .	*Rabi* crops slightly injured by blight in places in Khed, Purandhur, Bhimthadi, Haweli, and Mawal talukas. In the rest they are doing well. Reaping of *rabi* in progress. Public health generally, good. Cattle-disease in Haweli and Sudapur talukas. *Bajri* 45 and *jowari* 59 pounds in two districts, and *bajri* and *jowari* 48 pounds per rupee in Poona City.
Ahmednagar . .	*Nil*	Reaping of *jowari* commenced; wheat, grain, and linseed injured Slight cattle-disease in Karjat. *Bajri* 55 and *jowari* 68 pounds per rupee.
Sholapur . . .	*Nil*	Cotton, linseed and *Kardi* crops blighted. Reaping of *rabi* crops in progress. Cattle-disease in Madha taluka. Public health good. *Jowari* 68 1/4 and *bajri* 55 pounds per rupee.
Dharwar . . .	*Nil*	Harvesting of rice and early *jowari* completed, that of wheat and gram in progress. Exotic cotton blighted in seven talukas. Scarcity of fodder in Nawalgand. Public health generally good. Rice 25 1/2 and *jowari* 59 1/2 pounds per rupee.
Kanara . . .	*Nil*	Second crop doing well. Slight cattle-disease in seven and fever in four talukas. Common rice, in Karwar and district, average 14 seers per rupee.
Rajkot . . .	*Nil*	Weather cold. Wheat blighted in some places. Cotton damaged in parts of Hallar. Prevailing diseases—fever and measles. Wheat 23, *rabi* 26 and *jowari* 35 pounds per rupee.
		General Remarks.—Reaping operations going on in six districts. Standing crops damaged by frost in parts of Gujarat, and by blight in parts of the Deccan and Dharwar. Fever and cattle-disease in parts of eight and ten districts respectively, and small-pox in parts of one district.
Bengal—(Feb. 15th)—		
Chittagong . .	*Nil*	Winter crops doing well. Prices stationary. Some scattered cases of cholera and cattle-pox. Public health generally good.
Dacca . . .	*Nil*	Weather cold and fine. Prospects good. Pulses and mustard being gathered. Lands being ploughed for early rice and jute. Cholera on the decline. Public health generally good.
24-Pergunnahs . .	*Nil*	Cold-weather crops promise well. Sugarcane is being cut. Public health good, though a few cases of cholera still reported.
Khoolna . . .	*Nil*	Weather warm for the season, but last few days cold. Harvesting of late rice almost completed; outturn satisfactory. Public health good.
Moorshedabad . .	*Nil*	Weather very cold and seasonable. Winter crops doing well and promising. Outturn of *aman* in Lalbagh excellent, Public health good.
Pubna . . .	*Nil*	Weather cool and pleasant. Winter crops doing well. Public health good.
Dinagepore . .	*Nil*	Weather cool. Prospects of *rabi* crops good. Public health good. Cattle-disease reported from Hemtabad and Pirgunge.
Rungpore . . .	*Nil*	Weather very cold. Land being ploughed for *aus* and jute. Pulses and other winter crops doing well. Public health much improved.
Midnapore . . .	*Nil*	Weather cold for time of year. Crops on ground promise well. Public health good, but some sporadic cholera in Tumlook and Contai sub-divisions.
Burdwan . . .	*Nil*	Weather cold. Prospects of winter crops good. Public health good.
Bhagulpore . .	*Nil*	Weather unusually cold with strong west wind. Prospects of *rabi* crops generally favourable. Wheat affected with blight in places. Public health good.
Monghyr	. . . .	Prospects of poppy good.
Purneah . . .	*Nil*	Weather very cold. *Rabi* crops doing well.
Durbhanga . .	*Nil*	Prospects of *rabi* favourable. Wheat and barley in ear. Mustard being gathered. Poppy doing well. Prices rising. Public health generally good.
Mozufferpore . .	. . . . .	Poppy doing well; plants now well advanced, and in several fields in flower and bud.
Sarun	. . . . .	Poppy prospects excellent.
Chumparun . .	*Nil*	Prospects of *rabi* favourable. Poppy plants flowering. Indigo sowing commenced. Prices stationary. Public health fair.
Patna . . .	*Nil*	Weather cool and clear. Prospects of *rabi* fair. Poppy much damaged by caterpillars. *Cheena* being sown. Public health generally good.
Gya	*Nil*	Weather cold and clear. *Rabi* generally very good. Wheat not so good as the rest. Poppy late and somewhat damaged by grubs. Public health good.
Shahabad . . .	. . . . .	Poppy in flower, but the crop is backward and not looking vigorous.
Hazareebagh . .	*Nil*	Weather cold and seasonable. *Rabi* doing very well. About two annas of poppy damaged by caterpillars. A few cases of small-pox in thana Tendwa. Cattle-disease on the increase and fever in thana Huntergunge.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Cuttack . . .	*Nil*	Weather seasonable. *Dalua* rice being transplanted and growing well. Prospects of wheat and tobacco good. Cholera in places in the interior; public health otherwise good.
		General Remarks.—No rain. Weather cold and clear. *Rabi* crops generally promising. Mustard and pulses are being gathered with good outturn. Sugarcane is being cut. Poppy doing well in North Ganges districts, but is late and has suffered from caterpillars in South Ganges districts. *Boro* rice is planted out. Ploughing for *aus* rice and jute is in progress. Public health is generally good.
N.-W. Provinces and Oudh—(Feb. 15th)—		
Benares (Feb. 14th)		No perceptible change in weather. *Rabi* prospects generally good, but some crops have slightly suffered from frost and blight. Prospects of opium crop excellent. Supplies ample. Prices very slightly fluctuating. Health of men and condition of cattle good.
Gorakhpore („ „)		Weather bright and clear. *Rabi* looking well. Rape seed being reaped. Prices stationary. Health fair.
Fyzabad („ 15th)		Weather seasonable. Westerly wind. Slight injury to crops from frost. Prospects of *rabi* generally good. Prices continue high owing to export. Health good.
Lucknow („ 14th)		Serious damage done to gram, *arhar*, peas and tobacco crops by frost. Supplies ample. Prices varying. Health good. No cattle-disease.
Pertabgarh („ „)		*Arhar*, peas and gram are said to be somewhat injured by blight. Poppy is in flower and promises well. Health of people and cattle good.
Rai Barelli („ „)		Weather cold and clear. Wind westerly. Injury to *rabi* crops from frost and blight, otherwise prospects are favourable. Markets well supplied. Prices slightly rising. General health of people and condition of cattle good.
Allahabad („ 15th)	*Nil*	Weather slightly hotter of late; in the early part of the week frost did some injury, otherwise crops flourishing. Markets full. Prices show an upward tendency. Health good.
Cawnpore („ 14th)		Weather seasonable. *Rabi* in good condition. Slight injury by frost is reported in four tahsils. Poppy coming into flower in many villages. Prices steady.
Farakhabad („ „)	*Nil*	Slight injury by frost is reported from five tahsils to *arhar* and peas, otherwise *rabi* prospects continue to be favourable. Prices stationary. Health good.
Sitapur („ „)		Weather cold. Gram, peas and *sarson* have suffered from the frost which fell on the 3rd. Poppy crops continue satisfactory. Prices stationary. Health good.
Bareilly („ „)		Crops doing well. Markets steady. Health of men and cattle good.
Banda („ „)	*Nil*	*Alsi, arhar* and gram slightly injurrd by frost. Rust has also appeared in parts. Prices slightly lower. Public health good. Cattle disease in two villages.
Kumaon („ „)		Weather fair. *Rabi* crops making progress, but require sunshine. Prices stationary. General health fair. Cattle-disease continues in part.
Agra („ „)	*Nil*	Many crops have been injured by frost and blight. Prices steady. Health good.
Jhansi („ „)		Weather clear and seasonable. Crops generally good. Prices falling. Condition of people and cattle good.
Ballia („ „)		Weather clear. The crops are generally doing well. Markets well supplied, Public health good.
Meerut („ „)	*Nil*	Very severe frost on 9th; magnificent crop of *arhar* totally destroyed. Some injury to wheat, mustard, peas and safflower. Prices steady. Health good.
		General Remarks.—Weather clear. Injury has been caused to crops in several districts from frost and blight. *Rabi* prospects continue however to be favourable. Markets are well supplied, and prices generally steady. Public health good.
Punjab—(Feb. 16th)—		
(Report for week ending 13th Feb. 1887)—		
Delhi . . .	*Nil*	Health good. Prices rising. *Rabi* prospects good.
Hissar . . .	*Nil*	Rain much needed. Health good. Prices rising.
Umballa . . .	*Nil*	Health good. Prices rising. *Rabi* crops flourishing.
Jullundur . . .	*Nil*	Rain much wanted. Health good. Prices rising. *Rabi* prospects average.
Amritsar . . .	*Nil*	Rain wanted. Health good. Prices rising.
Sialkot . . .	*Nil*	Rain wanted. Health good. Prices rising.
Ferozepore . .	*Nil*	Rain much wanted. Health good. Prices rising.
Lahore . . .	*Nil*	Rain wanted. Health good. Prices rising.
Rawalpindi . . .	*Nil*	Health good. Prices rising. *Rabi* prospects average.
Multan . . .	*Nil*	Rain wanted. Health good. Prices stationary.
Shahpur . . .	*Nil*	Rain wanted. Health good. Prices high. *Rabi* crops suffering from want of rain.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Dera Ismail Khan	*Nil*	Health fair. Prices rising.
Peshawar	*Nil*	Rain much wanted. Health good. Prices fluctuating.
		General Remarks.—Rain is wanted in all districts, except Delhi, Umballa, Rawalpindi, and Dera Ismail Khan. General health good. Prices rising, except in Mooltan, where they are stationary. In Shahpur, where they are high, and in Peshawar, where they are fluctuating. In Shahpur crops are suffering from want of rain. Elsewhere prospects are good.
Central Provinces—(Feb. 16th)		
Nagpore	*Nil*	*Rabi* crops being gathered. Fever and cattle-disease prevalent. Prices steady.
Jubbulpore	*Nil*	*Masur*, gram and *arhar* slightly damaged by frost; linseed seriously by blight. Other crops fair. Health fair. Prices steady.
Saugor (Feb. 15th)	*Nil*	Weather clear and cool. Prospects good. Prices steady.
Seoni	*Nil*	Linseed and wheat slightly damaged by rust, pulses from frostt Health good. Prices slightly risen.
Hoshangabad	*Nil*	*Rabi* crop injured by frost. Fever prevalent. Prices stationary.
Khandwa	*Nil*	Wheat injured in places by cold. Health good. Prices steady.
Raipur	*Nil*	Linseed being cut. Prospects good. Cattle-disease and smallpox in places. Prices slightly higher.
Bilaspur	*Nil*	Prospects favourable. Pulses being harvested. Slight cattle-disease. Prices stationary.
Sambalpur		Sugarcane-pressing progressing. Health good. Prices rising.
		General Remarks.—Weather clear but getting warm. Wheat and linseed have been slightly damaged in Northern Districts by frost and blight. Fever and cattle-disease in places. Prices rather higher in some districts.
Burma—(Feb. 16th)		
Akyab (Feb. 12th)		Very few cases of cholera in town and district, otherwise public health good. Cattle healthy. Reaping completed.
Bassein		Public health and health of cattle good.
Rangoon		Public health and health of cattle good.
Amherst (Moulmein)		Public health and health of cattle good.
Tavoy		Public health and health of cattle good.
Pegu		Two cases of cholera, otherwise public health good. Cattle healthy. Threshing almost finished.
Henzada		Public health and health of cattle good.
Prome		Public health and health of cattle good.
Toungoo		Public health and health of cattle good.
Thayetmyo		Public health and health of cattle good.
Shwebo	*Nil* (Total to date ·50)	Health good. Food-supply sufficient. Prices normal.
Yamethen	*Nil* (Total to date ·89).	Public health good. Season so far favourable. *Mayinwaddy* cultivation commenced.
		General Remarks.—Except for a few cases of cholera in Akyab and Pegu districts, public health in Lower Burma good. Health of cattle good. Reports received from Shwebo and Yamethen districts in Upper Burma. State of public health good. Food-supply sufficient.
Assam—(Feb. 16th)—		
Gauhati	*Nil*	Weather seasonable. Public health good. Gathering of mustard finished. Crushing of sugarcane and ploughing of land for *ahu* in progress. Prospects of crops good.
Sylhet	*Nil*	State and prospects of the crops good. Cattle-disease prevalent in Ratabari outpost.
Cachar	*Nil*	Reaping of mustard crop being finished. Cultivation for *dumai* crops commenced in some parts of the district. Common rice 14 seers per rupee. Health good.
Mysore and Coorg—		
Bangalore		Standing crops in good condition. Prospects of season continue favourable. Public health generally good. No material change in prices.
Mercara (Feb. 9th)		Prospects good. Prices slightly fallen.
Do (,, 15th)		Prospects good. Prices continue to fall.
Berar and Hyderabad—(Feb. 16th)		
Hyderabad		*Tabi* crops prospering. Harvesting of gram, white *juar* and wheat crops commenced. General health fair. Fever disappeared. Prices—wheat 14½, coarse rice 12, white *juar* 18, yellow *juar* 21½ and *tur* 15 seers per current sicca rupee.
Amraoti		Weather clear. *Rabi* crops in good condition. Wheat 20 and *jowari* 28 seers per rupee.
Akola		Weather clear and cool. *Rabi* crops doing well.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Central India States—(Feb. 16th)		
Indore		Easterly breezes. Weather warm. Health good.
Morar (Gwalior)		*Arhar* fields much damaged by frost. Prospects indifferent. Weather variable. Health below average.
Sutna		Health and prospects good.
Neemuch		Crops reported damaged by cold. Prices risen suddenly. High winds. Health good.
Goona		Weather very cold. Health and prospects good.
Agar		Opium crops somewhat injured by frost. Health good.
Nowgong		Weather cold. *Rabi* prospects fair. Health good. Prices steady.
Rajputana—		
Abu (Feb. 16th)		Weather getting warm. Health good.
Sirohi (,, 14th)		Smaller tanks dry. Wells, health and crop prospects good. Weather cool and fine.
Marwar (,, 13th)		Weather less cold and crops good. In some places existing crops damaged by blight. Prices stationary.
Meywar (,, 14th)		Crops in most places damaged by frost. Health good. Prices of wheat rising. Weather fair and daily growing warmer.
Harowti (,, 12th)		Weather cold. Opium and gram injured by recent frost. Health good.
Jhallawar (,, 14th)		Weather less cold. Further general reports of damage by frost have been received.
Ajmere (,, ,,)		Weather clear and warm. Crops slightly injured by frost. Health generally good. Cattle-disease in some parts of Merwara. Prices of food-grains rising. Wheat 23¼, *barley* 45 and gram 48¼ pounds per rupee.
Jeypore (,, 15th)		Crop prospects unchanged.
Dholpore (,, ,,)		Tanks and wells low. Crops injured by frost. Health good. Prices rising. Weather getting warm.
Bhurtpore (,, ,,)		Prospects and health good. Prices steady. Weather frosty.
Ulwar (,, ,,)		Health good. Crops slightly injured by frost.
Kotah (,, 12th)		General health and crop prospects good, but gram and opium crops damaged by frost. Prices still rising, especially of wheat.
Kherwara (,, 14th)		Prospects of gram good and fair. Health good. Chest affections abating. Weather fine and cool.
Bikaneer (,, 12th)	Slight rain in Suratgarh.	Prices stationary. Weather cold. Health good.
Nepal—(Feb. 10th)—		
Katmandu (,, 11th)	*Nil*	Cold, frosty weather. Prospects fair. Prices high.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT

Weather Review of India of the Week ending 12th February 1887.

The weather over India during the past week, February 6th—12th, has been remarkable for its generally quiescent condition and secondly for the wave of unusually low temperature which passed over the country during the middle of the period.

The shallow barometric depression, which, at the close of the previous week, lay over Chutia Nagpur, still existed on the 6th. It affected the winds, but otherwise its influence on the weather was inappreciable, the sky being generally clear. From this position the depression apparently travelled slowly to East or East-North-East and disappeared over Eastern and Northern Bengal. On its disappearance, the high pressure already existing in the North-West extended to all parts of Northern India, causing a rapid rise of the barometer in Bengal. From the 8th to the 11th pressure increased steadily throughout India, and on the latter day, the barometer at 10 A.M. stood above 30·25 in. over a broad band extending from the Punjab across Rajputana and to the south of the Ganges as far as Western and Northern Bengal. On Saturday pressure was giving way again except in the South, but continued everywhere much above the normal of the month. In the Peninsula the changes were similar in kind, though less pronounced, but as the subjoined table shows, the mean excess in some parts of the Peninsula equalled, if it did not exceed, that in parts of Northern India.

During this period of exceptionally high pressure, the winds of Northern and Central India, were steadily anticyclonic, *viz.*, North-East and East-North-East in the Central Provinces, Central India, the Deccan, the Berars and the Konkan; and North-West down the Gangetic plain and in the sub-montane districts of Northern India. Hence probably the low temperatures which have prevailed during the week. The appended table of anomalies show how general has been this depression of temperature, only in the extreme south a few isolated stations had weather slightly warmer than the average. The greatest depression was in the region stretching eastward from Sind across Rajputana; Central India and the Central Provinces to Nagpur, it exceeded 7°. In the east of the Punjab, in the North-Western Provinces, Behar, and North Bengal, it was more than 5° below the normal, and in most other districts it amounted to from 2° to 4.° The coldest day of the week, at 10 A.M., was the 8th at all the hill stations, including Murree, Simla, Pachmarhi and Mount Abu; the 9th on the plains of Northern India generally, and the 10th in the Central Provinces and Orissa: on these days the shaded minimum thermometer fell to—

25°·7 at Murree.	31·2 at Lahore.	35·4 at Jubbulpore.
24·9 „ Simla.	32·0 „ Ajmere.	39·1 „ Allahabad.
	47·7 at Calcutta.	

It is noteworthy that exactly 10 years ago, *viz.*, in February 1877, a similar cold wave passed over the country and, as on the present occasion, the coldest weather of the whole season, in Northern and Central India, occurred between the 8th and 11th of February.

The temperatures above quoted are those of well-shaded thermometers. Instruments partially exposed to radiation fell much lower. In Simla, on Jacko, a thermometer in a north verandah fell to 16°, and at Blessington, a thermometer uncorrected and fully exposed, but from previous experience not altogether unreliable, marked 9° or 23° of frost at 9-30 A.M. on the 9th.

The weather on the North-Western Himalaya continued unsettled during the first few days of the week; showers of snow or rain falling at Simla, Chakrata and Roorkee on the 6th, at Simla and Masuri on the 7th, and at Simla on the 8th and 9th. Slight drizzling rain also fell at Chittagong on the morning of the 5th, but with thess exceptions,

no rain was recorded throughout the week at any of the weather-telegraphing stations in Northern, Central or Eastern India or the greater part of the Peninsula. In the extreme south a thunderstorm occurred on the 10th, giving about ½ an inch of rain to Wellington, Combatore, and Madura, and a few drops to Cochin. On the same day a slight shower also fell at Colombo.

The following figures show, for a few representative stations, a comparison of the normal average and the actual rainfall since the 1st November up to the present time (February 12th):—

Stations.	Normal.	Actual.	Diff.
Peshawar	3·31	0·83	—2·48
Murree	4·41	7·06	+2·65
Lahore	1·75	0·56	—1·19
Simla	2·65	7·20	+4·55
Delhi	1·78	2·40	+0·62
Masuri	6·27	7·63	+1·36
Lucknow	1·21	1·04	—0·17
Bareilly	1·82	3·30	+1·48
Meerut	1·94	2·68	+0·74
Allahabad	1·18	4·31	+3·13
Patna	1·01	1·76	+0·75
Darjeeling	1·54	2·43	+0·89

From this it will be seen that except on the plains of the Punjab and in Oudh the rainfall up to the 12th of February has exceeded the normal amount, at some places considerably so.

The following table gives the anomalies of the barometer, temperature, and humidity derived from a comparison of the mean readings of the week with the averages of the month deduced from past years:—

Districts.	Departure of Barometer from mean, February 6th—February 12th.	Departure of Temperature from mean, February 6th—February 12th.	Departure of Humidity from mean, February 6th—February 12th.	Total Rainfall in week, February 6th—February 12th.
	In.	°		
Punjab, West	+·062	−4·4	− 9	Nil.
„ East	+·040	−5·8	− 8	0·28*1
N.-W. Provinces—Trans-Gangetic	+·047	−5·5	−10	0·76*2
„ Cis-Gangetic	+·088	−5·8	−13	Nil.
Behar	+·053	−5·6	− 4	Nil.
Northern Bengal	+·020	−6·5	− 3	Nil.
Assam—Cachar	+·034	−2·3	− 2	Nil.
Lower Bengal—Chutia Nagpur	+·055	−4·4	−12	0·05*3
Orissa—Northern Circars	+·045	−3·6	−11	Nil.
Central Provinces, South	+·068	−7·7	−12	Nil.
Berar—Khandesh	.....	.....	.....	...
Rajputana, Central India—Saugar and Narbudda	+·064	−7·0	−12	Nil.
Sind—Cutch	+·088	−7·2	−13	Nil.
Guzerat	+·074	−4·3	−10	Nil.
Konkan	+·071	−4·0	−14	Nil.
Deccan—Hyderabad	+·046	−2·3	− 2	Nil.
Malabar	+·057	−0·2	+ 5	0·08*4
Mysore—Bellary	+·039	−0·7	+ 7	0·61*5
Karnatic	+·033	−0·6	+ 1	1·10*6
British Burma	+·018	−3·4	+ 3	Nil.
Ceylon	+·054	+0·8	−11	0·09*7

* 1, Simla only; 2, Chakrata, Masuri, Roorkee; 3, Chittagong only; 4, Cochin only; 5, Wellington only; 6, Coimbatore, Madura; 7, Colombo only.

W. L. DALLAS,

Simla, 15th February 1887. for *Meteorological Reporter to the Govt. of India.*

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENT OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF DECEMBER 1886, PUBLISHED IN PAGES 141 AND 142 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 29th JANUARY 1887.

PROVINCE.	DISTRICT.	AVERAGE WAGES PER MONTH.		
		Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter, or Blacksmith.
		R a. p.	R a. p.	R a. p.
RAJPOOTANA	Kerrowlee	2 0 0	...	4-0 to 5-8
	Bhurtpore (City)	4 0 0	...	5-8 to 7-0
	Dholpur	3-12 to 4-12	...	7-8 to 9-6

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch.)

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF JANUARY 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Baira or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Madras.	Ganjam	10 5	...	14 10	15 8	...	...	26 6	...	...	...	...	215 13	13 13	
	Vizagapatam	10 0	...	9 0	10 3	25 14	27 11	23 3	...	...	...	...	93 5	14 0	
	Godavery	9 8	...	14 14	16 0	30 11	28 3	30 14	...	...	...	...	145 13	13 8	
	Kistna	9 5	...	14 0	15 13	18 11	...	31 6	...	...	...	...	145 13	14 10	
	Nellore	9 0	...	12 14	14 0	22 2	24 6	27 5	...	...	...	...	93 5	13 13	
	Cuddapah	12 8	...	12 6	15 13	23 11	29 0	25 14	...	...	...	...	140 0	14 6	
	Anantapur	11 8	...	13 6	16 3	36 2	29 2	31 0	...	...	...	...	64 13	13 2	
	Bellary	16 5	...	12 5	13 8	27 13	30 2	32 10	...	...	...	...	97 3	12 8	
	Kurnool	12 11	...	11 6	12 3	30 2	25 0	...	...	...	...	...	138 13	13 5	
	Madras	10 13	...	12 6	14 8	23 0	24 6	27 6	...	...	...	...	86 5	14 10	
	Chingleput	...	...	13 8	14 6	...	21 2	26 0	...	...	...	...	97 3	14 11	
	North Arcot	10 3	...	14 6	16 6	...	32 3	32 8	...	...	...	...	140 0	13 5	
	South Arcot	9 6	...	13 14	15 13	...	27 11	27 13	...	...	...	...	201 11	13 8	
	Tanjore	9 10	...	13 5	15 0	...	29 0	30 3	...	...	...	...	166 3	13 13	
	Trichinopoly	11 14	...	13 5	14 2	...	26 11	28 13	...	...	...	...	126 6	14 10	
	Madura	10 14	...	13 6	13 14	22 11	25 0	27 14	...	...	...	...	121 8	15 6	
	Tinnevelly	9 14	...	12 11	13 10	...	...	...	...	...	...	...	70 0	16 8	
	Coimbatore	11 8	...	13 8	14 8	22 10	25 6	27 14	...	...	...	...	121 8	14 2	
	Nilgiris	9 14	...	10 6	12 13	21 10	19 10	21 10	...	...	...	...	161 13	12 14	
	Salem	10 3	...	13 2	15 0	27 5	26 3	30 13	...	...	...	...	186 10	15 13	
	South Canara	9 10	...	14 10	16 0	...	...	21 13	...	...	...	...	128 13	16 3	
	Malabar	8 10	...	13 13	14 10	...	...	21 3	...	...	...	...	155 8	14 6	
Bay.	Bombay	10 0*	16 12	6 15	10 13	17 0	14 11	12 8	15 13	14 7	16 8	8 12	62 6	12 9	
	Daskrohi	12 0	22 0	6 8	11 8	20 8	17 8	...	...	16 0	...	13 0	80 0	16 8	
	Kaira	9 6	...	9 2	12 4	...	16 0	21 4	...	17 12	...	11 6	80 0	16 0	
	Surat	12 0	16 0	8 0	10 0	20 0	16 0	...	...	15 0	...	10 0	80 0	16 0	
	Broach	13 3	...	8 0	11 0	16 0	15 1½	...	...	18 1	...	12 0	120 0	14 2½	
	Tanna (Salsette)	9 4	...	8 3	10 0	14 0	14 6	...	...	12 5	...	8 0	71 2	15 9	
	Colába (Alibag)	10 12	...	7 4	11 4	...	13 0	...	...	12 12	...	8 2	100 0	12 0	
	Khandesh (Dhulia)	13 8	...	7 8	10 5	27 8	19 4	...	14 8	13 14	...	10 14	131 0	12 11	
	Násik	12 6	...	10 8	12 0	27 8	17 14	22 0	...	16 8	...	9 8	106 8	13 12	
	Ahmednagar	11 6	10 5	8 5	9 11	25 6	19 8	...	...	17 1	...	10 10	80 0	13 12	
	Poona (City)	11 8	9 0	8 9	9 13	23 15	18 6	16 6	...	14 15	...	11 4	60 13	12 13	
	Sholápur	11 12	24 6	11 7	12 4	29 5	25 12	...	24 6	18 11	...	13 6	80 0	13 0	
	Bijapur	18 0	15 13	7 1	10 10	30 1	26 6	...	...	16 3	...	11 0	84 0	12 2	
	Satara	11 0	...	9 9	11 7	22 10	20 11	...	...	14 5	...	...	116 8	13 2	
	Belgaum	17 0	15 0	11 0	12 0	22 0	24 0	27 0	...	15 0	...	12 0	71 0	14 0	
	Dharwar (Hubli)	17 0	...	10 0	11 0	27 0	23 0	31 0	...	19 0	...	8 0	80 0	10 0	
	Ratnágiri	11 3	...	9 4	12 11	16 14	14 11	21 2	...	15 6	...	10 14	120 0	14 4	
Bom.	Karwar	11 12½	...	7 0	12 0	18 0	14 0	22 0	...	14 0	...	11 8	213 5½	12 0	
	Panch Mahals (Godhra)	10 0	...	10 0	16 0	...	21 5	27 0	...	20 4	32 0	22 6	320 0	16 0	
	Aden	8 0	...	6 3	8 0	11 3	10 3	...	...	11 3	...	5 9	65 5	32 0	
	Asirgarh Cantonment	14 8	...	10 0	12 0	27 4	25 0	...	19 0	16 4	...	10 0	160 0	12 0	
	Baroda Camp (Sadar Bazar)	9 2	14 14	7 7	9 2	17 2	16 0	18 5	...	14 4½	...	10 14	80 e	13 11	
	Disa Cantonment	16 4	...	8 0	9 6	24 0	24 0	...	...	18 11	...	11 0	150 0	13 0	
	Nimach Cantonment	14 10	22 0	8 0	10 0	31 0	18 0	...	...	26 0	35 0	25 0	180 0	14 e	
	Nasirabad Cantonment	13 11	26 1	7 0	8 0	30 0	20 8	...	12 0	29 0	29 0	13 0	90 0	15 8	
	Rajkot Station	11 0	...	6 8	9 0	16 8	12 8	...	...	16 4	...	7 8	80 0	40 0	
	Upper Sind Frontier	13 0	20 8	10 0	16 0	22 0	20 0	...	...	13 5	...	13 5	160 0	12 0†	
	Karachi	11 8	17 0	8 0	14 0	20 0	16 0	...	...	17 8	15 0	7 8	80 0	16 e	
	Haidarabad (Gidu Bunder)	12 0	19 8	8 8	19 8	21 8	18 8	...	...	17 8	...	...	120 0	14 8	
	Shikarpur	11 12	17 8	9 12	15 0	20 0	21 8	...	...	17 8	...	11 8	120 0	13 0	
	Sukkur	13 8	22 8	10 0	12 0	21 0	21 8	...	...	21 0	...	13 0	120 0	13 0	
	Thar & Parkar (Umarkot)	16 0	...	..	15 6	..	20 1	...	...	...	...	...	160 0	14 12	
Bengal.	*Western Districts.*														
	Burdwan	14 0	...	20 8	26 10	...	...	...	...	25 0	...	26 8	120 0	13 0a	
	Bankoora	13 12	24 0	18 12	...	...	...	...	...	19 4	40 0	21 0	280 0	12 8	
	Beerbhoom	19 8	...	18 0	25 8	...	...	...	...	21 0	...	18 0	200 0	12 0b	
	Midnapore	16 0	...	17 0	26 0	...	...	...	...	18 0	...	16 0	155 0	12 4c	
	Hooghly	14 0	...	10 0	17 0	...	...	...	...	19 0	...	14 0	120 0	13 0d	
	Howrah	14 0	...	13 0	17 8	...	...	...	...	20 0	...	14 0	90 0	12 0	
	Central Districts.														
	Calcutta	13 0	19 12	9 6	16 14	17 0	16 8	...	17 12	19 4	23 0	17 4	79 0	13 0	
	24-Pergunnahs	16 0	21 4	8 0	18 13	...	...	...	...	22 8	26 8	20 0	100 0	12 8e	
	Nuddea	16 0	32 0	17 12	20 2	...	...	...	...	22 14	...	20 0	...	11 10½f	
	Khoolna	...	...	18 0	21 0	...	...	...	...	16 0	...	...	160 0	10 8g	
	Jessore	16 0	...	14 0	21 0	...	...	...	...	22 8	...	26 0	120 0	10 12h	
	Moorshedabad	17 0	...	20 0	24 0	...	...	...	...	29 0	40 0	21 0	160 0	12 0i	
	Dinagepore	11 12	23 0	17 0	...	...	...	...	...	21 4	...	...	160 0	12 0	
	Rajshahye	18 0	45 0	19 8	22 8	...	...	...	...	27 0	...	16 0	240 0	12 0j	
	Rungpore	17 0	...	18 0	21 0	...	...	...	...	17 0	...	11 0	120 0	12 0k	
	Bogra	17 4	...	16 8	26 4	...	...	...	...	15 0	...	...	90 0	10 8	
	Pubna	19 8	...	8 4	25 8	...	...	...	...	22 8	...	24 0	200 0	12 0l	
	Darjeeling	10 0	9 0	5 0	14 0	...	...	13 0	...	11 0	23 0	8 0	120 0	9 0	
	Jalpáiguri	11 8	20 0	14 0	26 0	...	...	...	...	16 0	...	...	128 0	11 0m	
	Eastern Districts.														
	Dacca	16 0	26 0	17 0	19 0	...	...	...	...	18 0	...	...	120 0	10 8n	
	Furreedpore	17 0	25 0	16 0	21 0	...	...	...	...	20 0	...	14 0	120 0	11 0o	
	Backergunge	...	...	16 0	18 0	...	...	...	...	16 0	...	13 0	120 0	11 8p	
	Mymensingh	12 0	...	12 0	18 0	...	...	...	...	20 0	...	...	...	11 8q	
	Chittagong	16 0	...	12 0	19 1	...	...	...	...	16 0	...	10 0	75 0	12 0	
	Noakholly	...	...	21 0	25 0	...	...	...	...	16 0	...	...	...	11 0r	
	Tipperah	11 6	...	20 11	22 0	...	...	...	...	17 0	...	10 8	...	11 8s	
	Chittagong Hill Tracts	...	...	12 4½	13 14½	...	...	...	...	...	...	...	320 0	8 0	
	Hill Tipperah	12 0	...	16 0	20 0	...	...	...	...	12 0	...	16 0	...	11 0	

* In the market of Bombay during the fortnight ending 15th December 1886, wheat was sold at the rate of 10 seers per rupee.

† In common use.

a In sub-divisions retail prices of salt per rupee were:—Culna 13-8 seers, Raneegunge 13 seers.

b In Rampore Hât sub-division retail price of salt 13 seers per rupee.

c In Tumlook sub-division retail price of salt 11 seers per rupee.

d In sub-divisions retail prices of salt per rupee were:—Serampore 12 seers and Jehanabad 13-8 seers.

e In sub-divisions retail prices of salt per rupee were:—Baraset and Bussirhat 12 seers, Diamond Harbour (at Kulpihat) 12-12 seers, Barrackpore 12-12 seers, and Dum-Dum 11 seers.

f In sub-divisions retail prices of salt per rupee were:—Meherpore 12 seers, Chooadanga 13 seers and Ranaghat 12-8 seers.

g In Satkhira and Bagirhat sub-divisions retail price of salt 11 seers per rupee.

h In sub-divisions retail prices of salt per rupee were:—Jheaida and Narail 12 seers, Magoora 10-12 seers and Bongong 13 seers.

i In sub-divisions retail prices of salt per rupee were:—Lalbagh 12 seers, Jungipore 13 seers, and Kandi 12-8 seers.

j In sub-divisions retail prices of salt per rupee were:—Nowgong 10-10 seers, and Nattore 12 seers.

k In sub-divisions retail prices of salt per rupee were:—Kurigram 12 seers, Gaibanda 9-12 seers.

l In Serajgunge sub-division retail price of salt 12 seers per rupee.

m In Alipore sub-division (at Fallacotta) retail price of salt 10 seers per rupee.

n In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers, Moonsheegunge 10-12 seers and Naraingunge 11-13 seers.

o In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers and Madaripore 12-8 seers.

p In sub-divisions retail prices of salt per rupee were:—Patuakhali 9 seers, Perozepore 11 seers, and Bhola 10-8 seers.

q In sub-divisions retail prices of salt per rupee were:—Kishoregunge 9-8 seers, Attea 12 seers, Jamalpore 10-10 seers, Sherpore 10 seers, and Netrokona 11-5½ seers.

r In Fenny sub-division (at Panchgoonia) retail price of salt 9 seers per rupee.

s In sub-divisions retail prices of salt per rupee were:—Brahmunberiah 12 seers and Chandpore 11-8 seers.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF JANUARY 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Baira or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chena, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thúr Cadian Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Bengal—*continued.*	*Behar.*														
	Patna	20 0	34 0	11 8	23 0	26 0	26 0	26 0	20 0	32 0	32 0	34 0	110 0	11 8	
	Gya	16 0	32 0	12 0	21 0	...	...	...	18 0	27 0	...	21 0	120 0	11 *o†*	
	Shahabad	15 0	30 0	10 0	18 0	...	...	...	...	25 0	...	14 0	160 0	12 *ou*	
	Durbhunga	19 0	33 0	14 0	21 2	23 0	...	30 8	...	27 4	30 0	20 0	176 0	13 *ov*	
	Mozufferpore	19 0	30 0	12 0	21 0	30 0	...	...	...	28 0	30 0	21 0	140 0	12 *ow*	
	Sarun	15 0	34 0	9 0	22 0	...	...	28 8	15 0	24 0	30 0	24 0	160 0	12 *ox*	
	Chumparun	21 0	40 0	7 8	20 0	...	...	...	... ...	31 8	31 8	24 8	...	12 0	
	Monghyr	16 13	33 8	15 0	20 0	...	...	...	24 0	27 12	31 8	21 0	126 0	12 *oy*	
	Bhágalpur	16 6	35 5	18 4	21 7	...	...	...	...	26 8	32 13	20 3	176 8	12 10*z*	
	Purneah	20 0	...	22 0	28 0	...	...	...	...	25 0	...	20 0	128 0	10 8*z*1	
	Maldah	14 0	...	16 0	24 0	...	...	...	...	27 0	...	...	160 0	12 0	
	Sonthal Pergunnahs	14 0	...	20 0	28 0	...	...	...	...	21 0	45 0	22 0	200 0	12 0*z*2	
	Orissa.														
	Cuttack	11 13	...	11 13	21 0	...	...	...	...	17 1	...	...	80 0	14 0	
	Pooree	13 2	...	17 1	23 10	...	...	...	...	15 12	...	18 6	70 0	14 7	
	Balasore	16 0	13 0	13 0	24 0	...	...	...	...	16 0	...	13 0	160 0	10 0*z*3	
	Chota Nagpore. *South-Western Frontier Agency.*														
	Hazáribágh	18 0	22 0	11 0	22 0	...	...	36 0	...	24 0	28 0	20 0	280 0	10 0*z*4	
	Lohardugga	18 0	18 0	20 0	24 0	...	...	48 0	...	19 0	26 0	20 0	120 0	10 0	
	Singbhoom	No return	received.												
	Manbhoom	16 0	...	18 0	28 0	...	...	...	...	18 0	...	21 0	240 0	10 10*z*5	
Assam.	Sylhet	10 8	...	11 6	15 5	...	...	...	...	16 8	...	13 0	108 0	11 8	
	Cáchár	8 0	...	8 0	14 8$\frac{2}{3}$	...	...	...	...	16 13$\frac{2}{3}$	...	11 6$\frac{2}{3}$	64 0	11 6$\frac{1}{3}$	
	Goálpará	20 0	...	8 0	16 0	...	...	...	...	16 0	...	11 0	80 0	11 0	
	Gáro Hills	8 0	...	6 0	16 0	...	...	...	...	10 0	...	9 0	160 0	8 0	
	Kámrup	16 0	...	8 0	13 0	...	...	...	...	14 0	...	11 0	160 0	11 0	
	Darrang	7 0	...	8 0	12 0	...	...	...	...	12 0	...	10 0	150 0	9 0	
	Nowgong	8 0	...	8 0	16 0	...	...	...	...	10 0	...	10 0	120 0	8 0	
	Sibságar	...	...	14 0	18 0	...	...	...	...	11 0	...	10 0	80 0	9 0	
	Lakhimpur	9 0	...	10 0	16 0	...	...	...	...	14 0	8 0	10 0	160 0	9 0	
	Khási and Jaintiá Hills	...	...	6 8	8 0	...	...	...	...	9 8	16 0	7 0	100 0	8 0	
	Nágá Hills	...	...	...	7 0	...	...	...	...	...	...	3 4	80 0	3 4	
N.-W. Provinces.	Dehra Dún	14 8	26 0	6 8	11 8	18 0	20 0	22 0	...	22 8	22 0	16 0	160 0	11 0	
	Saháranpur	16 2	23 10$\frac{1}{2}$	9 11	12 11$\frac{1}{3}$	26 14	22 9	32 4	32 4	25 13	24 3	21 8	107 8	12 14$\frac{1}{2}$	
	Muzafiarnagar	17 2	27 8	6 9	14 5	22 0	19 12	16 8	16 8	23 10	24 6	16 8	132 0	13 8	
	Meerut	15 0	26 0	6 0	14 0	20 0	21 0	20 0	20 0	24 0	22 0	24 0	100 0	13 8	
	Bulandshahr	16 8	29 0	7 0	13 0	17 0	22 0	...	16 0	26 0	24 8	16 0	140 0	12 12	
	Aligarh	No return	received.												
	Kumaun	14 0	14 0	12 0	13 0	...	...	16 0	18 0	14 0	17 0	10 0	200 0	8 0	
	Garhwál	18 0	20 0	8 0	14 0	22 8	...	...	...	11 8	...	8 0	160 0	8 2	
N.-W. Provinces.	Bijnor	14 14	24 2	11 4	12 6	...	18 2	...	...	21 10	...	...	135 0	12 10	
	Moradabad	17 4	29 8	10 8	15 8	28 8	21 12	...	16 0	24 0	28 8	24 8	125 0	13 8	
	Budaun	18 4$\frac{1}{2}$	27 9$\frac{1}{2}$	6 0	15 9$\frac{1}{2}$	21 9$\frac{1}{2}$	20 6$\frac{1}{2}$	...	...	25 3	28 12$\frac{1}{2}$	25 3	144 0	12 9$\frac{1}{2}$	
	Bareilly	16 4	25 0	6 4	13 12	25 0	20 8	25 0	16 4	23 12	27 8	20 0	125 0	12 8	
	Sháhjahánpur	18 4	31 0	10 0	18 8	28 0	24 0	...	20 0	28 0	30 0	25 0	120 0	11 8	
	Tarái Pergunnahs	18 2	25 0	8 12	15 0	25 0	20 0	...	25 0	21 4	25 0	23 12	100 0	11 4	
	Muttra	15 8	23 0	7 0	14 0	20 0	19 8	...	14 0	24 0	25 0	27 8	140 0	12 0	
	Agra	15 0	24 0	6 0	12 0	21 0	21 0	...	...	25 4	26 0	17 0	100 0	13 8	
	Farukhabad	16 5$\frac{1}{2}$	25 0	7 8	12 0	20 7	21 13	...	...	25 14	24 0	26 9	130 0	12 8	
	Mainpuri	16 12	23 12	4 8	14 8	20 8	21 8	35 0	16 8	25 12	26 8	26 8	160 0	13 8	
	Etáwah	16 8	22 4	12 8	15 0	22 12	22 4	20 0	20 0	27 12	32 0	28 0	120 0	11 12	
	Etah	No return	received.												
	Jalaun	20 8	23 0	9 0	11 0	26 0	25 0	...	16 0	33 0	22 0	34 0	140 0	11 0	
	Jhánsi	No return	received.												
	Lalitpur	20 0	32 0	12 0	14 0	31 8	22 0	34 0	34 0	32 0	34 0	16 0	160 0	11 8	
	Cawnpore	17 8	28 0	10 8	15 8	25 0	25 0	...	25 0	30 0	32 8	28 8	140 0	14 0	
	Fatehpur	16 0	25 8	14 4	17 4	...	24 0	...	...	27 8	...	28 4	160 0	11 4	
	Bánda	17 0	20 0	8 0	17 0	26 0	24 0	30 0	24 0	35 0	...	23 0	160 0	12 0	
	Allahabad	14 12	20 0	8 0	15 0	22 0	21 0	...	...	26 8	...	20 0	120 0	11 4	
	Hamirpur	18 4	...	10 0	14 4	25 12	25 4	...	...	36 12	...	...	140 0	13 0	
	Jaunpur	No return	received.												
	Gorakhpur	15 12	28 13	9 14$\frac{1}{2}$	20 4	...	19 13	28 13	24 5	30 9$\frac{1}{2}$	29 11	23 13$\frac{1}{2}$	140 0	12 0	
	Basti	17 3	30 0	10 0	15 0	...	...	...	...	30 0	25 0	...	140 0	11 0	
	Azamgarh	13 10	19 9	10 5	17 11	...	20 10	...	15 12	23 10	25 13	15 2	177 8	11 2	
	Mirzapur	13 8	22 0	9 0	16 0	22 0	22 0	30 0	22 0	23 0	28 0	23 0	80 0	11 0	
	Benares	14 14$\frac{1}{2}$	21 11	11 11	17 14	20 10	21 11	14 1$\frac{1}{2}$	22 12	25 8	25 0	23 5	120 0	11 13	
	Gházipur	14 13	24 7	7 12	18 ●	24 7	27 11	38 10	20 9$\frac{1}{2}$	28 5	32 3	23 13	128 12	11 9	
	Balia	15 0	27 0	10 4	15 8	25 12	22 8	...	...	27 0	25 12	22 8	100 0	12 4	
	Pilibhít	17 8	30 0	15 0	17 8	...	...	...	...	23 12	25 0	...	150 0	11 4	
Oudh.	Sultánpur	16 0	23 0	9 0	16 8	23 8	22 0	40 0	20 0	26 8	27 0	31 0	160 0	11 0	
	Partábgarh	16 1	22 4	14 8	17 11	24 8	21 12	32 0	...	23 12	25 0	17 5	180 0	11 5	
	Fyzabad	15 0	30 0	10 0	18 0	27 0	24 0	28 0	17 0	33 0	30 0	25 0	100 0	11 8	
	Kheri	19 0	36 0	8 0	16 0	36 0	31 0	40 0	25 0	29 0	36 0	22 0	120 0	12 0	
	Lucknow	16 14	29 8	6 0	15 12	26 8	25 0	...	26 0	28 4	29 0	25 8	120 0	11 12	
	Bára Banki	16 4	29 0	8 8	12 0	27 0	25 8	26 0	19 0	29 8	32 0	27 0	120 0	11 8	
	Bahraich	19 0	48 0	14 0	18 0	38 0	24 0	40 0	10 0	38 0	38 0	30 0	160 0	12 0	
	Rai Bareli	17 0	22 8	7 0	17 0	27 0	25 0	35 0	35 0	26 8	24 0	26 0	180 0	11 0	
	Sitapur	19 0	34 0	8 0	17 0	30 0	27 0	32 0	26 0	36 0	34 0	27 0	140 0	11 0	
	Gonda	18 8	32 8	16 8	19 4	35 8	30 0	40 0	27 0	38 8	41 8	32 0	200 0	12 0	
	Unáo	18 0	27 0	9 0	15 0	25 0	24 0	...	21 0	28 0	28 0	19 0	160 0	13 0	
	Hardoi	17 4	28 0	7 0	13 0	28 0	24 0	...	...	29 ●	32 0	26 0	160 0	11 0	
Punjab.	Hissar	13 0	28 0	...	10 0	24 0	21 0	...	...	31 0	20 0	...	100 0	13 8	
	Rohtak	14 0	23 0	...	12 0	26 0	19 0	...	...	28 0	23 0	...	120 0	13 8	
	Gurgaon	18 0	27 0	...	11 0	25 0	20 0	...	...	28 0	24 0	...	140 0	12 0	
	Delhi	15 0	24 0	...	14 0	19 0	19 0	...	16 0	25 0	22 0	22 0	80 0	12 0	
	Karnál	15 0	26 0	...	12 0	22 0	19 0	22 0	16 0	26 0	22 0	24 0	160 0	12 12	
	Umballa	16 0	28 0	...	14 0	22 0	20 0	20 0	20 0	28 0	25 0	18 0	140 0	14 0	
	Simla	14 0	19 0	...	11 0	16 0	18 0	26 0	14 0	25 0	20 0	11 0	70 0	10 0	
	Kángra	16 0	28 0	...	14 0	...	...	25 0	...	21 0	23 0	13 0	120 0	12 0	
	Hoshiarpur	15 0	28 0	...	12 0	22 0	20 0	...	13 0	27 0	21 0	16 0	110 0	13 0	
	Jullundur	15 0	28 0	...	8 0	22 0	16 0	...	16 0	28 0	24 0	...	100 0	14 0	
	Ludhiána	16 0	30 0	...	13 0	23 0	20 0	...	19 0	29 0	23 0	...	110 0	15 0	

t In Jehanabad sub-division retail price of salt 12 seers per rupee.

u In sub-divisions retail prices of salt per rupee were:—Buxar and Sasseram 12-8 seers and Bhabooah 11-8 seers.

v In sub-divisions retail prices of salt per rupee were:—Madhubani 11 seers and Tajpore 12 seers.

w In sub-divisions retail prices of salt per rupee were:—Hajeepore 12-4 seers and Seetamurhee 11 seers.

x In sub-divisions retail prices of salt per rupee were:—Sewan 12-4 seers and Gopalgunge 11-13 seers.

y In Jamui and Begu Serai sub-divisions retail price of salt 11 seers per rupee.

z In Banka, Maddapore and Soopole sub-divisions retail prices of salt 11 seers per rupee.

*z*1 In sub-divisions retail prices of salt per rupee were:—Kissengunge 10 seers and Arrareah (at Ranigunge) 13 seers.

*z*2 In sub-divisions retail prices of salt per rupee were:—Godda and Rajmehal 11 seers, Pakour 12-8 seers, and Jamtara 13 seers.

*z*3 In Bhadruck retail price of salt 10 seers per rupee.

*z*4 In Giridi sub-division (at Kharagdiha) retail price of salt 12 seers per rupee.

*z*5 In Govindpore sub-division retail price of salt 12 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF JANUARY 1887 — *continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chola, Kadalay or Sunaga (*Cicer arietinum.*)	Maize (*Zea Mays*).	Arhar or Thur Cadian Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Punjab—*continued.*	Ferozepore	15 0	27 0	...	12 0	22 0	19 0	...	24 0	27 0	22 0	...	90 0	14 8	
	Mooltan	12 0	17 0	...	10 0	17 0	15 0	...	16 0	21 0	20 0	...	100 0	15 0	
	Jhang	13 0	24 0	...	10 0	18 0	16 0	22 0	16 0	21 0	20 0	10 0	200 0	15 0	
	Montgomery	14 0	16 0	...	11 0	16 0	16 0	...	20 0	22 0	17 0	12 0	200 0	12 0	
	Lahore	14 0	28 0	...	12 0	20 0	14 0	...	16 0	28 0	20 0	12 0	100 0	14 0	
	Amritsar	16 0	29 0	...	12 0	22 0	18 0	16 0	21 0	28 0	22 0	16 0	100 0	15 0	
	Gurdáspur	17 0	24 0	...	14 0	20 0	14 0	...	16 0	25 0	22 0	...	120 0	14 0	
	Siálkot	14 0	29 0	...	13 0	23 0	20 0	...	...	25 0	20 0	...	120 0	15 0	
	Gujrát	14 0	22 0	...	12 0	20 0	19 0	...	14 0	22 0	19 0	...	100 0	16 0	
	Gujránwála	15 0	29 0	...	14 0	20 0	16 0	...	10 0	24 0	20 0	...	100 0	15 0	
	Shahpur	14 0	24 0	...	12 0	19 0	16 0	24 0	18 0	20 0	16 0	10 0	240 0	16 0	
	Jhelum	14 0	28 0	...	13 0	20 0	16 0	...	23 0	22 0	19 0	13 0	140 0	16 0	
	Ráwalpindi	13 0	26 0	...	7 0	18 0	18 0	...	22 0	23 0	19 0	24 0	96 0	15 8	
	Hazára	16 0	20 0	...	16 0	...	16 0	...	...	20 0	20 0	...	120 0	12 0	
	Pesháwar	13 0	20 0	...	12 0	19 0	18 0	...	19 0	20 0	16 0	29 0	110 0	47 0	
	Kohát	14 0	22 0	...	15 0	21 0	17 0	...	15 0	21 0	18 0	...	160 0	60 0	
	Bannu	18 0	30 0	...	13 0	26 0	20 0	8 0	8 0	27 0	27 0	13 0	60 0	40 0	
	D. I. Khán	15 0	26 0	..	9 0	19 0	18 0	15 0	5 0	25 0	19 0	13 0	125 0	40 0	
	D. G. Khán	13 0	20 0	...	9 0	16 0	15 0	10 0	11 0	21 0	15 0	...	125 0	25 0	
	Muzaffargarh	14 0	18 0	...	12 0	18 0	16 0	...	16 0	20 0	18 0	10 0	100 0	14 0	
Central Provinces.	Saugor	19 5	...	8 15	10 4	...	...	...	...	27 5	...	14 0	160 0	9 12	
	Damoh	17 12	...	10 11	11 7	...	...	...	...	21 13	...	15 1	200 0	10 11	
	Jubbulpore	15 0	...	10 8	15 0	24 0	...	...	...	20 0	...	13 8	130 0	11 0	
	Mandla	16 0	...	11 0	14 0	...	...	...	...	25 0	...	16 0	256 0	11 0	
	Seoni	17 4	...	10 11	14 0	...	...	...	...	19 8	...	12 7	210 0	10 11	
	Narsinghpur	16 6	...	9 3	10 8	26 3	...	...	...	23 5	...	15 14	140 0	11 7	
	Hosbangabad	15 0	...	7 0	9 0	18 0	...	...	...	18 0	...	11 0	200 0	10 14	
	Nimár	15 1	...	7 8	11 7	27 9	...	...	...	17 4	...	10 4	120 0	11 15	
	Betúl	15 9	...	8 12	10 10	20 3	...	...	...	18 10	...	10 7	320 0	10 13	
	Chhindwára	15 3	...	8 7	12 5	20 9	...	...	...	21 11	...	10 4	160 0	9 13	
	Wardha	19 3	...	8 12	12 0	24 6	...	...	...	16 0	...	12 13	160 0	10 11	
	Nágpur	20 10	...	8 12	12 3	24 6	...	...	...	20 10	...	13 7	100 0	11 7	
	Chánda	18 0	...	...	12 13	23 6	...	...	...	14 13	...	13 11	612 0	10 14	
	Bhandára	15 0	...	8 12	13 12	...	...	...	...	16 4	...	12 8	250 0	11 0	
	Bálaghát	15 12	...	13 2	16 9	...	...	...	...	16 13	...	15 0	144 0	10 0	
	Raipur	21 8	...	13 8	18 14	...	...	...	...	22 0	...	19 4	80 0	11 0	
	Biláspur	19 15	...	15 12	20 4	...	...	...	...	20 14	...	21 14	128 0	9 0	
	Sambalpur	16 10	...	16 10	25 6	...	...	...	...	17 4	...	13 0	208 0	11 6	
	Arakan Division.														
Lower Burma.	Akyab	...	...	14 0	18 0	...	...	...	...	...	10 0	...	200 0	...	
	Kyoukpyu	...	...	18 0	19 8	...	...	...	...	5 0	...	...	50 0	42 0	
	Sandoway	...	...	24 0	30 13	...	...	...	...	...	...	...	469 11	37 5	
	Pegu Division.														
	Rangoon Town	19 9	... *	13 0	15 0	...	...	...	...	12 8	22 2	...	250 0	14 9	
	Pegu	...	...	10 2	15 12	...	...	...	...	12 3	...	...	154 5	31 13	
	Tharrawaddy	...	...	7 2	7 14	...	...	...	...	11 1	...	...	535 11	29 12	
	Prome	12 2	...	14 15	18 5	...	...	...	...	12 7	33 9	...	167 9	18 10	
	Irrawaddy Division.														
	Bassein	...	...	15 6	17 14	...	...	...	...	10 7	11 0	...	204 3	25 8	
	Henzada	...	...	11 15	15 10	...	...	...	...	...	...	...	183 8	35 8	
	Thongwa	...	...	9 6	12 3	...	...	...	...	12 14	...	...	184 8	25 5	
	Thayetmyo	10 0	...	11 2	15 9	...	...	...	...	11 1	...	...	245 0	14 8	
	Tenasserim Division.														
	Moulmein Town and Amherst	9 0	...	10 8	11 1	...	...	...	...	12 2	12 2	...	220 0	30 8	
	Tavoy	...	...	13 0	17 15	...	...	...	...	...	...	...	399 3	16 1	
	Mergui	...	...	16 1	19 10	...	...	...	...	...	...	...	428 0	14 9	
	Toungoo	...	...	10 10	12 13	...	...	...	...	9 7	...	...	27 0	11 4	
	Shwaygyin	...	...	...	...	...	...	...	...	...	...	...	...	...	
Hyderabad Assigned Districts.	Secunderabad	No return received.													
	Bolarum														
	Chadarghat														
	Amráoti	15 13	...	8 0	10 3	27 3	18 3	...	...	16 0	...	12 0	*	12 0	
	Akola	18 0	...	7 0	9 0	28 0	23 0	...	...	16 0	...	16 0	*	12 0	
	Ellichpur	16 0	9 0	7 0	9 0	25 0	16 0	...	...	13 0	...	10 0	*	10 0	
	Buldana	16 0	...	8 0	12 0	28 0	24 0	...	...	16 0	...	10 0	*	12 0	
	Wun	19 0	...	9 0	11 0	31 8	13 0	...	...	13 0	...	20 0	*	11 8	
	Básim	20 5	...	7 0	11 0	36 5	28 0	...	...	16 10	...	...	*	10 0	
Mysore.	Bangalore	No return received.													
	Kolar														
	Túmkúr														
	Mysore														
	Hassan														
	Shimoga														
	Kadur														
	Chitaldroog														
Coorg	Coorg	10 4	9 12	15 0	18 0	...	...	37 0	...	31 0	...	...	110 0	12 13	
Rajpootana.	Jeypore	12 0	26 8	4 12	9 0	27 8	23 0	...	22 0	26 8	28 8	32 0	120 0	13 8	
	Kishengurh	12 12	28 4	8 0	9 0	30 0	21 4	...	...	29 8	29 0	...	...	16 0	
	Kerrowlee	15 0	23 12	10 10	12 8	23 12	21 4	...	25 0	25 0	...	37 8	200 0	13 2	
	Ulwur	15 4	24 6	8 0	11 8	25 5	19 14	...	20 5	25 1	25 9	34 2	200 0	15 0	
	Bhurtpore (City)	15 6	22 2	7 0	8 4	21 15	18 15	...	14 10	23 9	25 0	24 2	160 0	12 4	
	Ajmere	12 8	24 0	3 0	8 0	28 0	19 0	...	...	27 0	27 0	...	70 0	14 0	
	Deoli Cantonment	16 1	29 7	5 8	9 0	30 0	25 0	...	...	27 6	...	...	230 0	13 8	
	Erinpura	No return received.													
	Sirohee														
	Abu														
	Anadra														
	Bálmere														
	Jeysalmere														
	Hilly Tracts of Meywar	18 0	26 0	...	16 0	...	...	...	...	24 0	38 0	...	†	11 0½	
	Meywar (Oodeypore)	12 1¾	18 12	9 6	10 2¾	23 15½	17 3	...	17 15½	18 5¾	23 15½	9 12½	200 0	12 8	
	Bánswára (Meywar Agency)	18 12	25 0	8 12	16 4	22 8	...	...	...	35 0	37 8	...	...	12 8	
	Partábgarh (,,)	12 8	...	10 0	12 8	26 4	18 12	...	...	23 12	28 12	28 0	...	18 2	
	Marwar (Jodhpore)	No return received.													

* Firewood is sold by head-load, bullock-load and cart-load, and not by weight.

† Ten pies per bundle.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF JANUARY 1887—*concluded*.

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PROVINCES.	DISTRICTS.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	REMARKS.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
RAJPOOTANA—*contd.*	Bikanir	11 0	...	3 9	7 3	...	16 15	...	...	20 6	...	8 8	100 0	14 0	
	Boondee	19 0	32 8	10 0	10 8	32 8	19 0	...	...	34 8	32 8	...	200 0	12 8	
	Kotah	No return	received.												
	Tonk	14 0	27 8	8 8	10 8	30 0	...	...	...	29 0	...	...	90 0	14 4	
	Jhallawar	17 11	19 14	9 7½	11 13	29 6½	19 7½	...	17 11	35 6	32 3	8 15	175 0	11 13	
	Shahpoora	13 12	26 0	9 8	13 8	32 8	25 2	...	...	23 12	...	...	160 0	13 12	
	Dholpur	15 12	22 8	...	9 8	23 10	21 6	...	18 0	24 10	...	30 6	90 0	...	
CENTRAL INDIA.	Indore	16 0	18 8	8 10	10 0	28 3	20 0	*	*	21 13	30 0	12 0	100 0	12 0	
	Gwalior	16 14	19 0	7 4	10 0	22 4	19 8	*	19 0	23 3	19 0	23 3	126 14	11 6	
	Goona	26 2	20 0	10 0	10 6	42 0	18 0	*	*	41 0	45 0	17 0	240 0	12 0	
	Baghelkhand (Sutna)	16 0	26 8	8 0	16 0	23 0	19 0	*	*	22 8	*	29 0	160 0	12 0	

* Not sold.

DEPARTMENT OF FINANCE AND COMMERCE
(Statistical Branch).

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XLIII OF 1886-87.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date,* audited figures have been used as far as possible.

Latest Return received.	RAILWAYS.	Total mean length open.	Receipts for week ending 30th January, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 29th January, 1887. Total.	Per mile open.	Total receipts from 1st April 1885 to 30th January, 1886. Total.	Per mile open per week.	Total receipts from 1st April 1886 to 29th January, 1887. Total.	Per mile open per week.	Total Increase in 1886-87.	Total Decrease in 1886-87.
			R	R		R	R	R	R	R	R	R	R
	Lines worked by Guaranteed Companies.												
5th Feb., 1887	Oudh and Rohilkhand	680	1,26,296	186	686	1,42,433	208	46,34,795	173	54,15,011	183	7,80,216	...
5th ditto	Madras	861	1,56,926	182	861	1,50,235	174	62,93,412	168	66,12,529	177	3,19,117	...
5th ditto	South Indian	654	82,734	127	654	92,509	141	37,68,461	132	41,98,534	148	4,30,073	...
12th ditto	Great Indian Peninsula	1,504	8,13,684	541	1,504	8,20,508	546	2,92,13,002	446	3,20,43,468	491	28,30,466	...
5th ditto	Bombay, Baroda and Central India	461	2,67,225	580	461	2,44,000	529	1,05,95,438	528	1,10,38,024	551	4,42,586	...
	TOTAL	4,160	14,46,865	348	4,166	14,49,685	348	5,45,05,108	305	5,93,07,566	328	48,02,458	...
	State Lines worked by Guaranteed Companies.												
12th Feb., 1887	East Indian	1,515	9,86,938	651	1,515	9,94,515	656	3,85,32,931	584	3,82,76,262	582	...	2,56,669
12th ditto	Patna-Gya	57	8,153	143	57	9,435	165	4,07,048	163	4,38,324	176	31,276	...
12th ditto	Dildarnagar-Ghazipur	12	994	83	12	922	77	38,472	74	38,933	75	461	...
12th ditto	Sindia	75	7,920	106	75	10,152	136	2,98,609	92	3,25,443	100	26,834	...
12th ditto	Rajputana-Malwa (*a*)	1,664	3,69,422	222	1,664	3,56,000	214	1,43,29,214	198	1,49,50,425	207	6,21,211	...
12th ditto	Southern Mahratta	315	25,470	81	532	39,479	74	8,45,347	61	14,80,900	94	6,35,553	...
12th ditto	Indian Midland	...	...	...	42	6,382	152	...	...	1,14,790	63	1,14,790	...
5th ditto	Lucknow-Sitapur-Sihramau.	...	...	...	56	4,126	74	...	...	(*b*)32,392	54	32,392	...
	TOTAL	3,638	13,98,897	384	3,953	14,21,011	359	5,44,51,621	343	5,56,57,469	339	12,05,848	...
	State Lines worked by Government.												
12th Feb., 1887	Eastern Bengal	234	98,091	419	234	1,09,104	466	37,57,927	369	43,95,906	432	6,37,979	...
12th ditto	Nalhati	27	1,532	56	27	1,741	64	64,937	55	69,657	59	4,720	...
12th ditto	Northern Bengal	249	62,885	253	249	54,090	217	19,09,279	176	22,04,466	204	2,95,187	...
5th ditto	Kaunia-Dharla	37	2,787	75	37	1,931	52	1,05,534	65	1,01,933	63	...	3,601
12th ditto	Tirhoot	226	26,556	118	246	28,554	116	10,64,425	108	12,79,923	120	2,15,498	...
5th ditto	Wardha Coal	45	8,607	191	45	19,509	434	4,97,361	254	5,78,249	296	80,888	...
5th ditto	Nagpur and Chattisgarh	149	42,786	287	149	34,077	229	11,08,112	171	10,18,236	157	...	89,876
5th ditto	Burma	327	70,694	216	327	82,528	252	17,13,088	123	19,95,870	160	2,82,782	...
15th Jan., 1887	Cherra-Companyganj	...	...	...	...	(*c*)	...	...	...	(*d*)1,242	6	1,242	...
12th Feb., 1887	North-Western (*e*)	1,869	6,37,478	341	1,989	3,61,611	182	2,43,84,769	299	1,96,46,147	242	...	47,38,622
5th ditto	Bareilly-Pilibhit	36	1,767	49	36	1,874	52	62,697	40	74,627	48	11,930	...
12th ditto	Dacca	86	5,637	66	86	6,559	76	88,868	33	2,19,764	59	1,30,896	...
29th Jan., 1887	Jorhat	30	589	20	30	320	11	29,254	26	33,491	25	4,237	...
12th Feb., 1887	Bilaspur-Etawah (Kutni-Umaria Section)	...	...	...	38	1,818	48	...	...	(*f*)19,176	39	19,176	...
	TOTAL	3,315	9,59,389	289	3,493	7,03,716	201	3,47,86,251	243	3,16,38,687	216	...	31,47,564
GRAND TOTAL (GUARANTEED AND STATE)		11,113	38,05,151	342	11,612	35,74,412	308	14,37,42,980	299	14,66,03,722	298	28,60,742	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	7,41,64,435	154	7,28,92,966	148	...	...
	NET RECEIPTS	...	...	...	...	...	...	6,95,78,545	145	7,37,10,756	150	41,32,211	...
	Assisted Companies.												
12th Feb., 1887	Bengal Central	125	9,551	76	125	10,621	85	4,36,768	80	4,82,603	89	45,835	...
5th ditto	Rohilkhand-Kumaon	67	4,368	65	67	3,663	55	2,06,441	71	2,49,220	86	42,779	...
5th ditto	Dibru-Sadiya (late Assam)	78	6,455	83	78	6,473	83	2,20,643	61	2,81,015	78	60,372	...
12th ditto	Bengal and North-Western	303	33,122	109	376	31,430	84	10,96,527	83	15,50,400	113	4,53,873	...
12th ditto	Tarakessur	22	4,959	223	22	4,599	207	2,02,512	209	1,97,102	204	...	5,410
	TOTAL	595	58,455	98	668	54,786	82	21,62,891	83	27,60,340	105	5,97,449	...
	Native States.												
5th Feb., 1887	Bhavnagar-Gondal	193	16,667	86	193	19,137	99	7,84,584	93	8,07,230	96	22,646	...
12th ditto	Jodhpore	64	3,647	57	64	4,700	73	1,50,014	54	1,81,520	65	31,506	...
5th ditto	Nizam's	121	21,672	179	208	24,990	120	9,64,913	183	12,04,655	133	2,39,742	...
12th ditto	Mysore	140	8,299	59	140	8,193	59	3,71,319	61	3,99,392	66	28,073	...
12th ditto	Rajpura-Patiala	16	2,526	158	16	1,035	65	42,696	61	48,276	69	5,580	...
29th Jan., 1887	Morvi	...	...	...	51	1,475	29	...	...	37,198	29	37,198	...
	TOTAL	534	52,811	99	672	59,530	90	23,13,526	99	26,78,271	92	3,64,745	...

(*a*) Including the Cawnpore-Achnera State Railway.
(*b*) Total Receipts from 16th November, 1886, to 29th January, 1887.
(*c*) Return not received.
(*d*) Total Receipts from 16th June, 1886, to 15th January, 1887.
(*e*) Including the Amritsar-Pathankot State Railway.
(*f*) Total Receipts from 31st October, 1886, to 22nd January, 1887.

R. GARDINER, *Captain, R.E.,*
Offg. Under-Secretary.

FORT WILLIAM,
The 24th February, 1887.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 23rd FEBRUARY 1887.

GENERAL REMARKS.—The week under report has been rainless.

No report has been received from Burma.

The *rabi* harvest which continues in Bombay and Bengal has now extended to the Central Provinces, Berar and Hyderabad. The crops being gathered are wheat, gram, pulses and oil-seeds. In other parts of the country the standing crops still promise well, though injury from frost and blight is reported from places in Bombay, the North-Western Provinces and Oudh, the Central Provinces, Rajputana and Central India, and rust has also appeared. In the Punjab the prospects of the *rabi* are up to the average but rain is much needed throughout the Province.

In Madras rain is generally needed for the standing crops, otherwise prospects are favourable. In Mysore and Coorg the outlook is satisfactory.

The spring rice is under transplantation in Bengal, and the land is being ploughed for the early rice there as well as in Assam.

Poppy is in flower in Bengal where the collection of opium has commenced in places and in the North-Western Provinces and Oudh where the crop is in excellent condition. In Rajputana and Central India the prospects of the crop are fair, though in some places it has been injured by frost.

Indigo sowings have begun in Bengal.

The public health continues satisfactory in all Provinces.

Prices are rising in the North-Western Provinces and Oudh, the Punjab, the Central Provinces and in some States in the Rajputana Agency, and are falling in Coorg. Elsewhere they are generally steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Feb. 22nd)—		
Bellary		Standing crops generally fair, but in parts cotton and wheat affected by nisease and white *cholum* withered. Harvest sugar-cane and dry crops, yield below average. Fever in two and cattle-disease increasing in four taluks.
Kurnool		Standing crops good. Harvest white *cholum*, outturn below average. Fever in four, smallpox and cattle-disease decreasing in three taluks.
Ganjam		Smallpox in one and cattle-disease in two taluks. Cholera exists.
Kistna		Standing crops generally good. Harvest paddy and *varagu*, outturn below average. River 1·5 feet over Anicut. Fever in parts. Cholera slightly increasing in three taluks; cattle-disease decreasing in one.
Chingleput (Madras)		Standing crops indifferent in parts of four taluks owing to want of rain. Harvest wet and dry grains, outturn below average. Fever in one, smallpox in two, and cattle-disease decreasing in four taluks. Slight cholera.
Coimbatore		Standing crops generally good but in parts in want of rain; in one taluk paddy affected by disease. Harvest wet and dry grains, outturn irrigated crops generally above average, rest poor. Fever and smallpox in two taluks.
Tanjore		Standing crops generally good, but in parts indifferent for want of rain. Harvest wet and dry crops, outturn up to average.
Madura		Standing crops withering in parts from want of rain, outturn where harvested unsatisfactory. Smallpox and cattle-disease in one taluk.
Malabar		Third crop cultivation commenced in two taluks. Slight small-pox in nine, fever in three and cattle-disease decreasing in two taluks.
Travancore		Harvest of second crop paddy nearly over. Smallpox and fever prevalent in parts.
		General Remarks.—General prospects tolerably good.
Bombay—(Feb. 23rd)—		
Kurrachee	*Nil*	River at Kotri on 21st 3 feet 6 inches against 4 feet 6 inches on same date last year. Fever in ten talukas. Wheat, red rice, and *bajri* in Karachi 24, 30, and 32, and in Tatta 24, 40, and 38 pounds per rupee, respectively.
Hyderabad	*Nil*	*Kharif* harvesting still continues. *Rabi* cultivation injured by frost in eight talukas. Fever in three talukas. River at Kotri on 21st 3 feet 6 inches against 4 feet 8 inches on same date last year. Prices of grain steady.
Ahmedabad	*Nil*	Reaping of *rabi* crops commenced in some talukas. Public health good. Wheat 28 and *bajri* 32 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Baroda	*Nil*	Public health good. Smallpox in the Kathor taluka of the Navsari division. Cotton, sugarcane, wheat, gram, tobacco, and other crops suffered in almost all the talukas from severe cold in Navsari and Kadi divisions. *Bajri* 32, wheat 18, and rice 24 pounds per rupee.
Surat	*Nil*	Standing crops injured by frost. Fever in Bardoli and Mandvi talukas. *Jowari* 40 and *nagli* 46 pounds per rupee.
Nasik	*Nil*	Weather getting warm. Reaping of *kharif* crops completed. *Rabi* crops damaged in places by the late excessive cold. Public health generally good. Wheat 25⅞, *bajri* 36$\frac{20}{40}$, and rice 20$\frac{32}{40}$ pounds per rupee.
Colaba (Bombay)	*Nil*	Abnormal temperature 2° warm on 15th and from 20th to 22nd, 3° warm on 16th and 19th, and 4° warm on 17th and 18th. Vapour in air slightly in excess of normal on all days, except 22d when it was normal. Abnormal wind south-easterly from 15th to 20th, and normal on all other days.
Poona	*Nil*	*Rabi* crops slightly injured by blight in places in Sirur, Purandhar, Bhimthadi, and Haveli talukas. In the rest they are doing well. Reaping of *rabi* in progress. Public health generally good. *Bajri* 44¾ and *jowari* 58¾ pounds in the district, and *bajri* 31⅝ and *jowari* 47⅜ pounds per rupee in Poona City.
Ahmednagar	*Nil*	Reaping of *jowari*, wheat, and gram in progress. Wheat and gram are indifferent, while linseed and *kardi* are almost destroyed. Weather fair. *Bajri* 56 and *jowari* 64 pounds per rupee.
Sholapur	*Nil*	Reaping of *kharif* and *rabi* crops in progress. Public health good. *Jowari* 66¼ and *bajri* 56 pounds per tupee.
Dharwar	*Nil*	Harvesting of wheat and gram in progress. Exotic cotton blighted in seven talukas. Scarcity of fodder in Navalgund. Public health generally good. Rice 25⅛ and *jowari* 59¼ pounds per rupee.
Kanara	*Nil*	Slight fever in three talukas. Common rice in Karwar and in district average 13 seers per rupee.
Rajkot	*Ni*	Weather cold in the morning. Harvesting of wheat and cotton-picking in progress. Measles in some parts of Halar. Wheat 24, *bajri* 24, and *jowari* 33 pounds per rupee.
		General Remarks.—Reaping of late *kharif* and *rabi* crops going on in eleven districts. The condition of standing crops remains unchanged. Scarcity of fodder in one taluka of Dharwar. Fever in parts of ten, cattle-disease in parts of six, and smallpox in parts of four districts.
Bengal—(Feb. 23rd)—		
Chittagong (Feb. 22nd)	*Nil*	Weather seasonable. Winter crops doing well. Prices stationary. Public health generally good.
Dacca	*Nil*	Prospects good. Mustard being gathered. Pressing of sugarcane continues. Planting of *boro* rice going on. Public health generally good.
24-Pergunnahs	*Nil*	Weather seasonable. Prospects of winter crops satisfactory. Sugarcane still being cut. Public health has improved.
Khoolna	*Nil*	Weather cool. *Aman* harvest nearly over; outturn good. Prospects of winter crops good. Transplanting of *boro* rice continues. Public health good.
Moorshedabad	*Nil*	*Aman* still being gathered in some parts. Prospects of *rabi* favourable.
Pubna	*Nil*	Prospects of *rabi* good. Public health generally good.
Dinagepore	*Nil*	Weather fine and warm. State of *rabi* crops good. Cholera reported from Berail outpost. and cattle-disease from Hemtabad.
Rungpore	*Nil*	Weather getting warm. Harvesting of sugarcane and mustard nearly finished. Other winter crops doing well. Land being ploughed for jute and *aus*. Public health good.
Midnapore	*Nil*	Yield of *rabi* crops slightly short. Cultivation of *boro* rice progressing. Public health normal.
Burdwan	*Nil*	Harvesting of *rabi* crops continues favourably; outturn good. Public health fair.
Bhagulpore	*Nil*	Prospects generally satisfactory, but prevalence of blight reported from places. Sugarcane being pressed. Public health good.
Monghyr		Poppy prospects continue fair. Collection of opium commenced in a few places.
Purneah	*Nil*	Prospects of crops good. Mustard being reaped. Rivers low. Health of people and cattle fair.
Durbhanga	*Nil*	*Rabi* prospects continue favourable. Wheat and barley coming into maturity. Mustard and peas being gathered. Poppy in flower. Prices slightly rising. Public health generally good.
Mozufferpore		Poppy doing well; the crop is well advanced and promises a good outturn.
Sarun		Prospects of poppy good. Weather favourable.
Chumparun	*Nil*	*Rabi* prospects continue favourable. Poppy plants flowering. Prices stationary. Public health fair.
Patna	*Nil*	Prospects of *rabi* and poppy continue fair. Mustard and peas being gathered. Wheat and barley in ear. Public health generally good.
Gya	*Nil*	Rice harvest good. *Rabi* crops fair. Poppy late. Public health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal.—*contd.*		
Shahabad . . .	. . . .	Weather favourable to poppy, and if it remains steady for a fortnight, prospects will improve.
Hazareebagh . .	*Nil*	Weather seasonable. *Rabi* crops in excellent condition. Mustard being reaped. Sugarcane being pressed. Poppy heads being lanced. Cattle-disease still prevalent. A few cases of smallpox reported from Kasmar thana.
Cuttak . . .	*Nil*	Weather fair. *Dalua* rice growing well. Prospects of wheat and tobacco good. Price of rice rising. Public health good.
		General Remarks.—No rain during the week. Cold weather is coming to an end. *Rabi* crops are generally doing well. Harvesting of pulses, oilseeds and sugarcane continues with good outturn. Poppy is in flower; it is backward south of the Ganges, but it is generally expected to be a fair crop. *Boro* paddy is being planted out. Indigo sowings have begun. Ploughing for early rice and jute goes on. General health is good.
N.-W. Provinces and Oudh—(Feb. 23rd)—		
Benares (Feb. 22nd)	. . . .	Weather clear and seasonable. *Rabi* prospects continue favourable, but some crops have suffered in places by frost and blight. Poppy plant in excellent condition. Prospects very good. Sugarcane-pressing continues; outturn average. Supplies ample. Prices generally steady. Some cases of cholera have occurred in the city, otherwise the public health is good. No cattle-disease in district.
Gorakhpore („ 21st)	. . . .	Weather cloudy. *Rabi* looking well. Reaping of rape seed in progress. Prices stationary. Health fair.
Fyzabad („ 22nd)	. . . .	Weather favourable. *Rabi* crop nearly ripe. High prices continue owing to export. Poppy crop promising. Health good.
Lucknow („ 21st)	. . . .	Summer setting in. Owing to frost an eight-anna crop in gram, peas and *arhar* expected in Tahsil Malihabad, the extent of injury in other tahsils has not yet been ascertained. Poppy in flower and healthy. Sugarcane being pressed. Supplies ample. Prices still rising. Health of people good as well as the condition of cattle.
Rai Barelli („ „)	. . . . .	Weather clear and seasonable. Wind westerly. Injury to *rabi* crops from frost and blight, otherwise the prospects are favourable. Markets well supplied. Prices rising. General health and condition of cattle good.
Pertabgarh („ 22nd)	. . . . .	Weather clear. Wind westerly. Wheat and barley nearly ripe. Peas being cut. Prospects of poppy crop generally good. Prices stationary. No sickness.
Allahabad („ „)	*Nil*	Weather getting hotter. Crops generally doing well. Wheat and barley ripening. Markets full. Prices show a tendency to rise. Health good.
Cawnpore („ „)	. . . . .	Weather seasonable. *Rabi* in flourishing condition. Poppy in flower and free from disease. Prices steady.
Banda („ „)	*Nil*	Slight injury to crops in parts from frost and rust. Prices stationary. Public health and condition of cattle good.
Farakhabad („ „)	*Nil*	*Rabi* crops progressing well except the injury done to *arhar*, peas and gram by frost last week. Markets well supplied. Prices stationary. Health good.
Sitapur („ „)	*Nil*	Weather clear. Prospects of *rabi* crops continue good except gram, peas and *sarson*, which have suffered from frost and blight. Poppy crops continue satisfactory. Prices rising. Health good.
Bareilly („ „)	. . . .	Crops promising well. Markets steady. Health of men and cattle good.
Ballia („ 21st)	. . . .	Weather clear and seasonable. *Rabi* crops in good condition. Cane-pressing going on. Supplies ample. Prices stationary. General health good.
Kumaon („ 22nd)	. . . .	Weather fine. *Rabi* crops making good progress. Prices stationary. General health good. Cattle-disease on decrease.
Agra („ 21st)	*Nil*	Weather clear. Irrigation going on. Prices steady. Health good.
Jhansi („ „)	. . . .	Weather bright and clear. Crops doing well. Poppy in flower and looks healthy. Supplies ample. Health good.
Meerut („ 22nd)	*Nil*	High westerly wind drying the wheat, rust also reported. All prices rising. Health good.
		General Remarks.—Weather getting warmer. Injury to crops from frost and blight reported in several districts, but *rabi* prospects continue favourable. Poppy plants are in good condition. Sugarcane-pressing in progress. Supplies are sufficient though prices are rising. Public health good.
Punjab—(Feb. 23rd)—		
Delhi (Feb 22nd) .	. . . .	Health good. Prices still rising. *Rabi* prospects good.
Hissar . . .	. . . .	Rain much wanted. Health good. Prices rising.
Umballa . . .	. . . .	Health good. Prices rising. *Rabi* crops flourishing.
Jullundur . . .	. . . .	Rain much wanted. Health good. Prices rising. *Rabi* prospects average.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Amritsar . . .	. . . .	Health good. Prices stationary. *Rabi* crops somewhat damaged by frost and want of rain.
Ferozepore . .	. . . .	Health good. Prices rising. *Rabi* crops withering for want of rain.
Lahore . . .	. . . .	Health good. Prices rising. *Rabi* prospects becoming worse for want of rain.
Rawalpindi . .	·10	Health good. Prices rising. *Rabi* prospects average.
Shahpur . . .	. . . .	Health good. Prices high and rising. *Rabi* crops suffering for want of rain.
Multan . . .	. . . .	Rain urgently required. Health good. Prices rising. *Rabi* prospects fair.
Dera Ismail Khan .	. . . .	Health fair. Prices rising.
Peshawar . . .	. . . .	Rain much needed. Health good. Prices fluctuating. *Rabi* prospects average.
		General Remarks.—Slight rain in the Rawalpindi district. Health generally good. Prices of food-grains rising. Crop prospects average. Rain much needed.
Central Provinces—(Feb. 23rd)		
Nagpore . . .	. . . .	Weather warm. *Rabi* harvest in progress. Fever and cattle-disease continue. Prices stationary.
Jubbulpore . .	. . . .	Weather cloudy. Some damage caused to wheat, linseed, and gram by recent frost. Health fair. Prices high.
Saugor (Feb. 22nd)	. . . .	Wheat and linseed damaged in places by blight, and pulses by frost. Health good. Prices rising.
Seoni	. . . .	Weather clear and cool. Reaping of pulses commenced. Health good. Prices steady.
Hoshangabad . .	. . . .	Linseed injured by red rust; wheat favourable. Health good.
Khandwa . . .	. . . .	Weather getting hot. Prospects unchanged. Cutting of wheat and gram commenced. Health good. Prices stationary.
Raipur . . .	. . . .	Weather warm. Linseed and pulses being cut. Slight smallpox and cattle-disease. Prices rising.
Bilaspur . . .	. . . .	Pulses being harvested. Wheat and gram doing well. Cattle-disease in places. Prices stationary.
Sambalpur . . .	. . . .	Days hot, nights cold. Sugar-making in progress. Health good.
		General Remarks.—Weather clear and becoming warm. Prospects continue generally favourable. Prices are reported to be rising in some districts. Fever and cattle-disease in places.
Assam—(Feb. 23rd)—		
Gauhati . . .	*Nil*	Weather seasonable, but getting warm during the day. Public health fair. Crushing of sugarcane and ploughing of land for *ahu* in progress. Prospects of crops good.
Sylhet . . .	*Nil*	State and prospects of the crops good.
Cachar . . .	*Nil*	Weather getting warm. Reaping of mustard crop finished. Ploughing for *dumahi* crops progressing. Common rice 14 seers per rupee. Five deaths from cholera from Sadr, and one from Katigora reported.
Dibrugarh . . .	·43	Weather seasonable. Pressing of sugarcane and ploughing for *ahu* progressing. Public health fair.
Mysore and Coorg—(Feb. 23rd)		
Bangalore . . } Mysore . . }	. . . .	Standing crops in good condition except in parts of the Chitaldrug district where they are affected by disease. Coffee crop reported to be light in the Kadur district. Prospects of season favourable. Public health good. Prices risen slightly in the Tumkur district.
Mercara . . .	. . . .	Prospects continue good. Slight rise in prices.
Berar and Hyderabad—(Feb. 23rd)		
Amraoti . . .	. . . .	Weather getting warm. *Rabi* crops being gathered. Wheat 20 and *jowari* 28 seers per rupee.
Akola . . .	. . . .	Weather clear but getting warm. Wheat is being gathered. Threshing of linseed and gram in progress.
Hyderabad . .	*Nil*	*Tabi* crops prospering; *rabi* crops continue to be reaped. General health fair. Prices—wheat 13½, coarse rice 12, white *juar* 19, yellow *juar* 21, and *tur* 14 seers per current sicca rupee.
Central India States—(Feb. 23rd)		
Indore . . .	. . . .	Weather warm and clear.
Morar (Gwalior) . .	. . . .	Health and prospects good. Weather getting warmer.
Neemuch . . .	. . . .	Weather getting warmer. Prices rising. Health good.
Goona . . .	. . . .	Health and prospects good.
Sutna . . .	. . . .	Health and prospects good.
Agar . . .	. . . .	Health good. Opium prospects fair.
Sehore . . .	. . . .	Weather warm. Prospects of opium and other crops fair.
Nowgong . . .	. . . .	Weather cold. *Rabi* prospects fair. Health good. Prices steady.
Bhopawar . . .	. . . .	Crops good. Opium partially suffered from frost. Weather cloudy and hot. Health good. Prices steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana—(Feb. 23rd)—		
Abu (Feb. 23rd)	*Nil*	Weather warmer. Health good. Prices rising.
Sirohi („ 21st)	*Nil*	Wells and health good. Crops much damaged by frost. Weather fine.
Marwar („ 20th)	*Nil*	Tanks half full. Health and crops good. Cold disappearing fast. Prices slightly risen.
Pertabgurh („ „)	*Nil*	Tanks low. Health good. Prices—wheat 12½, *makai* 26½, and gram 25 seers per rupee.
Meywar („ 21st)	*Nil*	State of tanks and wells unchanged. Crops greatly damaged by frost. Health good. Prices rising. Weather fine and growing warmer.
Harowti („ 19th)	*Nil*	Weather getting warm. Health good. Prospects fair.
Jhallawar („ 21st)	*Nil*	Health and prospects good.
Kotah („ 19th)	*Nil*	General health good. Weather seasonable. Prices stationary.
Ajmere („ 22nd)	*Nil*	Weather warmer. Crops, especially poppy cultivation, injured by frost. Cattle-disease still prevalent in some parts of Merwara. Wheat 23, barley 46, gram 48 pounds per rupee.
Jeypore („ „)	*Nil*	Crop prospects unchanged.
Bhurtpore („ „)	*Nil*	Crop prospects and health good. Weather bright.
Ulwur („ „)	*Nil*	Health good. Crops slightly injured by frost.
Kherwara („ 21st)	*Nil*	State of tanks and wells unchanged. Crop prospects fair. Health good. Chest affections disappearing. Weather somewhat cloudy and much warmer.
Bikanir („ 19th)	Slight rain in three districts.	Prices rising. Health good.
Nepal—(Feb. 17th)—		
Katmandu (Feb. 18th)	*Nil*	The extreme cold is at an end and everything betokens the nearness of spring weather. Prospects fair. Prices high.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India of the Week ending 19th February 1887.

The settled weather which prevailed over India during the preceding week has continued throughout the past week. Over the whole country the barometer has been high. The excess was least in Burma, but even there amounted to over one-twentieth of an inch, while in the west of the Punjab it was over one-sixth. In Northern India, excluding Assam, the barometer varied between 30·15 inches and 30·40 inches, and in no part of India did it fall below 30 inches. With such high pressures there was an entire absence of any cold weather disturbance. The pressure decreased steadily from the north-west to a region of minimum pressure along the west coast and over the south of the Bay of Bengal.

The winds were strongly anti-cyclonic, *viz.*, blowing steadily from north-west down the Gangetic plain, from north-east in the Central Provinces, and from some easterly point in the Peninsula. The winds were everywhere very dry and the humidity of the air was much below the average.

The general absence of cloud, together with the increased power of the sun, has caused a rapid rise of temperature. The mean of this week being between 3° and 10° higher than that of last week and, as a rule, somewhat above the average of the season, though in Behar, Northern Bengal, Mysore and British Burma it is still slightly below it and in the Carnatic exactly normal. The greatest excess is in Guzerat where it amounts to over 7°. The maximum day temperatures have steadily increased in the Punjab; on the 19th they generally exceeded 80°; readings of 90° and upwards which, during the preceding week, were restricted to the Peninsula stations, have been recorded in the Central Provinces, Orissa and Guzerat.

The rainfall of the past week has been of the slightest. Showers of rain occurred at Quetta and Jacobabad on one or two days, at Murree a very slight fall of snow or rain was reported on the 13th and an equally slight fall at Sibsagar on the 17th; but with these exceptions, as far as the telegraphed reports show, not a drop of rain fell throughout India during the week. The following table shows for a few representative stations the progress of the present season's rainfall. The first column giving the amount of rainfall from November 1st, 1886, to February 19th, 1887, the second the normal rainfall for that period, and the third the difference:—

Stations.	Actual rainfall since 1st November 1886.	Average rainfall since 1st November.	Difference.
Multan	0·64	0·74	—0·10
Peshawar	0·83	3·71	—2·88
Murree	7·11	5·10	+2·01
Rawalpindi	3·91	5·55	—1·64
Lahore	0·56	1·99	—1·43
Simla	7·20	3·40	+3·80
Delhi	2·40	1·92	+0·48
Masuri	7·63	6·27	+1·36
Roorkee	2·99	3·64	—0·65
Meerut	2·68	2·26	+0·42
Bareilly	3·30	2·07	+1·23
Agra	1·06	1·07	—0·01
Lucknow	1·04	1·28	—0·24
Allahabad	4·31	1·25	+3·06
Darjeeling	2·43	1·81	+0·62
Calcutta	1·49	2·18	—0·69

The general result is similar to that shown in last week's summary. Except at Delhi and on the hills, there is a general deficiency of rain in the Punjab, while in the North-Western Provinces, excepting Roorkee, Agra and Lucknow, there is an equally general excess—most marked at Allahabad.

The following table gives the anomalies of pressure, temperature and humidity for the week, the means being compared with the normals of the month with which, in the present instance, they are directly comparable:—

Districts.	Departure of Barometer from mean, February 13th—February 19th.	Departure of Temperature from mean, February 13th—February 19th.	Departure of Humidity from mean, February 13th—February 19th.	Total Rainfall in week, February 13th—February 19th.
	In.	°		
Punjab, West	+·174	+3·3	−12	0·05(1)
„ East	+·141	+2·8	−19	...
N.-W. Provinces—Trans-Gangetic	+·122	+1·9	−16	...
„ Cis-Gangetic	+·149	+2·2	−12	...
Behar	+·108	−0·6	− 3	...
Northern Bengal	+·094	−0·8	+ 3	...
Assam—Cachar	+·095	+0·6	− 1	0·07(2)
Lower Bengal—Chutia Nagpur	+·117	−0·6	−15	...
Orissa—Northern Circars	+·101	+0·1	−11	...
Central Provinces, South	+·145	+1·5	−11	...
Berar—Khandesh	+·124	+4·2	−12	...
Rajputana, Central India—Saugor and Narbudda	+·138	+1·6	− 8	...
Sind—Cutch	+·144	+2·8	− 6	0·07(3)
Guzerat	+·094	+7·4	− 8	...
Konkan	+·109	+3·3	− 9	...
Deccan—Hyderabad	+·119	+1·7	0	...
Malabar	+·082	+0·4	−21	...
Mysore—Bellary	+·115	−1·2	− 4	...
Karnatic	+·105	0	− 4	...
British Burma	+·054	−0·4	− 4	...
Ceylon	+·065	+2·3	−18	...

(1) Murree only. (2) Sibsagar only. (3) Jacobabad only.

Simla, 22nd February 1887.

W. L. DALLAS,
for *Meteorological Reporter to the Govt. of India.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

SUMMARY OF THE WEATHER REPORT FOR JANUARY 1887.

Extract from the Proceedings of the Government of India, in the Revenue and Agricultural Department (Meteorology) No. 32 Met.—24-2, dated Calcutta, the 25th February 1887.

Read the following:—

Summary of the Weather Report for January 1887.

In December a temperature lower than usual was restricted to the North-West Himalaya and the Western Punjab. In January it extended to the whole of North-Western and a large portion of Western India, also to Bengal (excepting Orissa) and parts of Burma. Throughout North-Western India, but more especially on the Himalayas, as far east as Sikkim, the abnormal depression of temperature was very great, *viz.*, more than 6° below the average at Darjeeling, 4° at Ranikhet, 5° at Chakrata, and over 7° at Simla and Murree. In the North-West Himalaya, the month has been the coldest, during at least the last ten years, not excepting January 1877. The cold was also unusually severe on the plains of North-Western India, (comprising the Punjab, the Upper Gangetic plain, Rajputana, Sind and Guzerat), the mean temperature of the month being from 1½° to 5° below the average. In Bengal, Assam, and in parts of Central India and Burma, the deficiency of temperature ranged from 1° to 2°, except locally, at Purneah, Dacca, and Toungoo, where it amounted to 3° or 4°.

The lowest temperatures of the month in North-Western India were those recorded between the 15th and the 22nd; when a temperature of 30° was registered at Dera Ismail Khan, 31·5° at Peshawar, and 32° at Rawalpindi. In tropical India, the temperature at most stations was slightly in excess of the average.

The barometer was subject to rapid and frequent oscillations. The mean pressure of the month was everywhere greatly below the average. On the Himalaya and in Eastern Rajputana and Central India, the abnormal depression averaged one-tenth of an inch. In the neighbourhood of Bombay and at the mouth of the Godavery, where it was least, it amounted to four hundredths.

The month began with very cloudy weather in Beluchistan, on the plains of the Punjab and the North-West Himalaya, and this soon extended to the south and east. The weather remained more or less unsettled in the Punjab, and a large portion of Rajputana and the North-West Provinces, up to the 20th of the month. Twice or thrice, indeed, the skies cleared for a short interval, only to be again obscured. During the last ten days, the weather was finer in North-Western India, and interrupted only on the 24th and 25th, when some cloud again appeared; and on the 28th, when the skies became overcast over a large portion of the Punjab. Less thickly, the cloud extended to Bengal and Central India, and several rather heavy showers of rain fell in those regions. These periods of unsettled weather in Bengal were owing to the eastward movement of small disturbances, which appeared, from time to time, in Sind and the Southern Punjab, and thence travelled across Central India to Bengal. With one exception, all these depressions were, as they generally are, small, but they were more numerous than usual in this month. The largest appeared on the evening of the 17th, when the barometer fell rapidly throughout North-Western

India and continued falling for three days; so that, on the 20th, the barometric readings in North-Western India were some of the lowest on record at this time of year. In the Punjab, they were on an average 0·30″ below the normal pressure of the month, and on the North-Western Himalaya even more so. The difference was not much less in the North-West Provinces and Central India.

January was a damp month in North-Western aad Central India. On the 4th, about 1 inch rain fell at Delhi, and a few showers in the adjacent districts of the Gangetic plain. During the next few days, the rainfall extended first to the more eastern districts of the North-Western Provinces, Central India, and Behar, and lastly to South and East Bengal. Snow began to fall on the North-West Himalaya on the 10th, and was repeated, with only two or three short intervals of comparatively fine weather, up to the end of the third week of the month. On the 25th and 29th, there were further falls, but these were very light. In Sikkim, 5 inches of snow fell on the 20th, and a little also on the 21st. As is usual, rain fell simultaneously on the plains of the Upper Provinces, and frequently extended to Central India and Bengal. The heaviest falls of snow took place on the 14th and 20th; especially the former, when the snow lay to a thickness of about 9 inches in the central parts of Simla. A large quantity of rain preceded the snowstorm.

Notwithstanding the prevalence of cloudy and rainy weather in Northern India, on the mean of the whole month, the rainfall was more or less below the average, in all the districts of the Punjab, West of Lahore, except Sialkot, where this average was slightly exceeded. In the Eastern Punjab, Sind, Rajputana, the North-West Provinces (excepting Oudh), Bengal, Assam, and parts of Central India, the fall was excessive; especially so at Saugor, Sutna, and Jubbulpore. On the North-West Himalaya, it was a little less than double the average of the month. On the other hand, Guzerat, the Nerbudda Valley, the peninsula and Burma were rainless throughout, or nearly so, while in Ceylon there was a considerable deficiency.

It may be interesting to institute a rough comparison between the rainfall of the present month and that of the corresponding period of some of the previous years. With this view, the following table, showing the rainfall in North-Western India during the January of five years in parallel columns, has been drawn up:—

TABLE A.

NAMES OF DIVISIONS.	Average rainfall in January.	Mean actual rainfall in January 1877.	Mean actual rainfall in January 1878.	Mean actual rainfall in January 1883.	Mean actual rainfall in January 1885.	Mean actual rainfall in January 1887.
Punjab, West	1·39	2·05	0·69	2·93	3·53	1·07
Do. East	1·47	1·62	1·13	2·89	4·72	2·69
N.-W. P., Trans-Gangetic	1·38	2·88	2·19	3·52	3·10	2·76
Do. Cis-Gangetic	0·60	0·80	1·40	2·22	0·62	1·21

A glance at this table will show that in most or all the provinces enumerated the rainfall of each of these five years was greatly above the average. In the first three years, there was a more or less prolonged suspension of the summer rains in Northern India; but in 1885, when, as will be seen from the above table, the rainfall of January was even heavier than in any other of the five years, there was a considerable retardation of the rains on the Bombay side but not in the Upper Provinces. It is, therefore, premature to say anything about the probable character of the coming rains.

The following table shows the amount of rain and the difference from the average during the month of January 1887, according to districts as far as is indicated by the telegraphic reports:—

DISTRICTS.	No. of stations.	Average rainfall for January.	Difference from the average in January 1887.
Punjab, West	7	1·39	—0·32
Do. East	4	1·47	+1·22
North-Western Provinces, Trans-Gangetic	9	1·38	+1·38
Do. do. Cis-Gangetic	3	0·60	+0·61
Behar	2	0.66	+0·67
Northern Bengal	2	0·52	+1·69
Assam, Cachar	3	0·67	+1·09
Lower Bengal, Chutia Nagpore	6	0·39	+1·14
Orissa, Northern Circars	6	0·30	—0·06
Central Provinces, South	7	0·48	+0·61
Berar, Khandesh	2	0·47	—0·23
Rajputana, Central India	8	0·38	+1·06
Saugor and Nerbudda			
Sind, Cutch	4	0·27	+0·40
Guzerat	3	0·06	—0·06
Konkan	4	0·36	—0·36
Deccan, Hyderabad	5	0·13	—0·13
Malabar	4	0·39	—0·39
Mysore, Bellary	4	0·37	—0·37
Carnatic	6	0·72	—0·71
British Burma	6	0·12	—0·06
Ceylon	1	3·04	—0·71

RUCHI RAM SAHNI,
2nd Assistant Meteorological Reporter to the Government of India.

SIMLA,
The 5th February 1887.

I am quite of the opinion expressed in the foregoing summary, *viz.*, that it is premature to form, still more to enunciate, any judgment on the probable character of the monsoon rains; there are certainly no facts before us so far, to justify either a dismal or cheerful prognosis of the coming season.

H. F. BLANFORD,
Meteorological Reporter to the Government of India.

CALCUTTA,
The 9th February, 1887.

RESOLUTION.—Resolved that the summary be published in the Supplement to the *Gazette of India*.

E. C. BUCK,
Secretary to the Government of India

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The Gazette of India.

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Telegraph.

ADMINISTRATION REPORT OF THE INDO-EUROPEAN TELEGRAPH DEPARTMENT FOR THE YEAR 1885-86.

No. 56T., dated Fort William, February 25, 1887.

Read—

Letter from the Director-in-Chief, Indo-European Telegraph Department, No. 239, dated 22nd September 1886, and its enclosure, the Report for 1885-86.

OBSERVATIONS.—The Capital Account of the Department was increased by about £1,000, and stood at the close of the year under review at £1,129,975-15-5.

2. There was a satisfactory increase in the traffic receipts of the Department, the revenue of the year under review having been £101,115 against £91,706 in the previous year. The total receipts, however, amounted to only £101,928, against £93,693 in the previous year, there having been a falling off of over £4,000 in the miscellaneous receipts.

3. The transactions of the year resulted in a net loss of £60,079, notwithstanding the large increase in revenue. This heavy loss was due mainly to the renewal during the year of one of the Jask-Bushire cables; it was also to a small extent due to an increase in the ordinary expenditure of the Department.

A

4. The original cables and the land lines in connection with them were very costly, and although the prospect of a fair return on the Capital outlay is not to be anticipated, the lines have proved of great value, and the Department has rendered good and valuable service to the State.

5. Apart from the extraordinary expenditure on renewals, the cost of maintenance and working is however very high, and the possibility of reducing it requires early and careful consideration. This matter is being separately dealt with by the Government of India and need not be further noticed here.

6. The ordinary expenditure of the year shows an increase under every head except those of Stores, Profit and Loss, and Royalty; no clear explanation is given of the reasons in each case, but it appears from the report that the principal causes of the excess were an exceptionally severe winter on the Persian Section and an accident to the cable steamer, which necessitated the chartering of another steamer to undertake repairs to the cables.

7. The duration of total interruptions to traffic was nearly fifty per cent. longer than in the previous year; but it may be anticipated that the laying of the new cable between Jask and Bushire, which was successfully accomplished during the year, will reduce the difficulties of keeping communication open. The duration of partial interruptions was less by sixteen per cent.

8. The percentage of errors was higher and the speed of transmission was less than in the previous year; these are explained to be partially due to pressure of traffic during interruptions in the Red Sea route. The complaints from the public too were considerably more numerous, but it is stated that of the increase, a considerable number had reference to defects outside the departmental system.

9. The Government of India trusts that in all these points the report for 1886-87 will show a marked improvement.

ORDER.—Ordered, that a copy of this Resolution be forwarded to the Director-in-Chief, Indo-European Telegraph Department, for information and guidance.

Also, that copies of the Report and Resolution be forwarded to the Department of Finance and Commerce, the Military (Marine), Home and Revenue and Agricultural Departments, for information.

Also, to the Government of Bombay, and to the Director General of Telegraphs in India, for information.

Ordered further, that the Report and the Resolution be forwarded to the Secretary of State for the information of Her Majesty's Government, and published in the *Gazette of India*.

G. F. L. MARSHALL, *Major, R.E.*,
for *Secretary to the Govt. of India.*

No. 239, dated 22nd September 1886.

From—Colonel J. U. BATEMAN-CHAMPAIN, R. E., Director-in-Chief, Indo-European Govt. Telegraph Dept., London,

To—The Secretary to the Government of India, P. W. Dept.

ADMINISTRATION REPORT, 1885-86.

I have the honour to forward, for the information of the Government of India, the following account of the administration of this Department during the year 1885-86. It will be, I presume, convenient to follow the system of classification adopted in my previous Reports, and to arrange the several subjects in the usual order. The first being—

CAPITAL.

Capital.

2. The Capital of the Indo-European Telegraph Department which, in the Parliamentary Accounts, stood at £1,128,952-15-9 at the close of 1884-85, was increased by about £1,000 during 1885-86, and appears at the close of 1885-86 as £1,129,975-15-5. This increase is owing to works executed by the Public Works Department and to variation in Suspense balances. See Appendix A.

REVENUE.

Increase of receipts.

3. The Receipts of the Indo-European Telegraph Department for the year 1885-86 reached the satisfactory total of £101,115, showing an increase of £9,409 on those of the previous year. The increase was partly due to the development of ordinary Indian traffic, and partly to the extra traffic occasioned by the Afghan Commission and the operations in Burmah.

4. The ordinary expenditure debited against the Department for 1885-86 was £85,638-5-6, or somewhat more than that for the previous year, after making allowance for the drawback of £15,337-12-0 from that year's expenditure, made in adjustment of an outstanding Store balance on a change in our system of Accounts.

Cost of new cable charged to Revenue.

5. In addition to the ordinary expenditure, the total cost of the manufacture, shipment and laying of a new cable between Jashk and Bushire was debited against the Department in the Accounts for 1885-86. Were it not for this extraordinary charge there would have been a profit of £16,290 on the year's working.

Details of some of the expenditure.

6. The increase in the ordinary expenditure for 1885-86 occurred in the following items:—

	More. £	Less. £
Repairs	1,811	...
Establishments	1,652	...
Tools and Plant	1,739	...
Cable Steamer	1,598	...
Stores	...	431
Profit and Loss	...	36
Advertising and Agencies	94	...
Chief Direction and London Office	241	...
Royalty for Brown Allan Relay	...	100
Instruments for presentation to Ottoman Administration	542	...
	7,677	567
Net increase	7,110	

Further details will be found in Appendix B.

LINES, MAINTENANCE AND REPAIRS.

Line between Teheran and Koom.

7. Referring first to the Persian Section from Teheran to Bushire, I may remind you that in my last year's Report I described the shifting of about 100 miles of our line between Teheran and Koom to the new post road further to the west. This road was designed for wheeled traffic, and bridges were constructed by Persian engineers over the several streams. Heavy

Damage to new post road.

rains in the spring of 1885 swept away all these bridges but one, and during the wet weather it was difficult for our line guards to patrol the new route.

Old road now impassable.

The old one, I may observe, is now completely impassable owing to the bursting of a dyke on one of the most important neighbouring streams, so

that a lake at least 20 miles across now bars the way. It is to be hoped that the Persian authorities may take immediate steps to repair the broken bridges on the new line. A somewhat similar accident to a dyke in the south of Persia, near the tomb of Cyrus, has flooded a considerable tract of country and will oblige us to shift some 5 miles of our line to higher ground.

Effect of floods near Cyrus' tomb.

8. The winter of 1884-85 was, it will be remembered, unusually severe, but that of 1885-86 was far worse. The first violent snowstorm in the south of Persia began on Christmas night and caused a total interruption of the wires between Sivand and Dasht Arjin which lasted 167 hours. The second storm was on the 5th January and stopped the working for 172 hours. Major Wells, the Acting Director, describes in vivid language, the courageous efforts of the Inspectors and Line Guards to restore the communication. The risk to life in crossing snowdrifts is great, and the privations which must be endured, when, after struggling in a bitterly cold temperature all day, the nights have to be passed in some wretched hut or even cave, with barely enough fuel and food to support life, can scarcely be imagined. It was after a week of such work that Mr. Hamilton, clerk at Dehbeed, formerly a Sergeant of Royal Engineers, died from inflammation of the stomach brought on by cold and exposure. His devotion to duty cost him his life, and I have in a former letter submitted the case of his widow and children for the favourable consideration of the Government of India.

Severe snowstorms in 1885-86.

Risks incurred in repairing line.

Sad death of Mr. Hamilton.

9. A few instances of wilful damage occurred in the neighbourhood of Borazjoon. The culprit was the local Governor himself, who has since been ejected from his post, not without bloodshed. Major Wells praises the conduct and coolness of Mr. Arshak Malcolm, our local clerk, during the rather critical days when the troops from Bushire were advancing against the Borazjoon Chief. Mr. Malcolm remained at his post, and by his personal influence and courage saved our office and wires from injury by either party. I should add that the original damage to our line was not done from enmity to the telegraph, but was merely one of the Borazjoon Chief's little ways of indicating hostility to the superior Government of Shiraz. All sums due by the Persians on the wilful damage account were recovered during the year through Her Majesty's Legation.

Wilful damage near Borazjoon.

Mr. Malcolm, the Telegraph clerk at Borazjoon.

10. With regard to Persian Gulf lines, maintenance, and repairs I may state briefly that a new gutta-percha cable was laid between Bushire and Jashk during the year under report. The operations have been so recently described in my letter to you from Karachi, No. 904 of the 1st December 1885, and again at greater length and in complete detail in Sir Henry Mance's Scientific Report sent you on the 18th August, that it is not necessary for me to here repeat what is there written.

New cable, Bushire and Jashk.

Reference to previous reports of operations.

11. The total length of our cables is now as follows:—

Length of various cable sections.

	Knots.
Fâo-Bushire Gutta-Percha	152·38
Bushire-Jashk Gutta-Percha, new	519·30
Jashk-Gwadur Gutta-Percha	266·94
Gwadur-Manora Gutta-Percha	271·94
Karachi-Manora (3) Gutta-Percha	17·67
Bushire-Jashk India-Rubber	500·76
TOTAL	1728·99

11. This shows an increase of 5·8% over last year's total, the explanation of which is given in the Electrician's Annual Report attached. During the year we were for the first time, in the History of the Department, obliged to charter a steamer to effect our cable repairs, the machinery of the *Patrick Stewart* having vexatiously broken down just when both our cables were interrupted. We engaged the *Comilla*, a vessel belonging to the British India Steam Navigation Company, and the period of her engagement was 44 days. She answered the purpose most admirably and repaired no less than 8 faults during the time she was under our orders. Mr. Ffinch writes that the chartering arrangements were made by the Director of Indian Marine "to whom warm thanks are due for sending such a suitable vessel." I need scarcely remark that the above-mentioned total interruption of our cables happened before our new line was laid.

Steamer chartered in spring of 1885 to repair cables.

Comilla taken up for us by Director, Indian Marine.

12. The Mekran Land line worked well and was of great service. Mr. Ffinch speaks most highly of the efficacy of the fluid insulators without which communication along the sea, shore could not, at certain seasons, have been maintained. Some creosoted pine posts, which were supplied a few years ago from England to replace iron standards, badly corroded by the constant damp and the influence of the sea air and spray, seem to be a success. As yet none have been attacked by white ants nor injured by rot. Four hundred seventy nine more of these pine posts have been erected during 1885-86 on the coast.

Mekran Land line.

Fluid insulators.

Pine posts

13. Notwithstanding the frequent and prolonged absence of most of our cable staff on repairing expeditions, the Cable Factory at Manora was by no means idle. Nearly 100 knots of cable were manufactured, 60 knots were repaired, and retaped, and 93 were stripped for the gutta-percha core to be, as much as possible, re-made into cable. These results reflect credit on the management of Mr. Possmann and his assistants.

Work done in Manora Cable Factory.

INTERRUPTIONS.

14. The number of total interruptions on the Teheran route during the year 1885-86 was 24, amounting in the aggregate to 31½ days, as compared with 23½ days in the preceding year. 16 of the interruptions occurred on the Company's section between London and Teheran = 8 days, 5 hours, 30 minutes. 6 occurred on the Teheran-Bushire Section = 15 days, 17 hours, 48 minutes, and 2 occurred on the Gulf section between Bushire and Karachi = 10 days, 9 hours.

Total interruptions on Departmental lines.

15. The total interruptions in the Persian Gulf of 7½ days and 3 days respectively were of the ordinary kind, being caused by both cables between Bushire and Jashk being broken at the same time. They were repaired without undue delay.

16. On the Turkish route (now but little used) the total interruptions amounted to 128 days against 92 in the preceding year. With the exception of 21 days the interruptions were confined to the Fâo-Bushire Section which has gradually become almost worn out from extreme age. The duration of the interruptions was owing chiefly to the employment of the steamer on other Departmental work, and to the necessity of her being docked for repairs to machinery soon after laying the Ceylon cable.

Interruptions on Turkish route.

17. The Suez route was totally interrupted from the 5th to 26th June, during which period the Indo-European route carried the entire traffic.

18. The balance of the total interruptions being in favour of the Indo-European route, the financial result to this Department was a net gain of £1,568-11-4 from the Common Purse arrived at as follows:—

Effect of interruptions on the Common Purse.

	Gain to Department through increased percentages. £ s. d.	Loss to Department through decreased percentages or fine. £ s. d.
During total interruptions of Teheran route	...	316 18 4
On account of total interruptions of Turkish route	...	188 13 6
During total interruptions of Eastern Company's route	2,074 2 2	
Balance net gain	...	1,568 11 4
	2,074 2 2	2,074 2 2

19. The aggregate of the partial interruptions, *i. e.*, interruption of one or more wires on a route which has other wires actually working, was 200 days, 12 hours against 240 days, 10 hours in 1884-85.

Partial interruptions not stopping traffic.

TRAFFIC.

20. The tariffs and regulations of the London Convention remained in operation during 1885-86, with the exception of the rule which required that rectifying messages should be included in the traffic accounts. The Berlin Conference (whose revision came into force on the 1st July 1886) having adopted a modification excluding these messages from the accounts, this modification was, with the welcome concurrence of all parties interested, made to apply to Indo-European messages (except those *viâ* Turkey) from the 1st November 1885.

International regulations in force.

21. The paid messages carried by the Department were—

Analysis of the paid traffic.

	1885-86.		1884-85. (For comparison.)	
	Messages.	Words.	Messages.	Words.
Government	3,943	247,351	2,616	95,748
Commercial and Priviate	109,412	1,383,030	90,525	1,150,535
Press to *Times* at reduced rates	191	91,621	194	79,085

22. The average length of Commercial and Priviate messages was 12½ words in 1885-86 as against 12¾ in 1884-85, from which it would seem that the users of Code have, for the present, almost reached the limit of possible condensation by means of preconcerted language.

Average length of messages.

23. In addition to the paid traffic, 457 messages for the information of Political Officers were sent by the Department of the tariff value of Rs. 34,176, for which no financial credit is allowed.

24. The growth of the net receipts of the Common Purse was at a rather increased ratio in 1885-86, the total amounting to £ 598,813 as against £ 556,444 in 1884-85.

Common purse; total receipts.

25. Contrary to recent experience the growth was entirely due to the development, exceptional or otherwise, of Indian traffic, that with the Far East remaining stationary. It will be remembered that for several preceding years the exact opposite was the case, the Far East receipts increasing rapidly, while the Indian receipts rather receded. The following table exhibits the growth of the Common Purse from the time the Department joined it:—

Increase of the purely Indian work.

TABLE A.

Year.	First year's actual net receipts and hypothetical increase of 5 per cent. per annum.	Actual net receipts of common purse.	Actual increase per cent. per annum on first year's working.	Average increase per cent. per annum.	Fluctuation of each year compared with preceding year
	£	£			
1878-79	427,180	427,180	...	...	...
1879-80	448,539	480,309	12·437	12·437	...
1880-81	470,966	523,616	10·713	11·25	9·02
1881-82	494,514	515,104	6·437	8·74	1·62
1882-83	519,240	545,043	6·281	7·70	5·81
1883-84	545,202	544,004	4·953	6·73	0·19
1884-85	572,462	556,444	4·504	6·55	2·29
1885-86	601,085	598,813	4·943	5·75	7·61

For further particulars, see Appendix D.

26. The subjoined Table B. sub-divides and analyses the receipts shown in Table A—

TABLE B.

Common Purse—Analysis of Receipts.

(1).—Indian.

Year.	First year's actual net receipts and hypothetical increase of 5 per cent. per annum.	Actual net receipts of Common Purse.	Actual increase per cent. per annum on first year's working.	Average increase per cent. per annum.	Fluctuation of each year, compared with preceding year.
	£	£			
1878-79	310,010	310,010			
1879-80	325,510	337,767	...	....	...
1880-81	341,786	379,839	8·953	8·953	...
1881-82	358,875	360,011	10·690	10·15	12·46
1882-83	376,819	384,007	5·110	7·55	5·22
1883-84	395,660	368,881	5·497	6·69	6·66
1884-85	415,443	360,470	3·538	5·59	3·94
1885-86	436,215	404,063	2·545	4·70	2·28
			3·858	4·47	12·0
	(2).—Trans-Indian.				
1878-79	117,170	117,170	...	...	...
1879-80	123,029	142,542	21·654	21·654	...
1880-81	129,180	143,777	10·773	14·12	0·87
1881-82	135,639	155,093	9·797	11·84	7·87
1882-83	142,421	161,036	8·274	10·30	3·83
1883-84	149,542	175,123	8·369	9·59	8·75
1884-85	157,019	195,974	8·950	9·38	11·91
1885-86	164,870	194,750	7·528	8·86	0·62

Division of Traffic.

27. *The standard division of receipts*—

	On Indian Traffic. Being		On Trans-Indian Being	
	vid Suez.	*vid* Indo-European route.	*vid* Suez.	*vid* Indo-European route.
	60·39 %	39·61 %	80·53 %	19·47 %
The percentages of traffic actually carried have been—				
1878-79	71·31 %	28·69 %	95·26 %	4·74 %
1879-80	67·91 „	32·09 „	94·10 „	5·90 „
1880-81	69·01 „	30·99 „	92·50 „	7·50 „
1881-82	64·63 „	35·37 „	81·26 „	18·74 „
1882-83	48·34 „	51·66 „	59·26 „	40·74 „
1883-84	55·96 „	44·04 „	83·52 „	16·48 „
1884-85	53·02 „	46·98 „	84·44 „	15·56 „
1885-86	52·14 „	47·86 „	75·91 „	24·09 „

28. It will thus be seen that in 1885-86 the Indo-European route carried 8·25 per cent. of Indian and 4·62 per cent. of Trans-Indian traffic more than its standard share. The Departmental proportion of the excess amounting to £19,556, was made over to the Eastern Company according to the heads of agreement.

Proportion of traffic by the Department.

29. If we sometimes carry more than our standard share of traffic, and pay the balance to the Eastern Company, it must not be forgotten that on several occasions we have carried less, and that the difference has been made good to us. The table appended to this paragraph will show that on the whole the balance is still somewhat in our favour; an exact equilibrium is of course impossible—

Year.	Credited to Purse.	Drawn from Purse.
	£	£
1878-79	42,309	62,264
1879-80	52,488	68,377
1880-81	57,235	76,122
1881-82	67,108	74,528
1882-83	110,728	84,861
1883-84	81,408	76,547
1884-85	85,376	76,610
1885-86	107,317	85,824
Total	603,969	605,633

30. Extracting from the total Common Purse traffic the percentage carried by the Department, the following figures will show its division between the Teheran and Turkish routes:—

1885-86.

Carried by Department, Indians, and Trans-Indians combined.	Sub-division Vid Teheran	Vid Turkey.
17·92 per cent.	17·47 per cent.	0·45 per cent.
In 1884-85 it was—		
15·34 per cent.	14·82 per cent.	0·52 per cent.

31. Or, if the traffic carried by the Department be considered by itself, without reference to the Common Purse, its sub-division would be—

Number of Messages	
Vid Teheran.	*Vid* Turkey.
95·72 per cent.	4·28 per cent.

Speed of working.

32. The average rates of transmission from the United Kingdom to Calcutta by the three routes according to the Government Gazette, were—

	Vid Teheran. H. M.	*Vid* Turkey. H. M.	*Vid* Suez. H. M.
1885-86	3.42	13.52	3.36
1884-85 (for comparison)	1.58	10.20	3.15

Eliminating 5 months, June to October, as exceptional owing to pressure, the average for the other 7 *viâ* Teheran, would be about the same as in 1884-85.

Transferred traffic in London.

33. The Eastern Company transferred 9,408 messages to the Indo-European Company, chiefly in the months marked above as exceptional, when the Suez route was defective; and the Indo-European Company transferred to the Eastern Company 1832 messages during the occasional total interruptions *viâ* Teheran in the course of the year. It is not known what traffic was transferred in India.

34. The percentage of errors was—

Persian Gulf	0·286
Persia	0·209
Total	0·495 for the Department

as a whole. This was somewhat higher than usual. The increase appears to have been caused by pressure of traffic, by some necessary changes of the signalling staff at Teheran and Bushire, and by a temporary unavoidable relaxation of the system of check at the transmitting stations in August and September when the strain of the extra traffic carried by the Department was most severe. If the exceptional months be eliminated the percentage for the remainder of the year would be normal.

Check.

35. From the above-mentioned causes (principally) our rectifying messages and public complaints were higher than usual, the numbers being—

	1885-86.	1884-85.
Rectifying messages	1,938	1,156
Public complaints	122	45

36. A considerable number of the extra public complaints were, however, due to the defective working of the route to Cochin China *viâ* Tavoy.

Common Purse Accounts, checking of.

37. With reference to the disparity between the number of words exchanged at Bombay as reported by the Eastern Company and the Indian Department, respectively, a partial investigation of these differences has now been concluded by the Check Office at Calcutta with the result that the total discrepancy has been reduced from 1·187 per cent. to 0·328 per cent. It was originally due to the inclusion of rectifying messages in the Indian statistics which had been excluded from those of the Eastern Company.

38. A similar partial investigation by the Indian Department for 1884-85 has resulted in reducing the discrepancy from 1·74 per cent. to 0·349 per cent. which in this case was partly due to the inclusion of rectifying messages in the Indian return as in 1883-84, and partly to an error in the Company's statistics for July, October, and November 1884, whereby 5,909 words were short entered in the Common Purse accounts.

39. These discrepancies are merely differences in word statistics, and do not affect the accuracy of money settlements with the Eastern Company, which are based on the actual traffic accounts.

40. The Indo-European Company's Common Purse accounts were thoroughly examined for the month of October 1884. Only some 20 detail errors were detected, involving a total excess credit to the Purse of £17-16-10.

41. This small result shows that greater care has been exercised than formerly, and therefore the examination was not further pursued.

42. The checking of the Common Purse accounts for 1885-86 has not yet been carried out, as owing chiefly to press of work in connection with the new tariffs to come into force under the Berlin Convention on 1st July 1886, the London office has, as yet, not been able to attempt it. The checking will, however, be taken in hand as soon as practicable and the result reported hereafter.

Settlements.

43. The settlements with India were made on the same basis as last year, *viz.*, Fcs. 25·05= £1, the value of the Rupee in sterling being determined month by month according to the rate obtained by the Secretary of State for his monthly drawings. This latter rate varied during the year between 19·19*d.* and 17·87*d.*, and the average for the year was 18·316*d.*

44. The local collections of the Persian Section were made on the basis of the Convention as follows:—

1st April to 13th July	Franc=23 Shahis.
From 13th July to end of year	„ =26 „

The total collections in Persian currency were credited to the Government of India at the rate of 255 krans=100 Rupees.

45. The settlement with Turkey was effected as usual by a bill at 3 months for the equivalent of the franc balance The resulting rate of exchange was 25 francs=£1.

46. The settlements with the Eastern and Indo-European Companies both on traffic and Common Purse accounts were at the usual rate of francs. 25=£1.

Inspections.

47. In November and December 1885 I inspected the Persian Gulf stations at Bushire, Jashk, Manora, and Karachi.

Major Wells' tour in Persia.

48. In Persia Major Wells went over his line between Teheran and Shiraz during the autumn, his special object being to examine closely the new portion between the Capital and Koom, and also the buildings which have recently been erected for our use at Shiraz. In March of the current year the Director travelled over the whole extent of the Teheran-Bushire Division to judge of the damage done by winter storms, and to consider what steps could be taken to lessen the effects of future visitations. Major Wells reports that—"Our relations with the local authorities and inhabitants are everywhere of a friendly nature. All disputes were settled locally during the past year, and on no occasion was it necessary to appeal either to the central Government at Teheran or to Her Majesty's Legations."

Satisfactory relations with Persian local authorities.

Mr. Ffinch's tour.

49. In the Gulf Division Mr. Ffinch visited every one of his offices and travelled over the Gwadur-Jashk portion of the Mekran Coast Line.

Establishments.

Major Wells assumed for Colonel Smith charge of Persian lines in spring of 1885.

50. Colonel R. M. Smith, R.E., was forced by the state of his health to take leave in England, and handed over charge to Major Wells, the Assistant Director, on the 17th May 1885. The changes among the Inspectors and Clerks were of minor importance. The same remark applies to the staff in the Persian Gulf which, generally speaking, remains at the same strength and on the same footing as when I submitted my last year's Report.

Departmental Steamer.

The *Patrick Stewart*.

51. A tabular statement attached to this letter shows the work done during the year by the *Patrick Stewart*, the cable vessel belonging to the Department. She made no fewer than six trips to the Gulf, steaming over 11,500 miles. It is my duty to observe that the trouble and friction arising from our vessel being classed as an Indian Marine ship, controlled partly by one Department, partly by another, seems by no means to diminish, and I shall shortly venture to ask that the Government of India will re-consider the system at present in force.

Stores.

52. The principal items of expenditure under the head of "Stores" during the year were as follows:—

	Rs.	A.	P.
Purchase of Stores in India	14,736	1	3
London stores, including freight and landing charges	1,16,567	13	1
Stores from other Departments	1,717	8	0
Total	1,33,021	6	4

53. The issues of stores were as follows:—

	Rs.		
For repairs to cable	78,189	4	2
Ditto Mekran land line	15,323	6	3
Ditto Offices	20,791	2	6

54. The value of the manufacture outturn was Rs. 1,16,278-12-6, out of which Rs. 1,14,845-14-6 was for cable manufactured—

	Rs.	A.	P.
Gutta-percha	92,258	2	11
India-rubber	22,587	11	7

and Rs. 690-8-5 for instruments.

Workshop.

55. Our small workshop at Karachi continues to turn out most satisfactory work under the able supervision of Mr. Wittkugel. The number of orders executed during the year were for this Department 70, and for the Indian Telegraph Department 61; the value of the latter was Rs. 905-7-0.

GENERAL.

The new Persian Gulf cable.

56. At the very beginning of the year under report, I received orders from the Right Honourable the Secretary of State to arrange for the manufacture and submersion of a new cable rather more than 500 miles in length, to replace the old decrepit wires then in use. No more favourable time could have been chosen. The dullness of trade had led to a certain stagnation in the English cable factories, labour and material were exceptionally cheap, and the season of the year was propitious. Fortunately too, Mr. Mance, the Engineer and Electrician of the Department, was at home on leave. This officer, I may remark, was in June 1885 knighted for his distinguished services in the invention and adaptation of the Heliograph; services warmly recognised by the War Office. Sir Henry Mance most promptly and cheerfully acceded to my request that he would undertake with me the preliminary cable arrangements, and no time was lost in beginning the work. But I need not repeat what has been so lately brought to your notice, and will confine myself to recording the fact that the third Bushire-Jashk cable was successfully laid and opened to traffic by the 21st November 1885.

Sir Henry Mance and the new cable arrangements.

Telegraph Conference in Berlin, August 1885.

57. Before this I had to attend the periodical International Telegraph Conference at Berlin. Mr. Reynolds of the Indian Telegraph Department and I had been selected to represent India, and we accordingly left London for Germany on the 6th August. During my stay I was in continual communication with Sir Henry Mance; and the postal distance of a few hours by rail, caused but small delay in cases where my decision or signature was required. Mr. Reynolds and I quitted Berlin on the 17th September, and on the 6th October I sailed with Sir Henry Mance and a well selected cable staff on board the steam ships *Dacia* and *International*, which had been carefully fitted to carry our cable and stores and complete the operations in the Persian Gulf.

Start of the cable expedition.

Visit of Director-in Chief to Calcutta.

58. On my return to Karachi in December I visited Calcutta and conferred with the Director General of Indian Telegraphs and other authorities on sundry questions springing out of the Berlin Convention and from various other sources. I was again in England on the 26th January 1886.

Teheran-Meshed Line.

59. My last year's report records the circumstance of our having detached to Meshed from our Persian Telegraph staff, one or two able signallers, in order to improve the means of communication with the officers of the Afghan Boundary Commission. Considerable benefit was derived from this arrangement, but it is obvious that the best men and instruments at the end of a line can do little, while that line itself is disabled, and the state of the Persian-Teheran Meshed Telegraph certainly left much to be desired. When at Bushire in November, whilst completing the new cable, I received somewhat urgent messages from Her Majesty's Chargé d'Affaires at Teheran, which led to correspondence resulting in Major Wells assuming control of the Teheran-Meshed wires on the 14th December 1885. Major Wells acted in this matter with clear sense and promptitude. He at once took in hand the payment of the line guards, two of our Inspectors were temporarily told off for the section, the necessary tools were issued, poles purchased, and the most urgent repairs begun at once. His Excellency the Mukhbar ud Dowleh, as usual, co-operated most cordially, and in a short time a very decided improvement in the working was manifest and still continues. In connection with this part of our duty Major Wells reports highly of the conduct and energy of the Inspectors, Sergeant McIntyre, R. E., and Mr. Stagno Novarra, as well as of the special clerks, Mr. Bull at the Teheran end, and Mr. Gray, at the Meshed end of the line. The latter was in some danger during the riot which broke out on the 5th January 1886, but fortunately escaped, the prevailing cold and wet dispersing the crowds who had already sacked the Persian Telegraph Office.

We assume control.

Major Wells' measures.

Conduct of the staff in Persia.

60. To the above-named gentlemen, as well as to Mr. Preece and the rest of the staff, my thanks are due for their unwearied and able services during a most trying season.

61. Dr. Baker and Dr. Scully who is at present acting for Dr. Odling at Shiraz, were unremitting in the performance of their medical duties.

In the Persian Gulf.

62. Mr. Ffinch in the Persian Gulf draws very particular attention to the good work of Mr. Possman, the Engineer and Electrician, acting for Sir Henry Mance, of Mr. Herbage, the Traffic Manager, of Messrs. Pierce and Allen, the Assistant Superintendents on the Mekran Land line, and generally of the officers and men of the Persian Gulf Division.

In London.

63. I must reiterate the expression of my own acknowledgments to Major Wells, Mr. Ffinch, and to Mr. Brasher and his Assistants in the London Office. My own absence from headquarters during a great part of the year threw on Mr. Brasher more than the usual responsibilities, which he met, as usual, to my complete satisfaction.

APPENDIX E.

INDO-EUROPEAN GOVERNMENT TELEGRAPH DEPARTMENT.

PERSIAN GULF SECTION.

Statement of work done by Her Majesty's I. M. S. "Patrick Stewart" during the year 1885-86.

DATE. From	DATE. To	Particulars.
1885.	1885.	
April 1	April 3	Lying at moorings in Karachi Harbour, taking in cable stores, &c., and preparing to proceed to the Persian Gulf on cable repairs.
,, 4	,, 6	Left Karachi, and put into Gwadur to examine cause of defect to screw and screw shaft; found the screw had considerably fallen. Decided to return to Karachi
,, 7	,, 8	On passage from Gwadur to Karachi.
,, 8	,, 10	At Karachi landing cable stores, &c.
,, 11	,, 14	Left for Bombay in tow of hired transport *Zambasi*, arriving on the afternoon of the 14th.
,, 15	May 13	Docked vessel for the purpose of making good defects to the engines, &c.
May 14	,, 14	Hauled out of Dock.
,, 15	,, 21	At moorings in Bombay Harbour preparing for sea, taking in stores, &c., for Karachi.
,, 22	,, 25	Left Bombay for Karachi, arriving 25th.
,, 26	June 9	Lying at moorings in Karachi Harbour.
June 10	,, 25	Left Karachi and repaired 3 faults in Gwadur-Jashk Gutta-Percha Cable, and returned to Karachi.
,, 26	July 28	Lying at moorings in Karachi Harbour, coaling and preparing ship for sea, taking in cable, &c.
July 29	August 11	Left Karachi, repaired 3 faults in Jashk-Bushire Gutta-Percha Cable and returned to Jashk.
August 11	,, 17	Left Jashk to repair a fault in the Jashk-Gwadur Gutta-Percha Cable off Ras Gudim. After completing repairs, left for Muskat for coal and provisions, arriving Muskat 17th.
,, 18	,, 23	After coaling, left Muskat and repaired a fault in the Jashk-Bushire Gutta-Percha Cable, and arrived at Gwadur, where orders were received to proceed to repair Bushire and Fao Cable.
,, 23	September 2	Left Gwadur, repaired Bushire and Fao Cable, and arrived Jashk, 2nd September.
September 3	,, 7	Repaired a fault south of Ras Peshkhan in Gwadur-Jashk Gutta-Percha Cable and one fault in the Karachi-Gwadur Section, south of Astola Island, and returned to Karachi.
,, 8	October 20	Lying at moorings in Karachi Harbour, overhauling engines, coaling ship, taking in cable, &c.
October 21	,, 30	Left Karachi for Persian Gulf to repair the Jashk-Bushire and the Bushire-Fao Sections, and arrived at Bushire.
,, 31	,, 31	Repairing fault in the cable, 14 miles west of Bushire, and in the evening retured to Reshire.

Statement of work done by Her Majesty's I. M. S. "Patrick Stewart" during the year 1885-86—continued.

Date. From		Date. To		Particulars.
1885.		1885.		
November	1	November	1	Lying at anchor off Reshire.
,,	2	,,	6	Left Reshire, repairing 2nd fault in the Bushire-Fâo Cable.
,,	7	,,	7	At Bushire coaling ship, &c.
,,	8	,,	13	On passage from Bushire to Jashk, placing mark buoys and sounding for line of new gutta-percha cable.
,,	14	,,	15	Arrived at Jashk and repairing India-rubber shore end.
,,	15	,,	20	On passage from Jashk to Bushire, piloting the vessels *International* and *Dacia* engaged in submerging the new Jashk and Bushire Cable.
,,	21	,,	26	At anchor in Bushire Harbour, overhauling engines, coaling ship, &c.
,,	26	,,	27	Left Bushire and arrived at Fâo.
,,	28	,,	28	At anchor 6 feet above Fâo, watering ship, &c
,,	29	,,	30	Left Fâo and arrived at Bushire.
December	1	December	3	Left Bushire and repaired a fault in the new Jashk-Bushire Gutta-percha Cable and returned to Bushire.
,,	3	,,	12	Left Bushire, and on passage picking up mark buoys, some 60 or 70 miles off old gutta-percha and arrived at Gwadur.
,,	13	,,	15	Employed repairing Gwadur and Jashk Section in Gwadur West Bay.
,,	15	,,	17	Left Gwadur and arrived at Karachi.
		1886.		
,,	18	January	7	Lying at moorings in Karachi Harbour, overhauling engines, &c.
1886.				
January	8	,,	16	Left Karachi for Persian Gulf, and after calling at intermediate stations arrived at Bushire.
,,	17	,,	18	At Bushire.
,,	19	,,	20	Left Bushire and repaired a fault in the India-rubber cable 100 feet from Bushire.
,,	20	,,	26	Left to repair a fault and to renew part of the Bushire-Fâo Section.
,,	26	,,	27	Left for, and arrived at, Bushire.
,,	28	,,	28	At anchor at Bushire.
,,	29	February	9	Left for Busreh with Political Resident, Persian Gulf, on board, calling *en route* at Kharg Island, Koweit, Fâo, and Mahammerah and returned to Bushire.
February	10	,,	28	Coaled ship and left Bushire for Reshire, Lingah, and for fault in the India-rubber cable, south of Henjam Island, &c.; arrived at Lingah and left to repair a fault in the India-rubber cable; after completing the repairs and picking up some old gutta-percha cable arrived at Jashk and left for Muskat.
March	1	March	2	Arrived at Muskat, coaled and provisioned the ship.
,,	2	,,	7	Left Muskat, and after calling at Charbar and the intermediate stations and repairing a fault in the Gwadur-Karachi Cable, 25 feet west from Ormara, arrived and anchored off Karachi.
,,	8	,,	26	Lying at moorings in Karachi Harbour, overhauling engines, taking out cable, &c.
,,	27	,,	31	Proceeding from Karachi to Bombay, arrived there 31st.

KARACHI,
19th June 1886.

B. FFINCH,
Director, Persian Gulf Telegraphs.

APPENDIX F.

INDO-EUROPEAN TELEGRAPH DEPARTMENT.

PERSIAN GULF SECTION.

Administration Report of the Engineer and Electrician, 1885-86.

The lengths of the various sections on the 31st March 1886 were as follows:—

	Knots.
Fâo-Bushire Gutta-percha	152·38
Bushire-Jashk Gutta-percha, new	519·30
Jashk-Gwadur Gutta-percha	266·94
Gwadur-Manora Gutta-percha	271·94
Karachi-Manora (3) Gutta-percha	17·67
Bushire-Jashk India-rubber	500·76
Total ..	1,728·99

This shows an increase of 5·89 knots on last year's lengths. The new Bushire-Jashk Gutta-percha cable is 12·12 knots longer than the abandoned cable over this section, while the Jashk-Gwadur Section has been shortened during one repair by 6·39 knots. The length of the Fâo-Bushire cable has also been slightly decreased by a late renewal, while the India-rubber cable and the Gwadur-Manora Section were slightly lengthened by various repairs.

CHARTERING OF A STEAMER FOR REPAIRING DUTY.

The cable steamer *Patrick Stewart* met with an accident on the 5th April last year, a day after leaving Karachi to repair several faults in our system of cables, which had occurred while the ship was away laying the new Ceylon Cable. She had, in consequence, to be towed to Bombay for repairs. Two of our sections were totally interrupted, and communication with Europe by the Persian Gulf route entirely depended on the India-rubber cable between Jashk and Bushire, which had already shown signs of serious deterioration.

On the representations of Mr. Ffinch, the Director of this Department, Government sanctioned the chartering of a steamer to effect the necessary repairs, and the British India Steam Navigation Company's steamer *Comilla* was selected and arrived from Bombay on the 14th April 1885.

Many alterations were found to be necessary before she could proceed to sea; several stanchions had to be removed, the decks strengthened, and all the holds fitted with platforms. A tank was built up in her main hold, and all the deck machinery from the *Patrick Stewart* fitted. After doing all this, 27·6 knots of cable were taken on board, and she was able to leave on the 20th April, returning to Karachi on the 15th May, after repairing no less than 8 faults, without the slightest hitch.

Considering that this was our first experience in repairing faults in our cables with a chartered steamer, the result must be considered as highly gratifying and reflecting credit on all concerned.

Captain Bishop rendered valuable services in superintending the fitting up of the steamer and in manipulating her during the repairs to the cables.

ELECTRICAL CONDITION OF THE CABLES.

Appendix A.

The insulation of the Fâo-Bushire Section has been considerably improved by the renewal of 30 knots of cable in January last.

A small fault in the new Bushire-Jashk Gutta-percha cable has reduced the insulation resistance by about one-half; while the other three deep-sea sections show a low insulation on account of minute partial earth faults.

These faults have too high and variable a resistance for accurate localization, and I am loath to break the defects down by the application of a powerful battery current, as with such old cables as ours, having so many joints, a powerful current might develop other defects, none of the present ones interfering with the working in any way.

FAULTS AND INTERRUPTIONS.

Appendix B.

Of the 31 faults which were repaired during the last official year, three were found on the beach at Jashk and Bushire, while the remaining 28 were cut out at sea in 25 repairs. Some of the faults being close together, I was enabled on three occasions to remove 2 faults during one repair.

One circuit from Karachi to Bushire was available for traffic during 354 days. A second circuit was working for over 8½ months, while communication by our system was totally interrupted for 11 days only, through both Persian Gulf cables failing simultaneously—a very satisfactory result, when we consider the state of the old Bushire-Jashk Gutta-percha cable up to the 20th November 1885, when the new cable was opened for traffic.

Repairs.

To execute the 25 repairs at sea the cable steamer *Patrick Stewart* made six trips, during which she steamed about 11,500 miles.

While the cable steamer was under repair in Bombay, one repairing trip was made in the hired steamer *Comilla* during which she steamed over 2,509 miles.

Myself and Engineering staff were absent from head-quarters on repairing duty 200 days.

Of the 147 miles of cable disturbed in the various repairs and the renewal of part of the Fâo Section, 28 per cent. had to be left on the ground as too weak to be lifted, 18 per cent. was stripped for the core, a part of which can be re-made into cable, while 24 per cent. was found good enough to re-lay after repair.

Of the 7·29 knots of India-rubber cable recovered in the various repairs in this section only 1·132 knots proved to be sufficiently good for re-taping, the rest being only fit for stripping, the guards being badly decayed and the core full of minute faults.

Expenditure of Cable and Cable in Stock.

Appendix C.

A total quantity of 140·04 knots of cable was expended during the year, of which 29·89 knots were used in a partial renewal of the Fâo cable, leaving 110·15 knots laid in 24 repairs, or 4·59 knots per repair. This expenditure compares very unfavourably with that of the previous year, namely, 2·1 knots per repair, but considering the age and decayed state of our cables, and that I had to expend 15 knots over one repair, 23 knots over another, and nearly 15 knots over a third, where the cable was too weak and too deeply buried to bear lifting anywhere near the fault, this expenditure will not appear excessive, especially bearing in mind that of the total quantity of cable recovered in the repairs as much as 36 knots were found sufficiently good for re-laying.

The cable in stock at the close of the year under review amounted to 117·121 knots. This includes part of the cable recovered from the old Bushire-Jashk Gutta-percha Section, which has been repaired and re-taped, and which will be used in completing the renewal of the Fâo-Bushire Section.

Extract from the History of the Cables during 1885-86.

Bushire-Jashk new Gutta-percha Section.

The Government having sanctioned a new gutta-percha cable between Jashk and Bushire, on account of the bad state of the old gutta-percha cable in that section laid early in 1864, the cable was manufactured at Silvertown, brought out by the cable ships *Dacia* and *International* and successfully submerged between the 15th and the 20th November last, under the supervision of Sir John Bateman-Champain, the Director-in-Chief, and Sir Henry Mance, the Engineer and Electrician, assisted solely by members of the staff of this Department. The electrical condition of the cable after submersion was better than when it left the factory.

Unfortunately a defect developed on November 28th, only a few days after submersion. This was cut out on December 2nd. The iron guards and serving over the fault were found to be in perfect order, but the percha had been pierced by some foreign substance. The piece of core containing the defect was sent to the Director-in-Chief, and was carefully dissected in London, but no definite conclusion as to the origin of the defect was arrived at.

A second defect of very high resistance showed itself on the 28th December. I have not yet succeeded in localizing this fault, as on application of a current it at once seals up. As shown in Appendix A, the electrical condition of the whole length on the 31st of March was very fair, and the working remains excellent.

This cable was interrupted for eight hours during the repair of the first fault.

Of the total length of cable brought from England, only 510·26 knots of deep-sea, and 8·74 knots of shore-end, cable, were submerged; the remainder, 9·736 knots of deep-sea, and 1·248 knots of shore-end cable was added to our stock for repairs and renewals of the other sections.

Old Bushire-Jashk Gutta-Percha Section.

Fourteen faults occurred in this section between the 1st April and the 28th October 1885, when it was finally decided to abandon this cable, for these reasons; that the new cable would be submerged in about three weeks, and that the repair of one fault commenced on the 26th October would have necessitated an expenditure of 10 knots of new cable.

Only 11 out of the 14 faults had therefore been repaired on the date of the abandonment, but several more breaks were found to exist when we picked up a part of the cable during the last few months.

The interruptions on this section up to the 20th November 1885, the date on which communication was established on the new cable, amounted to 101 days.

Of this section, I have, up to date, recovered 109 knots, most of which is cable manufactured at Manora and inserted in the various repairs since 1881, and of which 80 miles are being jointed up and re-taped at our Manora factory, and will be laid in the renewal of the Fâo-Bushire Section next month.

A length of over 200 knots of this cable had, up to lately, not shown a single defect since its submersion in 1864, and I had indulged in the hope that this portion would remain intact for an indefinite time; in fact so long as the gutta-percha did not perish, which this insulating material has shown very little sign of doing in deep water. I am therefore greatly distressed at the fact of a rupture of the conductor having lately been discovered by tests from Bushire. This rupture is situated about 60 knots inside the portion of undisturbed cable.

It is clear therefore that none of this cable can be trusted any longer, and it will be safer to take up every piece we can recover and use it by re-taping the good lengths and stripping and re-making into new cable such other lengths of core as have the iron guards decayed. I shall, however, on my next trip up the Gulf examine the condition of the cable near this fault, after which I shall be in a better condition to recommend what is best to be done.

Fâo-Bushire Section.

This section showed 5 faults during the year under review, 4 of which were caused by corrosion of the iron guards and one by a small hole in the percha, probably bored by a torpedo, as the guards here were found in perfect order. The interruptions amounted to 115 days, of which 29 days are due to the fact of the repairing steamer *Patrick, Stewart* breaking down on her way to this repair and the consequent chartering of a private steamer. Again an interruption of 49 days was caused by the ship not having been sent up specially for the repair of this cable, as she had to go up later for the survey of the ground for the new cable. The last interruption of 28 days was caused by our waiting to complete the manufacture of a length of new cable to renew the worst part of this section.

The renewal of the greater part of the Fao-Bushire Section having been decided on, I inserted 30 miles of new cable in January, and hope to renew another 100 miles next month which will, I trust, ensure an entire freedom from interruptions on this section for many years to come.

Bushire-Jashk India-Rubber Cable.

Eight defects occurred on this section during the year, of which 2 were caused by the decay of the insulating material on the beach at Jashk and Bushire, 2 by a corroded wire having pierced the India-rubber, 1 by a chafe on rocks, and 3 by corrosion of the guards causing the rupture of the conductor.

The total interruptions on this section amounted to 35 days during the year.

A small partial earth fault was discovered during the last repair in this section on the 20th January last, which has not yet been repaired, but which will be cut out on the *Patrick Stewart's* next journey. The working on this section continues good.

Jashk-Gwadur Section.

Of the 4 faults cut out in the last year, 2 were caused by corrosion of the guards, 1 by a chafe on a rock, and one was not recovered, its cause is therefore unknown.

The interruptions on this section amounted to 70 days, of which 50 days are due to the monsoon swell setting in during a repair, which had therefore to be suspended for that period. As the Mekran land lines worked well during this time no interruption to the traffic was caused.

Gwadwur-Manora Section.

Only two partial earth faults were cut out of this section during the year. Of these, one was not recovered, the other was caused by a chafe.

The total interruption amounted to only two days, while the two repairs were being executed. A small fault still remains in this section, which has not as yet been localized on account of its high and variable resistance. The working continues good.

Harbour Cables.

Appendix D.

Two total breaks caused by Bugla's anchors, and one partial earth fault due to decay of percha were repaired during the year. The interruptions lasted for 3 days only, but caused no inconvenience, as only one cable was interrupted at a time.

Parts of cables Nos. 1 and 2, in Baba Creek, between boxes 8 and 9, were renewed with new cable made of 2nd class core, and all three lines were renewed with hemp-served core between boxes 1 and and 2. Some of the other sections will be renewed shortly with new cable, and before 3 months I hope to have all the three cables between Camp and Manora in a reliable state.

Cable Houses and Land lines to Offices.

A portion of the beach in the East Bay at Gwadur was washed away, during some heavy storms during the last monsoon, to the extent of over 20 feet, and the sea at one time approached the cable-house at high tide to within 4 feet. A considerable drift of sand has, however, taken place since then, filling up several feet more to seaward, so that I apprehend no danger to the cable-house for the present.

Two of the cable boxes between Karachi and Manora have appreciably subsided and will have to be heightened a foot or so.

The cable land-line at Jashk, blown down by a hurricane on the 30th March 1885, has been re-erected and strengthened by double line of iron posts being bolted together, and it is now perfectly safe.

All the other land-lines in connection with the cables are in good order.

Mechanical condition of the Cables.

The soil at the bottom of the sea between Jashk and some distance beyond Bushire is largely impregnated with chemicals inimical to the preservation of iron, and to this cause is due the rapid deterioration of the cables over this part of our system. The cable is found in better preservation the farther it is laid away from the Persian Coast, and the new gutta-percha cable between Jashk and Bushire has been submerged much farther from that Coast than the previous two cables.

The section from Karachi to Jashk is found in much better order than the cable farther west, especially where it was laid in deep water. I picked up some 20 miles of cable last year about 130 miles east of Jashk. Of this length, about 13 miles were recovered in from 75 to 120 fathoms, and this part was found to be in excellent order and has been re-laid after being re-taped.

The India-rubber cable has entered the 17th year of its existence, and is now of about the same age as that of the old gutta-percha cable when the latter commenced to give us trouble. Judging from the appearance of the lengths of this cable recovered in late repairs I am very much afraid that this section will also develop many faults within the next few years.

Manora Cable Factory.

The remaining space between the works and the Harbour groyne has been filled in during the past year, thus giving us large additional storage room.

On part of this ground a shed has been erected for the housing of tape serving and pitch which is now sheltered from the sun and weather, and consequently is not so liable to deterioration.

The defect in our large factory boiler was repaired last year, and we have used only fresh water during the whole year, with the most satisfactory results, no other flaw having shown itself.

On account of the great amount of work to be done in our factory in the future, it has been deemed advisable to supply a second boiler, so that a possible defect in the old one should cause no stoppage of work. The new boiler has been sanctioned, and I hope to receive it shortly.

The amount of work got through in the factory at Manora has been by far the largest of any year since its establishment, as will be seen from the following figures:—

	Knots.
Cable manufactured	96·73
Cable repaired and re-taped	55·99
Cable stripped for the core, of which, however, only 45 knots were found good enough for re-making into cable	93·00
Total passed through the Factory	245·72

When we consider the small expense incurred in hiring extra labour, and that no increase has been made in our permanent establishment, I think I am justified in considering the above result a subject for congratulation.

Working and Testing.

No changes in the methods of working and testing have been found necessary. The average distance between the assumed and actual position of faults, amounts to half a knot. This slight increase on the previous year's average has been caused by my being 4·25 knots out in my estimate of the distance of 1 fault, at a time when there were 3 other faults to be repaired in the same section. Had it not been for this occurrence the average would have been as low as that of previous years.

Concluding Remarks.

Until lately it has been the invariable practice simply to repair each fault as it occurred, with as small an expenditure of cable as possible, and only sufficient cable was manufactured by us to effect these repairs.

The Bushire-Jashk Gutta-percha Section showed the greatest amount of deterioration, and fault followed fault at last so rapidly that our resources were stretched to the utmost to keep up communication, and in the end a length of over 500 miles of new cable had to be got out from England, at a great expense, to renew this section.

The old system has now, I am glad to say, been abandoned, and our watchward for the future will be "renewal". I have lately inserted 30 knots of new cable in the Fâo Section, and purpose next month to insert another 100 knots of good cable, partly new and partly re-taped at Manora. The remaining 23 knots lie in soft mud at the Fâo end and are, I think, reliable. Should this length, however, develope faults, I shall at once proceed to renew it also.

The experiment of last year, of what we can do in our Manora Factory, makes me confident that I shall be able not only to repair all faults as they occur, but to renew the remaining old sections at the rate of 150 miles a year, if Government will only sanction sufficient material for the purpose, so that in a few years I hope to be able to renew the whole of our older sections with cable repaired and manufactured locally.

In conclusion I cannot omit to express my high sense of the valuable assistance rendered me by Mr. Andrews, my Electrical Assistant, in repairing operations and in superintending the manufacture and repairs to cable in our Manora Factory during several periods of my absence in the Gulf. The Cable Foremen and Jointers also performed their duties at all times with their usual ability.

Karachi, *1st May 1886.*

J. POSSMANN,
Acting Engr. and Electrician, Persian Gulf Telegraphs.

B. FFINCH,
Director, Persian Gulf Telegraphs.

APPENDIX A.

Statement showing Insulation of the Persian Gulf Cables during March 1886.

Sections	Length in knots.	Insulation in Megohms per knot.		
		Original.	March 1885	March 1886.
Fâo-Bushire	152·380	620	191	494
Bushire-Jashk, New Gutta-percha	519·300	1,285	Not laid	633
„ India-rubber	500·760	2,000	Faulty	81
Jashk-Gwadur	266·945	400	„	103
Gwadur-Manora	271·940	275	103	62
Harbour Cable, No. 1	5·890	24	7	6
„ „ „ 2	5·890	4	3	3
„ „ „ 3	5·890	75	10	1

Karachi; *1st May 1886.*

B. FFINCH,
Director, Persian Gulf Telegraphs.

J. POSSMANN,
Acting Engr. and Electrician, Persian Gulf Telegraphs.

APPENDIX B.

Statement showing the Faults, Repairs, and Renewals on the Persian Gulf Cables during the official year 1885-86.

Repair. No.	Repair. Date.	Fault. No.	Fault. Date of development.	Duration of interruption in 1885-86. Days.	Duration of interruption in 1885-86. Hours.	Total duration of interruption. Days.	Total duration of interruption. Hours.	Section.	Locality of fault. Miles.	Locality of fault. From	Cause of fault.	Remarks.
1	April 23, 1885	1	Unknown	...	...	...	...	India-rubber	On beach	at Jashk	A corroded wire-pierced core	A partial earth fault.
2	„ 27, „	2	April 20, 1885	...	...	7	8	„	214·00	Bushire	Corrosion of guards	Broken conductor.
3	„ 30, „	3	March 16, „	29	15½	44	17	Bushire-Fâo	25·95	Fâo	„ „	„ „
4	May 3, „	4	February 19, „	36	16½	76	19	Bushire-Jashk Gutta-percha	28·50	Bushire	„ „	„ „
5	„ 4, „	5	„ 26, „					„ „	260·80	„	„ „	„ „
6	„ 5, „	6	Unknown					„ „	283·30	„	„ „	A total break discovered during repairs.
7	„ 7, „	7	March 20, 1885					„ „	437·73	„	„ „ core bitten by fish	April 23rd.
8	„ 11, „	8	December 21, 1884	...	...	1	16	India-rubber	368·05	„	„ „ core pierced by wire.	Partial earth.
9	June 16, „	9	June 8, 1885	...	...	8	3⅓	Bushire-Jashk Gutta-percha	275·30	„	„ „	Broken conductor.
10	„ 19, „	10	„ 13, „	...	...	6	5	Jashk Gwadur	80·37	Jashk	„ „	„ „
11	August 3, „	12	„ 29, „	...	...	16	23	Bushire-Jashk, Gutta-percha	369·68	Bushire	„ „ core bitten by fish	Partial earth.
		13	Unknown					„ „	368·94	„	„ „ „ „	„ „
12	„ 6, „	14	July 24, 1885					„ „	392·61	„	Fault not recovered	„ „
13	„ 10, „	15	August 1, „					„ „	410·00	„	„ „	Total break.
14	„ 16, „	11	December 29, 1884	...	...	56	22½	Jashk-Gwadur	145·00	Jashk	„ „	Partial earth work of repairing had to be suspended owing to heavy swell.
		16	August 15, 1885	...	...	1	3½	Bushire-Jashk Gutta-percha	391·07	Bushire	Corrosion of guards, core bitten by fish	Partial earth.
15	„ 21, „	17	Unknown					„ „	390·10	„	„ „ „ „	„ „
16	„ 29, „	18	August 22, 1885	...	...	7	2	Bushire-Fâo	129·66	Fâo	Corrosion of guards	Broken conductor.
17	September 6, „	19	January 29, „	...	...	1	7½	Gwadur-Manora	93·06	Gwadur	Fault not recovered	Partial earth.
18	October 31, „	20	September 12, „	...	...	49	½	Bushire-Fâo	14·44	Bushire	Corrosion of guards	Total break.
19	November 6, „	21	„ 14, „	...	...	1	4	„	41·16	Fâo	Unknown: Hole in percha	Partial earth.
20	„ 15, „	22	May 8, „	...	...	3	1	India-rubber	0·50	Jashk	„ Probably chafe on rocks	„ „ till 12th November, then total break.
21	December 2, „	23	November 28, „	...	...	...	8	Bushire-Jashk new Gutta-percha	117·00	Bushire	Manufacture. Foreign substance in percha.	Partial earth.
		24	June 15, „	...	...	13	12	Jashk-Gwadur	13·00	Gwadur	Corrosion of guards	„ „
22	„ 15, „	25	December 2, „					„	11·00	„	Chafe	Total break.
23	January 20, 1886	26	January 13, 1886	...	...	7	4	India-rubber	100·50	Bushire	Corrosion of guards	Broken conductor.
24	„ 26, „	27	December 29, 1885	...	...	27	16½	Bushire-Fâo	25·05	Fâo	„ „	„ „ 30 knots of this section renewed.
25	February 20, „	28	February 5, 1886	...	...	15	6	India-rubber	362·10	Bushire	„ „ broken conductor	
26	March 6, „	29	September 28, 1885	...	...	...	10	Gwadur-Manora	161·30	Gwadur	Cable chafe on a bank. Core damaged.	Partial earth.
27	May 12, 1885	30	.	...	...	...	3	India-rubber	On beach	at Jashk	Decay of India-rubber	Renewed end at cable-house with 150 feet of India-rubber main cable.
28	February 10, 1886	31	.	...	...	...	3	„	On beach	at Bushire.	„ „	Renewed end at cable-house with 210 feet of India-rubber main cable.
...	November 20, 1885	...	October 14, 1885	...	...	38	...	Bushire-Jashk old Gutta-percha	101	Jashk	Corrosion of guards	This fault was never repaired, as new cable shortly expected and this cable abandoned.

KARACHI,
The May 1886.

B. FFINCH,
Director, Persian Gulf Telegraphs.

J. POSSMANN,
Acting Engineer and Electrician, Persian Gulf Telegraphs.

APPENDIX C.

Statement showing expenditure of Cable during 1885-86 and quantity remaining on hand on the 31st March 1886.

Description.	Balance, 31st March 1885.	Received since. Manufacture at Manora.	Received since. Received from England.	Received since. Picked up at sea fit for re-laying.	Total. Receipts, 1885-86.	Total. Expenditure, 1885-86.	Balance in hand, 31st March 1886.	Remarks.
Gutta Percha Cable.								
Shore-end cable	0·170	...	1·248	...	1·418	...	1·418	
Main cable	33·490	68·62	9·736	73·13	184·976	109·108	75·868	
Small type cable and core sheathed with No. 9 wire	19·890	...	...	...	...	19·89	*Nil*	
Small type cable, P. G. second class core, sheathed with No. 9½ wire	...	13·50	...	...	13·50	2·06	11·44	
Short pieces of cable	...	...	...	...	...	...	...	
India-Rubber.								
Shore-end cable	4 000	...	...	...	4	2·07	1·93	
Main cable	20·227	14·61	...	1·132	35·969	9·504	26·465	
Short pieces of cable	...	...	...	...	...	...	...	

KARACHI,
The 1st May 1886.

B. FFINCH,
Director, Persian Gulf Telegraphs.

J. POSSMANN,
Acting Engineer and Electrician, Persian Gulf Telegraphs.

APPENDIX D.

Statement showing the repairs and renewals of Harbour Cables during the official year 1885-86.

Number of Repair.	Date of Development of fault.	Date of Completion of repair.	Number of Cable.	Locality of fault.	Cause of fault.	Remarks.
1	May 2nd, 1885	May 2nd, 1885	3	Between Boxes 5 and 6	Broken by Buglas anchor	Temporarily repaired, May 2nd. Permanently, May 28th, 75 fathoms inserted.
2	December 25th, 1885	December 28th, 1885	1	Between Boxes 8 and 9	Ditto ditto	Temporarily repaired, December 28th. Permanently, January 15th—see below.
3	.....	January 15th, 1886	1	Between Boxes 8 and 9	.....	Renewed line for 1,140 fathoms by inserting that amount of new cable.
4	.....	January 21st, 1886	9	Between Boxes 8 and 9	.....	Renewed line for 947 fathoms by inserting that amount of new cable.
5	December 14th, 1885	January 28th, 1886	3	Between Boxes 1 and 2	A small partial earth fault; decay of percha	Renewed this section throughout on all cables by inserting fresh pieces of core.
6	.....	January 28th, 1886	1, 2 4	Between Boxes 1 and 2	.....	

KARACHI,
The 1st May 1886.

B. FFINCH,
Director, Persian Gulf Telegraphs.

J. POSSMANN,
Acting Engineer and Electrician, Persian Gulf Telegraphs.

APPENDIX G.

INDO-EUROPEAN GOVERNMENT TELEGRAPH DEPARTMENT.

(PERSIAN GULF SECTION.)

Return of Total Interruptions which occurred on the Mekran Coast Land-line (698 miles) of the Persian Gulf Telegraph during the year 1885-86.

No.	From Date.	From Time.	To Date.	To Time.	Duration D.	Duration H.	Duration M.	
								Karachi-Ormara Section, 216 miles. Nil
								Ormara-Gwadur Section, 164½ miles.
1	17th April	9 P. M.	19th April	4 P. M.	1	19	0	Span at Suzani Creek carried away by heavy floods.
2	13th June	5-30 A. M.	13th June	9 A. M.	0	3	30	Wires touching water in Suzani Creek. Very high tides. Wires now raised.
3	13th „	4-10 P. M.	13th „	7 P. M.	0	3	0	
					2	1	30	*Gwadur-Charbar Section, 116 miles.* Nil.
								Charbar-Jashk Section, 201½ miles. Nil.

KARACHI,
The 19th June 1886.

B. FFINCH,
Director, Persian Gulf Telegraphs.

APPENDIX H.

STATEMENT A.

INDO-EUROPEAN TELEGRAPH DEPARTMENT,

PERSIAN GULF SECTION.

Showing the Traffic received from the Indian, Persian, and Turkish Telegraph Lines, and from Stations of the Section, during the year 1885-86.

1885-86.	INDIA.			PERSIA.			TURKEY.			STATIONS OF THE PERSIAN GULF SECTION.			GROSS TOTAL.		
	Number of messages.	Number of words.	Net receipts, Persian Gulf Section.	Number of messages.	Number of words.	Net receipts, Persian Gulf Section.	Number of messages.	Number of words.	Net receipts, Persian Gulf Section.	Number of messages.	Number of words.	Net receipts, Persian Gulf Section.	Number of messages.	Number of words.	Net receipts, Persian Gulf Section.
			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.			Rs. A. P.
April	2,767	40,502	31,111 5 0	2,385	47,128	30,714 14 0	1	13	2 15 0	344	4,940	707 14 0	5,497	92,583	62,537 0 0
May	3,665	49,527	38,085 7 0	3,263	58,897	39,915 6 0	313	2,778	1,998 14 0	353	4,213	716 11 0	7,584	115,415	80,756 6 0
June	10,632	129,086	91,516 13 0	8,746	113,053	77,744 5 0	606	6,303	5,528 2 0	291	3,424	653 13 0	20,275	251,866	1,75,443 1 0
July	4,309	58,480	45,079 9 0	5,053	81,058	56,366 0 0	398	3,620	2,595 3 0	261	2,971	672 6 0	10,021	146,129	1,04,713 2 0
August	3,132	50,441	39,355 0 0	9,756	129,803	89,142 1 0	474	4,627	3,223 5 0	322	3,416	886 1 0	13,684	188,317	1,32,606 7 0
September	4,160	55,640	42,099 2 0	9,001	118,727	81,546 2 0	245	2,360	1,824 8 0	275	3,116	844 13 0	13,651	179,843	1,26,314 9 0
October	4,370	63,987	50,360 4 0	4,653	82,517	57,042 4 0	6	57	39 8 0	328	3,810	1,033 15 0	9,357	150,371	1,08,475 15 0
November	3,431	51,117	40,479 4 0	3,136	56,175	38,252 15 0	239	2,182	1,612 15 0	327	3,625	896 15 0	7,133	113,099	81,242 1 0
December	3,189	46,019	36,149 8 0	2,999	56,626	38,914 2 0	282	2,505	1,732 10 0	321	3,804	760 2 0	6,791	108,954	77,556 6 0
January	2,055	32,573	25,665 6 0	2,040	44,998	30,881 12 0	33	610	412 9 0	282	3,320	1,010 3 0	4,410	81,501	57,969 14 0
February	3,619	54,197	42,835 13 0	2,9 6	55,580	36,251 7 0	166	1,594	1,040 8 0	249	2,615	544 9 0	6,990	113,986	80,672 5 0
March	4,115	63,163	50,369 2 0	3,520	60,>99	41,895 5 0	236	1,932	1,367 11 0	312	3,944	1,271 7 0	8,183	129,938	94,903 9 0
Total for the year	49,414	694,732	5,33,106 9 0	57,508	905,461	6,18,66 9 0	2,989	28,581	21,378 12 0	3,665	43,228	10,038 13 0	113,576	1,672,002	11,83,190 11 0
Average per mensem	4,119	57,>94	44,425 8 9	4,792	75,455	51,555 8 9	249	2,382	1,781 9 0	305	3,602	836 9 1	9,465	139,333	98,599 3 7

KARACHI,

The 1st June 1886.

B. FFINCH,

Director, Persian Gulf Telegraphs.

A. HERBAGE,

Traffic Manager, Persian Gulf Telegraphs.

APPENDIX I.

STATEMENT B.

INDO-EUROPEAN TELEGRAPH DEPARTMENT.

PERSIAN GULF SECTION.

Showing the number of messages and words, and the percentage of messages received from, and forwarded to, the Persian and Turkish lines during the year 1885-86, compared with the previous year.

Month.	1885-86.												1884-85.									
	Vid TEHERAN.						*Vid* TURKEY.						*Vid* TEHERAN.						*Vid* TURKEY.					
	From		To		Total.		From		To		Total.		From		To		Total.		From		To		Total.	
	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.
April	2,385	47,128	2,714	39,284	5,099	86,412	1	13	33	775	34	788	3,024	46,456	3,470	45,965	6,494	92,421	220	2,135	145	1,453	365	3,588
May	3,263	58,897	3,541	48,277	6,804	107,174	303	2,778	164	1,545	467	4,323	3,858	55,711	3,841	49,717	7,699	105,428	220	2,582	129	1,429	349	4,011
June	8,746	113,053	10,339	125,367	19,085	238,420	606	6,303	328	4,131	934	10,434	3,133	46,885	3,387	43,798	6,520	90,683	275	2,397	136	1,250	411	3,647
July	5,053	81,058	4,155	57,176	9,208	138,234	398	3,620	225	2,197	623	5,817	3,512	53,593	3,811	50,374	7,323	103,967	342	3,270	167	1,957	509	5,227
August	9,756	129,803	2,975	49,302	12,731	179,105	474	4,627	226	2,305	700	6,932	3,388	52,441	4,114	52,438	7,502	104,879	343	3,210	178	1,615	521	4,825
September	9,001	118,727	4,036	54,853	13,037	173,580	245	2,360	103	1,001	348	3,361	3,613	56,493	4,109	52,729	7,722	109,222	334	2,714	167	1,707	501	4,421
October	4,653	82,517	4,341	63,719	8,994	146,236	6	57	17	100	23	157	3,507	51,915½	4,281	53,065	7,788	104,980½	309	2,592½	169	1,513	478	4,105½
November	3,136	56,175	3,299	49,925	6,435	106,100	239	2,182	150	1,331	389	3,513	3,339	51,021½	3,973	52,477	7,312	103,498½	209	2,195	162	1,545	371	3,740
December	2,999	56,626	3,030	44,509	6,029	101,135	282	2,505	172	1,810	454	4,315	3,383	55,224½	4,352	59,652	7,735	114,876½	53	587	46	479	99	1,066
January	2,040	44,998	1,943	30,950	3,983	75,948	33	610	24	219	57	829	2,239	31,897	2,362	33,946	4,601	65,843	303	2,666	148	1,486	451	4,152
February	2,956	55,580	3,501	52,962	6,457	108,542	166	1,594	118	1,044	284	2,638	3,104	55,222	3,160	45,967	6,264	101,189	317	2,815	146	1,701	463	4,519
March	3,520	60,899	3,973	61,672	7,493	122,571	236	1,932	162	1,467	398	3,399	3,726	66,986	4,632	75,127	8,358	142,113	151	1,331	91	756	242	2,087
Total for the year	57,508	905,461	47,847	677,996	105,355	1,583,457	2,989	28,581	1,722	17,925	4,711	46,506	39,826	623,845½	45,492	615,255	85,318	1,239,100½	3,076	28,494½	1,684	16,894	4,760	45,388½
Percentage *vid* Teheran	...	...	...	...	95·72%	...	...	...	...	...	...	...	...	...	...	...	94·72%	...	...	...	...	...	...	...
Percentage *vid* Turkey	...	...	...	...	...	...	...	...	...	...	4·28%	...	...	...	...	...	...	...	...	...	...	...	5·28%	...

KARACHI;

1st June 1886.

B. FFINCH,

Director, Persian Gulf Telegraph.

A. HERBAGE,

Traffic Manager, Persian Gulf Telegraph.

STATEMENT C.

APPENDIX K.

INDO-EUROPEAN TELEGRAPH DEPARTMENT.

PERSIAN GULF SECTION.

Showing the maximum, minimum, and mean rate of transmission from the United Kingdom to Karachi during the year 1885-86, compared with that of the previous year.

Month.	1885-86. UNITED KINGDOM TO KARACHI. *Vid* Teheran. Maximum.	Minimum.	Mean.	*Vid* Turkey. Maximum.	Minimum.	Mean.	Remarks. Teheran route.	Turkish route.	1884-85. UNITED KINGDOM TO KARACHI. *Vid* Teheran. Maximum.	Minimum.	Mean.	*Vid* Turkey. Maximum	Minimum.	Mean.	Remarks. Teheran route.	Turkish route.
	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.			H. M.	H. M.	H. M.	H. M.	H. M.	H. M.		
April	3 35	0 3	1 14	...	...	...	Total interruption Gulf Sections, 20th to 27th. One Section workable from 1st to 20th, 27th to 30th, 1st to 7th May.	Fao-Bushire Section interrupted 29 days 12 hours.	6 8	0 6	1 15	33 26	3 20	7 47	During the months of June and July only the Section had uninterrupted use of its two lines, and for the rest of the year compelled to rely on one line for many days in each month, consequently decreasing the speed of transmission.	During the year the Turkish route was totally interrupted for 17 days on the Fao-Bagdad Section and for 71 days by the failure of the Bushire-Fao cable.
May	3 33	0 3	0 51	16 52	2 54	8 43			5 19	0 5	1 12	40 21	1 2	9 59		
June	...	...	...	...	...	...			3 39	0 7	0 55	21 39	2 7	10 28		
July	28 35	0 8	6 6	25 33	2 34	9 27	Not recorded. Carrying total traffic of Suez route. Heavy traffic on account imperfect working Suez route. Working one circuit 8th to 16th June, 25th to 31st July, 1st to 10th, 15th to 21st August, 14th to 31st October.		4 37	0 8	1 1	27 15	1 47	9 27		
August	26 35	0 8	6 43	28 13	2 51	9 50		22nd to 29th August, 12th September to 31st October, Fao-Bushire interrupted, messages passing over broken Section by post.	3 59	0 10	0 59	30 43	3 45	8 27		* Messages passed over the interrupted Section between Fao and Bushire by post.
September	11 05	0 8	4 13	30 09	7 25	13 44			3 56	0 9	1 5	44 12	1 58	12 30		
October	6 35	0 5	1 26	...	...	...			1 41	0 8	1 6	30 53	4 0	13 5		
November	6 59	0 10	2 13	24 23	3 40	12 39	Total interruption Gulf Sections, 12th to 15th, 1st to 12th and 15th to 20th. Working one Section.		6 1	0 8	1 15	24 59	4 29	10 19		† Serious interruption on Persian line.
December	7 4	0 9	1 16	24 54	4 32	10 27	Interruptions and bad working on lines in Persia and Europe. Working one circuit 13th to 20th January, 5th to 20th February.	29th December to 26th January Fao-Bushire Section interrupted.	9 30	0 8	1 47	165* 24	2 57	42* 50		‡ Bad working and interruptions in Persia, also on the Indo-European Telegraph Company's lines in Europe.
January	18 23	0 10	2 44	...	...	...			20 13†	0 11	4 4	23 47	2 57	12 0		
February	11 33	0 5	1 32	...	...	...			31 54‡	0 8	3 37	27 13	4 20	12 35		
March	3 40	0 5	0 49	11 43	2 13	6 36	...	...	6 20	0 8	2 6	15 52	6 33	9 43		
Average per mensem	11 36	0 6	2 38	23 6	3 44	10 12			8 36	0 8	1 41	40 28	3 16	13 15		

* Excluding the exceptional months of January and February the { Maximum average is 5·7 / Mean " " 1·16

KARACHI,
1st June 1886.

B. FFINCH,
Director, Persian Gulf Telegraph.

A. HERBAGE,
Traffic Manager, Persian Gulf Telegraph.

APPENDIX L.

INDO-EUROPEAN TELEGRAPH DEPARTMENT.

STATEMENT D.

PERSIAN GULF SECTION.

Showing the comparative speed of transmission of messages from the United Kingdom to Calcutta by the Indo-European line viâ *Teheran and the Indian lines* viâ *Karachi, and the Eastern Telegraph Company's line* viâ *Suez, and the Indian lines* viâ *Bombay, as recorded in the* "Government Telegraph Gazette" *during the years 1884-85 and 1885-86.*

Month.	1885-86. INDO-EUROPEAN ROUTE *vid* TEHERAN AND KARACHI. Average monthly speed.	Shortest time during the month.	Longest time during the month.	EASTERN TELEGRAPH COMPANY'S LINE *vid* SUEZ AND BOMBAY. Average monthly speed.	Shortest time during the month.	Longest time during the month.	1884-85. INDO-EUROPEAN ROUTE, *vid* TEHERAN AND KARACHI. Average monthly speed.	Shortest time during the month.	Longest time during the month.	EASTERN TELEGRAPH COMPANY'S LINE, *vid* SUEZ AND BOMBAY. Average monthly speed.	Shortest time during the month.	Longest time during the month.
	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.
April	1 59	0 39	7 3	3 56	1 34	5 27	1 58	0 29	4 21	3 13	1 17	5 58
May	1 29	0 37	7 4	3 27	1 48	7 7	1 44	0 24	4 7	3 13	0 20	8 43
June	A 13 36	0 34	39 30	2 50	1 33	4 14	1 33	0 43	3 54	3 14	0 50	6 38
July	B 4 20	0 30	21 29	4 36	1 40	8 23	1 41	0 30	2 56	3 25	1 44	5 10
August	B 6 28	0 44	18 6	...	...	...	1 27	0 36	2 34	2 28	0 48	3 39
September	B 4 22	0 45	12 38	4 32	1 12	8 1	1 27	0 35	2 24	2 27	0 40	3 28
October	B 2 2	0 34	11 24	4 53	1 27	11 1	1 32	0 36	2 23	2 41	1 9	4 16
November	2 52	0 35	15 13	3 18	1 22	5 31	1 30	0 42	3 5	3 3	1 31	4 48
December	1 54	0 42	6 16	2 59	1 0	6 5	1 39	0 30	•3 6	3 6	1 56	4 53
January	2 26	0 13	8 22	4 1	2 2	7 13	A 3 25	0 32	13 2	4 21	2 16	11 46
February	1 38	0 38	4 14	2 42	1 36	5 23	A 3 17	0 52	15 59	4 11	1 24	10 28
March	1 23	0 35	4 29	2 25	1 17	5 31	B 2 14	0 40	3 55	3 33	1 43	5 9
Monthly average	3 42	0 35	12 59	3 36	1 30	6 43	1 57 / 1 40 (Excluding January and February)	0 35 / 0 34	5 8 / 3 16	•3 14	1 18	6 14

A. Snez route interrupted 3rd to 27th. Total Traffic *vid* Teheran.
B. Imperfect working on Suez route caused pressure of Traffic *vid* Teheran.

A. Unusually high rate was caused by the defective working of the Persian lines through severe weather.
B. Extra pressure of Traffic and long Government Cypher messages.

KARACHI;
1st June 1886.

B. FFINCH,
Director, Persian Gulf Telegraph.

A. HERBAGE,
Traffic Manager, Persian Gulf Telegraph.

APPENDIX M.

INDO-EUROPEAN TELEGRAPH DEPARTMENT.

PERSIAN GULF SECTION.

STATEMENT M.

Showing the accuracy with which the Traffic was carried by both Sections of the Department, and the percentage of errors committed in transmission during the year 1885, compared with that of the previous year.

Month.	1885. PERSIAN GULF SECTION. Number of words transmitted.	Percentage of words correctly transmitted.	Monthly percentage of Errors. Clerical.	Instrumental or doubtful.	Total.	PERSIAN SECTION. Number of words transmitted.	Percentage of words correctly transmitted.	Monthly percentage of Errors. Clerical.	Instrumental or doubtful.	Total.	Total percentage for both Sections of the Department between Karachi and Teheran.	Remarks.	1884. PERSIAN GULF SECTION. Number of words transmitted.	Percentage of words correctly transmitted.	Monthly percentage of Errors. Clerical.	Instrumental or doubtful.	Total.	PERSIAN SECTION. Number of words transmitted.	Percentage of words correctly transmitted.	Monthly percentage of Errors. Clerical.	Instrumental or doubtful.	Total.	Total percentage for both Sections of the Department between Karachi and Teheran.	Remarks.
January	73,883	99·820	·145	·035	·180	65,843	99·811	·165	·024	·189	·369		126,949	99·737	·243	·020	·263	...	...	...	...	...	...	The statistics from Teheran from January to August are not available.
February	109,928	99·834	·149	·017	·166	101,189	99·876	·113	·011	·124	·290		133,568	99·744	·219	·037	·256	...	...	..	...	...	...	
March	150,355	99·910	·088	·002	·090	142,113	99·897	·085	·018	·103	·193		119,478	99·846	·128	·026	·154	...	...	...	...	...	...	
April	92,583	99·898	·081	·021	·102	86,412	99·869	·109	·022	·131	·233		99,405	99·816	·138	·046	·184	...	...	...	...	..	...	
May	115,415	99·874	·106	·020	·126	107,174	99·895	·082	·023	·105	·231		112,267	99·793	·154	·053	·207	...	...	...	...	..	...	
June	251,866	...	...	...	...	238,420	...	...	...	...	...	Messages not examined by order owing to pressure.	97,053	99·829	·154	·017	·171	...	...	...	...	...	...	
July	146,129	99·708	·212	·080	·292	138,234	99·791	·208	·011	·219	·511		111,985	99·739	·229	·032	·261	...	...	...	...	...	...	
August	188,317	99·522	...	...	·478	179,105	99·594	...	...	·406	·884	Messages examined for errors but not investigated by order at stations owing to pressure.	111,442	99·804	·166	·030	·196	...	...	...	...	...	...	
September	179,843	99·538	...	...	·462	173,580	99·661	...	...	·339	·801		116,231	99·803	·165	·032	·197	109,222	99·783	·205	·012	·217	·414	From 1st September 1884 the Traffic Office at Karachi undertook the examination of messages transmitted by the Persian Section and the recording of errors committed in transit between Teheran and Bushire.
October	150,371	99·771	·188	·041	·229	146,236	99·821	·167	·012	·179	·408		112,507	99·788	·180	·032	·212	104,980	99·775	·203	·022	·225	·437	
November	113,099	99·686	·263	·051	·314	106,100	99·698	·281	·021	·302	·616		110,731	99·710	·247	·043	·290	103,498	99·764	·194	·042	·236	·526	
December	108,954	99·295	...	...	·705	101,185	99·798	...	...	·202	·907	Messages examined and investigated, but not all returned by stations at this date to obtain details.	119,616	99·708	·193	·039	·232	114,876	99·709	·218	·073	·291	·523	
Average percentage	...	99·714	...	...	·286	...	99·792	...	...	·209	·495		...	99·781	·185	·034	·219	...	99·758	·205	·037	·242	·475	

KARACHI,
1st June 1886.

B. FFINCH,
Director, Persian Gulf Telegraph.

A. HERBAGE,
Traffic Manager, Persian Gulf Telegraph.

APPENDIX A.

INDO-EUROPEAN GOVERNMENT TETEGRAPH DEPARTMENT.

SUMMARY OF EXPENDITURE ON CAPITAL ACCOUNT TO 31ST MARCH 1886

(prepared partly from Telegrams).

	Charges. In India.	Charges. In England.	Charges. Total.	Credits. In India.	£ s. d.	£ s. d.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.		
Total Capital Expenditure to 31st March 1885					...	1,128,952-15-9
Capital Expenditure from 1st April 1885 to 31st March 1886 :—						
Persian Gulf Section—						
Works	2,412 2 6	...	2,412 2 6	...		
Expenditure of Public Works Department	4,937 0 0	...	4,937 0 0	...		
Tools and Plant	560 0 0	78 0 0	638 0 0	...		
Suspense Heads—						
Stores	2,23,138 9 4	8,48,258 8 8	10,71,397 2 0	10,59,116 1 9		
Advances	34,872 11 5	...	34,872 11 5	44,532 11 5		
Balance debited Capital Account	...	...	...	10,608 2 9	1,060-16-4	
	2,65,920 7 3	8,48,336 8 8	11,14,256 15 11	11,14,256 15 11		
Persian Section—						
Works	—2,056 7 7	...	—2,056 7 7	...		
Suspense heads—						
Advances	36,325 6 3	...	36,325 6 3	33,930 10 7		
Balance debited Capital Account	...	...	...	338 4 1	33-16-6	
	34,268 14 8	...	34,268 14 8	34,268 14 8		
						1,094 12 10
Deduct—						1,130,047 8 7
Miscellaneous receipts in England :—						
Sale proceeds of cable cores returned from India						71 13 2
						1,129,975 15 5

LONDON OFFICE;
27th August 1886.

JOHN BATEMAN CHAMPAIN, *Colonel, R. E.,*
Director-in-Chief.

A. BRASHER,
Director of Traffic.

APPENDIX B.

INDO-EUROPEAN GOVERNMENT TELEGRAPH DEPARTMENT.

DR. *Revenue Account for the year ended 31st March 1886 (prepared partly from Telegrams).* CR.

To *Traffic Earnings* from 1st April 1885 to 31st March 1886 :—

	Persian Gulf Section.	Persian Section.	Total.	£ s. d.
Net Earnings on Indian, Trans-Indian and Local Traffic, including the profit on mean rate *viâ* Turkey	Rs. A. P. 10,56,566 2 0	Rs. A. P. 1,69,520 0 8	Rs. A. P. 12,26,086 2 8	
=£	1,05,656 12 3	16,952 0 1	1,22,608 12 4	
Common Purse—	£ s. d.	£ s. d.	£ s. d.	
Credits	93,296 0 3	14,020 18 9	107,316 19 0	
Debits	73,957 13 11	11,865 19 8	85,823 13 7	
Balance due to Common Purse	19,338 6 4	2,154 19 1	21,493 5 5	
Net Traffic Receipts	86,318 5 11	14,797 1 0	101,115 6 11	101,115 6 11

To Miscellaneous Receipts—

	Persian Gulf Section.	Persian Section.	Total.	
	Rs. A. P.	Rs. A. P.	Rs. A. P.	
In India	2,668 12 6	4,958 9 1	7,627 5 7	
In England	...	...	...	
	2,668 12 6	4,958 9 1	7,627 5 7	762 14 8

To Profit and Loss—

Balance of unsettled traffic accounts for 1882-83 written off to profit	50 6 7	50 6 7
To Balance		60,079 2 8
		162,007 10 10

By *Expenditure* from 1st April 1885 to 31st March 1886 :—

	In India.	In England.	Total.	£ s. d.
Persian Gulf Section—	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Repairs, ordinary	1,21,040 2 6	...	1,21,040 2 6	
„ renewal of Jask-Bushire Cable	7,47,537 0 0	16,155 10 8	7,63,692 10 8	
Establishments	2,86,519 10 9	8,957 8 8	2,95,477 3 5	
Tools and Plant	33,227 1 10	...	33,227 1 10	
Cable Steamer	1,32,686 5 0	...	1,32,686 5 0	
Profit and Loss	...	...	...	
Share of Chief Direction, London and Constantinople Offices	...	30,929 5 2	30,929 5 2	
Share of advertizing and Agency charges for 1884	...	8,897 14 3	8,897 14 3	
Royalty for use of the Brown-Allan relay	...	1,000 0 0	1,000 0 0	
Instruments for presentation to Ottoman Government	...	5,418 8 8	5,418 8 8	
Total Persian Gulf Section	13,21,010 4 1	71,358 15 5	13,92,369 3 6	
Persian Section—				
Repairs	6,984 6 4	...	6,984 6 4	
Establishments	1,56,767 15 10	32,321 9 4	1,89,089 9 2	
Tools and Plant	897 9 11	12,538 8 0	13,436 1 11	
Profit and Loss	...	...	...	
Stores	...	...	...	
Share of Chief Direction, London and Constantinople Offices	...	13,747 2 10	13,747 2 10	
Share of advertizing and Agency charges for 1884	...	4,448 15 1	4,448 15 1	
Total Persian Section	1,64,650 0 1	63,056 3 3	2,27,706 3 4	
TOTAL INDO-EUROPEAN TELEGRAPH DEPARTMENT	14,85,660 4 2	1,34,415 2 8	16,20,075 6 10	1,62,007 10 10
				1,62,007 10 10

LONDON OFFICE ; JOHN BATEMAN-CHAMPAIN, *Colonel, R. E.,* A. BRASHER,

27th August 1886. *Director-in-Chief* *Director of Traffic.*

APPENDIX C.

INDO-EUROPEAN GOVERNMENT TELEGRAPH DEPARTMENT.

List of total interruptions to through traffic on the Constantinople-Karachi Sections of the Turkish route during the year 1885-86.

Month.	Constantinople-Fao Section.	Fao-Karachi Section.	Deduct for simultaneous interruptions on two or more sections of Turkish route.	Turkish route totally interrupted.
	D. H. M.	D. H. M.	D. H. M.	D. H. M.
1885.				
April	3 8 22	29 15 30	3 8 22	29 15 30
May	...	...	...	...
June	...	...	...	...
July	0 12 30	...	...	0 12 30
August	...	7 2 0	...	7 2 0
September	...	49 0 30	...	49 0 30
October	...	4 5 0	...	5 5 15
November	1 0 15			
December	1 0 15	27 16 30	...	28 16 45
1886.				
January	...			
February	3 1 25	...	...	3 1 25
March	1 13 11	...	...	1 13 11
Total	10 11 58	117 15 30	3 8 22	128 3 28

Comparison with preceding two years.

	D. H. M.	D. H. M.	D. H M.	D. H. M.
1883-84	31 5 5	17 1 30	...	48 6 35
1884-85	16 22 54	75 18 6	...	92 17 0

List of total interruptions to through traffic on the Teheran route in 1885-86.

Month.	Indo-European Company's Section.	Indo-European Departmental lines. In Persia.	Indo-European Departmental lines. In Persian Gulf.	Deduct for simultaneous interruptions on two or more Sections of Indo-European route.	Indo-European route as a whole, *viâ* Teheran totally interrupted.	Remarks.
	D. H. M.	D. H. M.	D. H M.	D. H. M.	D. H. M.	
1885.						
April	...	0 7 34	7 8 0	...	7 15 34	
May	...	..	...	...	...	
June	0 5 41	...	...	..	0 5 41	
July	0 10 58	...	...	...	0 10 58	
August	0 1 19	...	...	...	0 1 19	
September	...	...	...	...	...	
October	...	...	...	...	...	
November	...	...	3 1 0	...	3 1 0	
December	0 19 18	6 12 17	...	...	7 7 35	
1886.						
January	6 3 25	7 12 27	...	...	13 15 52	
February	0 6 30	1 9 30	...	...	1 16 0	
March	0 6 19	...	...	...	0 6 19	
Total	8 5 30	15 17 48	*10 9 0	...	34 8 18	

Comparison with preceding two years.

	D. H. M.	D. H. M.	D. H. M.	D. H. M.	D. H. M.
1883-84	9 7 11	13 41 0	*17 1 30	0 13 18	24 9 4
1884-85	6 3 17	13 11 42	*5 19 0	1 11 50	23 22 9

* Included also in Fao-Karachi Section.

LONDON OFFICE ; JOHN BATEMAN-CHAMPAIN, *Colonel, R.E.,* A. BRASHER,

27th August 1886. *Director-in-Chief.* *Director of Traffic.*

APPENDIX D.

INDO-EUROPEAN GOVERNMENT TELEGRAPH DEPARTMENT.

COMMON PURSE.

Table A.

Division of Receipts.

YEAR.	INDIAN MESSAGES.					TRANS-INDIAN MESSAGES.					TOTAL.				
	Number of words.	Total net value.	PROPORTIONS FOR			Number of words.	Total net value.	PROPORTIONS FOR			Number of words.	Total net value	PROPORTIONS FOR		
			Eastern Company.	Indo-European Company.	Indo-European Department.			Eastern Company.	Indo-European Company.	Indo-European Department.			Eastern Company.	Indo-European Company.	Indo-European Department.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
1878-79	1,720,865	310,009 16 2	187,214 18 10	69,256 3 5	53,538 13 11	841,866	117,170 15 7	94,357 12 6	14,095 13 2	8,717 9 11	2,562,731	427,180 11 9	281,572 11 4	83,351 16 7	62,256 3 10
1879-80	1,916,511	337,767 6 8	204,191 16 10	75,339 7 7	58,236 2 3	1,030,950½	142,541 14 11	114,667 0 5	17,206 6 7	10,668 7 11	2,947,171½	480,309 1 7	318,858 17 3	92,545 14 2	68,904 10 2
1880-81	2,143,516	379,839 8 8	229,385 0 9	84,868 2 5	65,598 5 6	1,043,605½	143,776 13 1	115,783 8 10	17,206 6 4	10,696 19 11	3,187,121½	523,616 1 9	345,168 7 7	102,152 8 9	76,295 5 5
1881-82	2,012,597½	360,011 1 9	221,721 18 1	78,165 12 1	60,123 11 7	1,140,196	155,093 0 8	118,529 6 4	21,889 15 3	14,673 19 1	3,152,793½	515,104 2 5	340,251 4 5	100,055 7 4	74,797 10 8
1882-83	2,086,876½	384,007 5 9	227,080 3 4	84,797 13 1	68,129 9 4	1,196,822½	161,035 16 7	119,310 9 1	24,940 13 8	16,784 13 10	3,283,699	545,043 2 4	346,390 12 5	109,738 6 9	84,914 3 2
1883-84	2,056,841½	368,880 9 2	223 913 3 6	81,777 2 7	63,190 3 1	1,286,291½	175,123 6 7	140,324 19 11	21,404 12 10	13,393 13 10	3,343,139	544,003 15 9	364,238 3 5	103,181 15 5	76,583 16 11
1884-85	2 033,938	360,469 16 5	218,775 8 4	79,930 9 2	61,763 18 11	1,421,111	195,974 2 6	157,057 2 4	23,943 8 0	14,973 12 2	3,455,049	556,443 18 11	375,832 10 8	103,873 17 2	76,737 11 1
1885-86	2,328,875	404,063 1 4	244,016 9 2	90,360 11 7	69,686 0 7	1,442,842	194,749 16 11	162,939 16 4	25,483 15 1	16,326 5 6	3,771,717	598,812 18 3	396,956 5 6	115,844 6 8	86,012 6 1

Table B.

Division of traffic as actually carried.

YEAR.	INDIAN MESSAGES.				TRANS-INDIAN MESSAGES.				TOTAL.			
	Total net value.	PROPORTIONS FOR			Total net value.	PROPORTIONS FOR			Total net value.	PROPORTIONS FOR		
		Eastern Company.	Indo-European Company.	Indo-European Department.		Eastern Company.	Indo-European Company.	Indo-European Department.		Eastern Company.	Indo-European Company.	Indo-European Department.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1878-79	310,009 16 2	221,052 0 7	48,921 2 0	40,026 13 7	117,170 15 7	111,616 0 7	3,316 9 4	2,238 5 8	427,180 11 9	332,678 1 2	52,237 11 4	42,264 19 3
1879-80	337,767 6 8	229,381 19 1	59,437 16 3	48,947 11 4	142,541 14 11	134,124 5 8	4,577 2 3	3,540 7 0	480,309 1 7	363,506 4 9	64,014 18 6	52,487 18 4
1880-81	379,839 8 8	262,115 19 4	64,907 10 10	52,755 18 6	143,776 13 1	132,990 5 3	6,347 8 7	4,438 19 3	523,616 1 9	395,106 4 7	71,274 19 5	57,234 17 9
1881-82	360,011 1 9	232,682 0 4	71,429 14 11	55,899 6 6	155,093 0 8	126,033 4 1	17,496 9 11	11,563 6 8	515,104 2 5	358,720 4 5	89,276 4 10	67,107 13 2
1882-83	384,007 5 9	185,637 10 3	113,201 11 7	85,168 3 11	161,035 16 7	96,426 5 8	40,048 13 6	25,559 17 5	545,043 2 4	281,063 15 11	153,251 5 1	110,728 1 4
1883-84	368,880 9 2	206,426 16 6	92,281 15 4	70,171 17 4	175. 23 6 7	146,277 15 11	17,999 12 10	11,235 17 10	544,003 15 9	352,704 12 5	109,891 8 2	81,407 15 2
1884-85	360,469 16 5	191,129 15 6	95,655 5 6	73,684 15 5	195,974 2 6	165,473 1 3	18,809 7 5	11,891 3 10	556,443 18 11	356,602 16 9	114,464 12 11	85,376 9 3
1885-86	404,063 1 4	219,664 5 2	104,807 9 3	80,491 6 11	194,749 16 11	147,835 3 0	29,089 1 10	18,825 12 1	598,812 18 3	358,499 8 2	132,996 11 1	107,316 19 0

LONDON OFFICE;
27th August 1886.

JOHN BATEMAN-CHAMPAIN, *Colonel, R.E.,*
Director-in-Chief.

A. BRASHER,
Director of Traffic.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF DECEMBER 1885 AND 2nd HALF OF JUNE 1886 PUBLISHED IN PAGES 186, 187, 1034 AND 1035 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 30th JANUARY AND 24th JULY 1886.

PROVINCES.	DISTRICTS.	AVERAGE WAGES PER MONTH.		
		Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter, or Blacksmith.
	2nd half of December 1885. *(Revised.)*	R a. p.	R a. p.	R a. p.
N.-W. PROVINCES	Dehra Dún	...	5 0 0	...
	Saháranpur	...	5 0 0	...
	Muzaffarnagar	...	4-0 to 5-0	...
	Meerut	...	5 0 0	...
	Bulandshahr	...	4-0 to 5-0	...
	Aligarh	...	4-0 to 5-0	...
	Kumaun	...	5 0 0	...
	Garhwál	...	5 0 0	...
	Bijnor	...	...	...
	Moradabad	...	...	...
	Budaun	...	4 0 0	...
	Bareilly	...	4 0 0	...
	Sháhjahánpur	...	3-8 to 6-0	...
	Tarái Pergunnahs	...	6 0 0	...
	Muttra	...	5 0 0	...
	Agra	...	4-0 to 5-0	...
	Farukhabad	...	5 0 0	...
	Mainpuri	...	4 0 0	...
	Etáwah	...	5 0 0	...
	Jalaun	...	3-8 to 5-0	...
	Etah	...	5 0 0	...
	Jhánsi	...	5 0 0	...
	Lalitpur	...	5 0 0	...
	Cawnpore	...	5 0 0	...
	Fatehpur	...	4 0 0	...
	Bánda	...	5 0 0	...
	Allahabad	...	...	...
	Hamírpur	...	...	...
	Jaunpur	...	5 0 0	...
	Gorakhpur	...	4-0 to 5-0	...
	Basti	...	4-0 to 5-0	...
	Azamgarh	...	5 10 0	...
	Mirzapur	...	5 0 0	...
	Benares	...	4 8 0	...
	Gházipur	...	5 0 0	...
	Balia	...	4 0 0	...
	Pilibhit	...	4 0 0	...
OUDH	Sultánpur	...	5 0 0	...
	Partábgarh	...	3 8 0	...
	Fyzabad	...	4 8 0	...
	Kheri	...	5 8 0	...
	Lucknow	...	4 0 0	...
	Bára Banki	...	3 8 0	...
	Bahraich	...	4-0 to 5-0	...
	Rai Bareli	...	4 0 0	...
	Sítapur	...	3 8 0	...
	Gonda	...	4-0 to 5-0	...
	Unáo	...	4-0 to 5-0	...
	Hardoi	...		...
	2nd half of June 1886.			
N.-W. PROVINCES	Dehra Dún	5 0 0	5 0 0	10 0 0
	Saháranpur	5 0 0	5 0 0	10 0 0
	Muzaffarnagar	4 0 0	4-0 to 5-0	10-0 to 12-0
	Meerut	5-0 to 6-0	5 0 0	12 0 0
	Bulandshahr	3-0 to 4-0	4-0 to 5-0	8-0 to 10-0
	Aligarh	3-12 to 5-0	4-0 to 5-0	7-8 to 10-0
	Kumaun	4-0 to 8-0	5 0 0	8-0 to 10-0
	Garhwál	5 0 0	5 0 0	10 0 0
	Bijnor	4 0 0	5 0 0	7 8 0
	Moradabad	...	...	...
	Budaun	3 0 0	4 0 0	8 ... 0
	Bareilly	3 12 0	4 0 0	5-10 to 7-8
	Sháhjahánpur	3-0 to 4-0	3-8 to 6-0	7 8 0
	Tarái Pergunnahs	5 0 0	6 0 0	10 0 0
	Muttra	4 11 0	5 0 0	9 4 0
	Agra	4-0 to 5-0	4-0 to 5-0	8-0 to 11-0
	Farukhabad	5 0 0	5 0 0	10 0 0
	Mainpuri	4-0 to 5-0	4 0 0	6-0 to 12-0
	Etáwah	4 4 0	5 0 0	8-0 to 12-0
	Etah	3-8 to 4-0	4-8 to 5-0	8-0 to 12-0
	Jalaun	2 8 0	6 0 0	10 0 0
	Jhánsi	3 0 0	5 0 0	12-0 to 15-0
	Lalitpur	4 0 0	5 0 0	11 0 0
	Cawnpore	4 0 0	4-0 to 5-0	8-0 to 10-0
	Fatehpur	1-14 to 3-12	4 0 0	5-10 to 7-8
	Bánda	2-4 to 4-0	5 0 0	7-8 to 9-5

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS, &c.—*continued.*

PROVINCES.	DISTRICTS.	AVERAGE WAGES PER MONTH. Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter, or Blacksmith.
	2nd half of June 1886—*continued.*	ℛ a. p.	ℛ a. p.	ℛ a. p.
N.-W. PROVINCES—*continued*	Allahabad	3-0 to 6-0.	5 0 0	11-4 to 15-0
	Hamirpur	...	...	...
	Jaunpur	2 13 0	5 0 0	5-10 to 7-8
	Gorakhpur	3 12 0	4-0 to 5-0	8 0 0
	Basti	4 0 0	4-0 to 5-0	8-0 to 12-0
	Azamgarh	3 12 0	5 10 0	7 8 0
	Mirzapur	4 0 0	5 0 0	8 0 0
	Benares	3 8 0	4 8 0	9 6 0
	Ghâzipur	3 12 0	5 0 0	7 8 0
	Balia	4 0 0	4 0 0	7 8 0
	Pilibhit	4 0 0	4 0 0	8 0 0
OUDH	Sultânpur	3 12 0	5 0 0	7 8 0
	Partâbgarh	3 0 0	3 8 0	7 0 0
	Fyzabad	1-14 to 3-12	4 0 0	7-8 to 9-6
	Kheri	4 0 0	4-8 to 5-0	7 0 0
	Lucknow	4 0 0	4 0 0	11 4 0
	Bára Banki	3 8 0	4 0 0	8 0 0
	Bahraich	3 0 0	4-0 to 5-0	8-0 to 10-0
	Rai Bareli	3 8 0	4 0 0	7-0 to 8-0
	Sitapur	4 0 0	4 0 0	8 0 0
	Gonda	2 13 0	3 8 0	7 8 0
	Unáo	3 12 0	4-0 to 5-0	7 8 0
	Hardoi	4 11 0	4-0 to 5-0	8-0 to 10-0

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch.*)

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF DECEMBER 1886 AND 1st AND 2nd HALVES OF JANUARY 1887 PUBLISHED IN PAGESS 141, 181 AND 289 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 29th JANUARY AND 12th AND 26th FEBRUARY 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.													AVERAGE WAGES PER MONTH.
PROVINCES.	DISTRICTS.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Tuar Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Able-bodied Agricultural Labourer, or.	Syce or Horse-keeper.	Common Mason, Carpenter, or Blacksmith.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	ℛ a. p.	ℛ a. p.	ℛ a. p.
	2nd half of December 1886.																
MYSORE.	Bangalore	...	...	...	...	...	...	...	...	...	...	...	84 0 0	11 4	4-0 to 8-0	5-0 to 7-0	13-2 to 22-8
	Kolar	...	...	...	...	...	...	...	...	...	...	...	84 0 0	11 0 0	5 0 0	6 0 0	15 0 0
	Tumkúr	...	...	...	...	...	...	...	...	...	...	...	144 0 0	10 12	7 0 0	7 0 0	15-0 to 22-8
	Mysore	...	...	...	...	...	...	...	...	...	...	...	340 0 0	9 8	7 8 0	6 0 0	15 0 0
	Hassan	...	...	...	...	...	...	...	...	...	...	...	81 0 0	11 0 0	5 0 0	6 0 0	22 8 0
	Shimoga	...	...	...	...	...	...	...	...	...	...	...	96 0 0	10 8 0	3-0 to 5-0	4-0 to 8-0	15-0 to 25-0
	Kadur	...	...	...	...	...	...	...	...	...	...	...	480 0 0	11 0 0	7 8 0	7 8 0	13-12 to 22-8
	Chitaldroog	...	...	...	...	...	...	...	...	...	...	...	320 0 0	10 0	3 0 0	7 0 0	15 0 0
	1st half of January 1887.																
	Bangalore	11 4	11 12	9 12	11 0	27 15	...	34 0	...	12 0	...	17 0	84 0 0	11 4			
	Kolar	...	11 12	12 0	14 0	...	...	39 0	...	12 0	...	13 8	84 0 0	11 0 0			
	Tumkúr	13 0	12 0	15 0	16 0	...	...	48 0	...	11 8	...	16 0	156 0 0	10 12			
	Mysore	12 8	10 0	12 0	14 12	44 0	32 0	34 0	12 0	12 8	12 0	12 8	340 0 0	9 8			
	Hassan	...	11 0	14 0	17 0	...	...	46 0	...	12 0	...	12 0	78 0 0	11 0 0			
	Shimoga	12 10	...	12 10	14 11	37 11	...	42 0	12 0	12 10	...	16 0	96 0 0	10 8 0			
	Kadur	10 0	12 0	16 0	20 0	...	38 0	42 0	...	13 0	...	...	480 0 0	11 0 0			
	Chitaldroog	14 0	15 0	10 8	13 0	48 0	...	55 0	48 0	12 0	...	14 0	320 0 0	10 0			
	2nd half of January 1887.																
	Bangalore	11 0	11 13	9 13	11 0	28 4	...	34 3	...	12 5	...	16 9	84 0 0	11 4			
	Kolar	...	11 12	13 0	17 0	...	...	39 0	...	12 0	...	13 8	84 0 0	11 0 0			
	Tumkúr	13 0	11 8	14 0	15 0	...	...	48 0	...	13 0	...	20 0	156 0 0	10 0			
	Mysore	11 12	11 0	12 8	15 8	36 0	32 0	34 0	12 0	13 12	...	12 0	340 0 0	9 8			
	Hassan	...	12 0	15 0	19 0	...	...	48 0	...	13 0	...	16 0	78 0 0	11 0 0			
	Shimoga	12 10	...	12 10	14 11	37 11	...	45 2	50 0	12 10	...	14 0	96 0 0	10 8 0			
	Kadur	10 9	12 0	17 0	20 0	...	...	42 0	...	13 0	...	14 0	480 0 0	11 0 0			
	Chitaldroog	14 0	15 0	11 0	14 0	48 0	38 0	55 0	48 0	13 0	...	16 0	320 0 0	10 0			

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch.*)

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XLIV OF 1886-87.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 6th February, 1887. Total.	Per mile open.	Total mean length open.	Receipts for week ending 5th February, 1887. Total.	Per mile open.	Total receipts from 1st April 1886 to 6th February, 1887. Total.	Per mile open per week.	Total receipts from 1st April 1886 to 5th February, 1887. Total.	Per mile open per week.	Total Increase in 1886-87.	Total Decrease in 1886-87.
			₹	₹		₹	₹	₹	₹	₹	₹	₹	₹
	Lines worked by Guaranteed Companies.												
12th Feb., 1887	Oudh and Rohilkhand	680	1,18,337	174	686	1,42,380	207	47,53,131	173	55,57,391	183	8,04,260	...
12th ditto	Madras . .	801	1,47,008	171	831	1,34,034	162	64,41,020	168	68,43,102	185	4,02,082	...
12th ditto	South Indian . .	654	80,759	123	654	98,047	151	38,40,220	132	42,97,313	148	4,48,093	...
19th ditto	Great Indian Peninsula	1,504	7,96,460	530	1,504	8,29,395	552	3,00,09,462	448	3,28,75,667	492	28,66,205	...
12th ditto	Bombay, Baroda and Central India . .	461	2,37,134	514	461	2,39,000	518	1,08,32,572	527	1,12,88,624	551	4,56,052	...
	Total .	4,100	13,80,208	332	4,136	14,41,356	349	5,58,85,405	313	6,08,62,097	304	49,76,692	...
	State Lines worked by Guaranteed Companies.												
19th Feb., 1887	East Indian . .	1,515	9,80,840	647	1,518	10,02,263	662	3,05,13,771	585	3,02,23,238	583	...	2,90,533
19th ditto	Patna-Gya . .	57	7,797	130	57	10,009	175	4,14,845	103	4,55,203	103	41,358	...
19th ditto	Dildarnagar-Ghazipur	12	791	66	12	1,172	98	39,203	73	40,090	75	833	...
19th ditto	Sindia . .	75	7,251	97	75	10,580	141	3,05,800	92	3,30,718	101	30,858	...
19th ditto	Rajputana-Malwa (*a*)	3,604	3,38,401	245	3,604	3,45,000	210	1,40,87,015	198	1,52,90,425	207	6,11,810	...
19th ditto	Southern Mahratta .	315	24,115	70	532	30,287	74	8,71,027	92	15,20,487	93	6,49,100	...
12th ditto	Indian Midland . .	...	...	...	42	5,370	128	...	...	1,19,116	94	1,19,116	...
	Lucknow-Sitapur-Sihramau.	...	...	...	56	3,622	65	...	...	(*b*) 36,014	56	36,014	...
	Total .	3,638	13,79,195	379	3,953	14,21,313	360	5,58,32,381	344	5,70,30,997	339	14,98,616	...
	State Lines worked by Government.												
19th Feb., 1887	Eastern Bengal .	234	90,240	386	234	1,23,038	526	38,48,173	360	45,24,365	435	6,76,122	...
19th ditto	Nalhati . .	27	1,509	56	27	1,832	67	66,530	55	71,434	50	4,888	...
19th ditto	Northern Bengal .	249	47,204	192	249	50,000	201	19,57,083	175	22,54,460	201	2,97,383	...
19th ditto	Tirhoot . .	37	3,028	82	37	3,100	84	1,08,502	65	1,05,042	93	...	3,520
12th ditto	Wardha Coal . .	220	28,030	127	240	29,950	122	10,92,455	108	13,12,066	120	2,19,611	...
12th ditto	Nagpur and Chattisgarh . .	45	33,502	744	45	21,478	477	5,30,803	205	5,99,881	300	69,018	...
12th ditto	Burma . . .	149	41,540	279	149	36,024	242	11,49,652	173	10,54,506	159	...	95,146
15th Jan., 1887	Cherra-Companyganj	327	68,725	210	327	95,492	292	17,84,813	124	20,93,362	142	3,09,549	...
19th Feb., 1887	North-Western (*c*)	...	...	...	...	(*c*)	...	...	...	(*d*) 1,242	6	1,242	...
12th ditto	Bareilly-Pilibhit .	1,809	5,14,724	275	1,980	3,18,414	192	2,48,99,493	298	2,00,27,561	237	...	48,71,932
19th ditto	Dacca . . .	30	1,131	31	30	2,070	57	93,828	40	76,097	48	12,869	...
5th ditto	Jorhat . . .	86	2,597	30	86	7,037	82	91,465	32	2,27,943	60	1,36,478	...
19th ditto	Bilaspur-Etawah (Kutni-Umaria Section) .	30	384	13	30	624	21	29,038	26	34,115	25	4,477	...
		...	...	...	38	2,638	69	...	...	(*f*) 21,814	41	21,814	...
	Total .	3,315	8,33,310	251	3,493	6,91,706	198	3,56,10,561	243	3,24,02,414	216	...	32,17,147
	GRAND TOTAL (Guaranteed and State)	11,113	35,92,803	323	11,582	35,57,375	307	14,73,37,347	299	15,02,95,508	299	29,58,161	...
	Gross estimated Expenses .	...	...	...	...	...	...	7,59,55,231	154	7,45,49,279	148	...	...
	Net Receipts .	...	...	...	...	...	...	7,13,82,116	145	7,57,46,229	151	43,64,113	...
	Assisted Companies.												
19th Feb., 1887	Bengal Central .	125	9,548	76	125	10,987	88	4,46,316	80	4,96,427	89	50,111	...
12th ditto	Rohilkhand-Kumaon .	67	3,777	56	67	5,101	77	2,10,218	70	2,54,381	85	44,163	...
5th ditto	Dibru-Sadiya (late Assam) . .	78	6,581	84	78	6,459	83	2,27,224	62	2,87,474	78	60,250	...
19th ditto	Bengal and North-Western . .	303	36,292	120	376	41,590	111	11,32,824	84	16,05,224	115	4,72,400	...
19th ditto	Tarakessur . .	22	4,923	221	22	4,473	201	2,07,435	209	2,00,614	203	...	6,821
	Total .	595	61,121	103	668	68,670	103	22,24,017	84	28,44,120	105	6,26,103	...
	Native States.												
12th Feb., 1887	Bhavnagar-Gondal .	193	15,862	82	193	19,448	100	8,00,446	93	8,23,439	96	22,993	...
12th ditto	Jodhpore . . .	64	3,917	61	64	5,200	81	1,53,931	54	1,80,720	66	32,789	...
12th ditto	Nizam's . . .	121	25,237	209	908	27,773	133	9,90,150	183	12,32,428	133	2,42,278	...
12th ditto	Mysore . . .	140	7,709	55	140	8,352	60	3,79,028	61	4,08,001	66	29,033	...
19th ditto	Rajpura-Patiala .	10	1,489	93	16	1,090	68	44,185	92	49,306	69	5,181	...
5th ditto	Morvi . . .	...	...	..	51	2,113	41	...	..	39,311	37	39,311	...
	Total .	534	54,214	101	672	63,976	95	23,67,740	99	27,39,325	95	3,71,585	...

(*a*) Including the Cawnpore-Achnera State Railway.
(*b*) Total Receipts from 16th November, 1886, to 5th February, 1887.
(*c*) Return not received.
(*d*) Total Receipts from 16th June, 1886, to 15th January, 1887.
(*e*) Including the Amritsar-Pathankot State Railway.
(*f*) Total Receipts from 31st October, 1886, to 5th February, 1887.

R. GARDINER, *Captain, R.E.*,
Offg. Under-Secretary.

FORT WILLIAM,
The 3rd March, 1887.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 2nd MARCH 1887.

General Remarks.—The week under review has been rainless.

No reports have been received from Madras and Coorg.

The *rabi* harvest is now in progress in Bombay, Bengal, the North-Western Provinces and Oudh, the Central Provinces and in Berar and Hyderabad; the crops are generally in excellent condition, and a good outturn may be anticipated. In the Punjab the prospects of the *rabi* are unfavourable generally throughout the Province owing to the absence of rain, which is urgently needed. In Central India and Rajputana crop prospects are generally good, though injury from frost in Mewwar and Kerowli is reported. In Mysore the outlook is favourable.

The spring rice is being transplanted in Bengal and the land is being ploughed for the early rice there and in Assam where sowings have commenced.

Poppy is in flower in Bengal. In the North-Western Provinces and Oudh the collection of opium has just commenced and the crop promises well.

The sugarcane harvest continues in Bengal, the North-Western Provinces and Oudh and Assam.

Scarcity of fodder is reported from parts of Dharwar in the Bombay Presidency and from Shahpur in the Punjab.

The public health is generally satisfactory.

Prices are fluctuating in the North-Western Provinces and Oudh, are still rising in the Punjab and some States in the Rajputana Agency, and are also high in Jabalpur in the Central Provinces. Elsewhere they are generally steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—(March 2nd).		
Karachi . . .	*Nil*	Weather seasonable. River at Kotri on 25th February 3 feet 2 inches against 4 feet 5 inches on same date last year. *Rabi* crops injured by *mahl* insect in Karachi taluka. *Rabi* harvesting commenced in Tatta taluka. Fever in seven talukas, one case smallpox in Karachi. Wheat, red rice and *bajri* in Karachi, 23, 30, and 32 and in Sujawal 24, 48 and 40 pounds per rupee respectively.
Hyderabad . . .	*Nil*	*Kharif* harvesting still continues in two talukas. *Rabi* cultivation injured by frost in eight talukas. Fever in three and cattle-disease in two talukas. River at Kotri on 28th 3 feet against 4 feet 1 inch on same date last year. Wheat 22, *bajri* 38, *jowari* 40, white rice 20, and red rice 30 pounds per rupee.
Ahmedabad . .	*Nil*	Reaping of *rabi* crops continues. Slight fever and smallpox in Sanand taluka. Wheat 28 and *bajri* 32 pounds per rupee.
Baroda . . .	*Nil*	Public health good. Cattle-disease in Kalol. *Bajri* 31, wheat 18 and rice 24 pounds per rupee.
Surat	*Nil*	Crops generally good. Fever and smallpox in Bardoli and fever in Mandvi taluka. *Jowari* 39 and *nagli* 46 pounds per rupee.
Nasik	*Nil*	Weather increasing in warmth during day time. Reaping of *rabi* crops commenced in places. Smallpox has made its appearance in one taluka (Sinnar) and fever in two talukas (Sinnar and Chandor). Public health good. Wheat 25⅞, *bajri* 36 4/16, and rice 20 3/16 pound per rupee.
Colaba (Bombay) .	*Nil*	Abnormal temperature *nil* on 23rd, 24th, and 28th and 1° cool on other days. Vapour in air in excess of normal on all days. Wind normal.
Poona	*Nil*	Wheat slightly injured by blight in Sirur, Bhimthadi, Haveli, and Mawal talukas. Reaping of *rabi* in progress. Public health generally good. Slight cattle-disease in Haveli taluka. *Bajri* 43 and *jowari* 59 pounds in the district, and *bajri* 37 and *jowari* 42 pounds per rupee in Poona city.
Ahmednagar . .	*Nil*	Reaping of *rabi* crops in progress. Health fair. *Bajri* 56 and *jowari* 66 pounds per rupee.
Sholapur . . .	*Nil*	Reaping of *kharif* and *rabi* crops in progress. Public health good. *Jowari* 67 1/14 and *bajri* 55 7/8 pounds per rupee.
Dharwar . . .	*Nil*	Harvesting of wheat and gram in progress. Exotic cotton blighted in seven talukas. Scarcity of fodder in Navalgund and of drinking water in Kod taluka. Public health generally good. Rice 25½ and *jowari* 59½ pounds per rupee.
Kanara . . .	*Nil*	Second crop rice and pepper harvest continue. Slight fever in two and cattle-disease in one taluka. Public health generally good. Weather hot and cloudy. Common rice in Karwar and in district 13 seers per rupee.
Rajkot . . .	*Nil*	Weather hot. Measles in Rajkot, Porbandar, and Bantva. Wheat 24, *bajri* 24, and *jowari* 35 pounds per rupee.
General Remarks.—Reaping operations in progress in fourteen districts. Scarcity of fodder and of drinking water in parts of Dharwar. Fever in parts of eleven, cattle-disease in parts of six, and smallpox in parts of five districts.		

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—(Mar. 2nd)		
Chittagong (Mar. 1st)	0·65	Weather seasonable. State of winter crops good. Prices steady A few sporadic cases of cholera Public health good.
Dacca . . .	*Nil*	Prospects of crops good. Planting of *boro* paddy nearly completed. Mustard has been gathered. Public health good.
24-Pergunnahs . .	*Nil*	Weather unsettled, but growing warmer daily. *Rabi* harvest nearly over. Coarse sugar still being manufactured. Ploughing goes on. Public health improving.
Khoolna . . .	*Nil*	Weather getting warm. *Aman* harvest over; outturn satisfactory Prospects of winter crops favourable. Transplanting of *boro* rice continues. Public health good.
Moorshedabad . .	*Nil*	Weather getting warmer, but still fairly cool. State of *rabi* crops good. Sugarcane-pressing going on. Mango prospects bad in Lalbagh. Public health good.
Pubna . . .	*Nil*	Weather cloudy. Strong east wind. Crops and public health good.
Dinagepore . .	*Nil*	Weather fair and warm. State of *rabi* good. Cholera reported from Berail outpost, and cattle-disease from Hemtabad, Pemtolla, and Kaliagunj.
Rungpore . . .	*Nil*	Ploughing for *aus* and jute continues. Public health good.
Midnapore . .	*Nil*	Hot weather setting in. Outturn of *rabi* somewhat short. Cultivation of *boro* rice still continues. Public health fair.
Burdwan . . .	*Nil*	Weather much warmer. *Rabi* harvest continues; outturn good. Public health fair.
Bhagulpore . .	*Nil*	Weather warm in day time. Prospects of *rabi* crops favourable. Ploughing in progress. Public health good.
Monghyr		Poppy prospects continue fair. Collections have generally begun.
Purneah . . .	*Nil*	Crops promise well. Mustard harvest over. Tobacco being gathered. Health of people and cattle fair. Rivers low.
Durbhanga . .	*Nil*	*Rabi* crops ripening and prospects good. Mustard and peas being gathered. Poppy in flower. Indigo sowings commenced. Prices stationary. A few cases of smallpox in Tajpore; public health otherwise generally good.
Mozufferpore		Poppy plants coming into maturity, and there is every prospect of a good outturn.
Sarun		Prospects of poppy good. Lancing of capsules begun.
Chumparun . .	*Nil*	Prospects of *rabi* continue favourable. Poppy plants flowering. Prices stationary. Public health fair.
Patna . . .	*Nil*	Prospects of *rabi* and poppy fair. Mustard and peas being harvested. Collection of opium commenced. Public health generally good.
Gya	*Nil*	*Rabi* and poppy pretty good. Public health good.
Shahabad		Poppy prospects have improved. Collection of opium commenced; produce good.
Hazareebagh . .	*Nil*	Weather seasonable and getting warm. *Rabi* being reaped with good outturn. Poppy good; capsules being lanced Small pox reported in two thanas; otherwise general health good. Cattle-disease still prevails.
Cuttack . . .	*Nil*	Weather warm. *Rabi* crops being gathered. *Dalua* rice growing well. Price of rice unchanged. Public health generally good.
		General Remarks.—A shower reported in Chittagong; elsewhere no rain. Weather is generally becoming warm. Early *rabi* crops and sugarcane are being harvested with good outturn. General prospects of poppy are fair; plants are in flower, and in some places capsules are being lanced and collection of opium has begun. *Boro* rice is being transplanted. Ploughing for early rice and jute is in progress. General health good.
N.-W. Provinces and Oudh—(Mar. 2nd)		
Benares (March 1st)		The days are now beginning to get warm, but the mornings and evenings are still pleasant. *Rabi* crops doing fairly well. Peas being cut; average outturn expected. Poppy prospects very good. Markets well stocked. Prices steady. The public health is generally good, but cases of cholera are reported from the city. There is no cattle-disease in the district
Gorakhpore (Feb. 28th)		Weather cloudy. *Rabi* looking well. Reaping of rape seed nearly finished; outturn average. Prices stationary. Health fair.
Fyzabad (Mar. 1st)		Weather seasonable. *Rabi* crops generally good. Poppy crop excellent. Supplies sufficient. Prices continue high. Health good.
Lucknow (Feb. 28th)		*Rabi* crops ripe in places. Poppy in flower. Markets well supplied Prices varying. Public health fair. No cattle-disease.
Rai Barelli („ „)		Weather clear and getting warmer. Wind westerly. Injury to *rabi* crops from frost and blight; otherwise the prospects are favourable. Prices rising. General health of people and condition of cattle good.
Pertabgarh (Mar. 1st)		Wind westerly. Barley and peas being cut. Prospects of the poppy crop good. Collection of opium commenced. Prices stationary. Health of people and cattle good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
N. W. Provinces and Oudh—*contd.*		
Allahabad (Mar. 1st)	*Nil*	Weather getting warmer daily. Peas, linseed, and *masur* being harvested. Wheat and barley ripening, some injury reported from frosts of December and January; otherwise crops promise well. Markets fully supplied. Prices steady. Health generally good, only slight fever reported in the south.
Cawnpore („ „)		Weather seasonable. *Rabi* in good condition. Poppy mostly in flower. Opium collecting begun in some villages. Prices slightly risen.
Farakhabad („ 1st)	*Nil*	*Rabi* crops doing well. Prices rising except *arhar*, peas, and gram. Health good.
Sitapur („ 2nd)		Dry and warm weather prevails. Poppy is healthy and strong. Prospects continue favourable.
Bareilly („ . 1st)		Crops in excellent condition. Prices rising all round. Health of men and cattle good.
Ballia (Feb. 28th)		Sky clear. Weather getting warm. Reaping of *rabi* crops commenced. Cane-pressing nearly finished. Poppy in good condition. Markets steady. Public health good.
Kumaon (Mar. 1st)		Weather fine and warm. *Rabi* crops making good progress. Prices stationary. General health fair. Fever in some parts. Cattle-disease continues.
Agra (Feb. 28th)	*Nil*	Weather getting warmer. Prices rising. Health good.
Jhansi („ „)		Weather getting warm. *Rabi* looking well. Poppy plant in excellent condition. Prices unchanged. Health good.
Banda (Mar. 1st)	*Nil*	Weather getting warm. Gram being harvested in parts. Prices steady. Public health good. Cattle-diseases in two villages.
Meerut („ „)	*Nil*	Weather much hotter. With exception of *arhar*, peas, and mustard which were injured by frost, *rabi* is fair. Prices a little easier.
		General Remarks.—Weather seasonable. *Rabi* crops are in excellent condition everywhere. Harvesting operations have begun in some places. Poppy crop promises well. Markets are well supplied. Prices are fluctuating. Public health good. Slight cattle-disease reported in a few districts.
Punjab—(Mar. 2nd)		
Delhi Mar. (1st)		Health good. Prices still rising. *Rabi* crops somewhat damaged by strong westerly winds.
Hissar		Rain much wanted. Health good. Prices rising.
Umballa		Health good. Prices rising. *Rabi* crops flourishing.
Jullundur		Health good. Prices very high. *Rabi* crops failing for want of rain.
Amritsar		Rain wanted. Health good. Prices stationary. *Rabi* crops suffering for want of rain.
Sialkot		Health good. Prices very high About 30 per cent. of *rabi* crops have dried up for want of rain.
Ferozepore		Health good. Prices rising. *Rabi* crops withering for want of rain.
Lahore		Health good. Prices risen. *Rabi* prospects bad for want of rain.
Rawalpindi		Health good. Prices rising. *Rabi* prospects below average.
Shahpur		Health good. Prices high and stationary. Crops suffering from drought. Fodder scarce.
Multan		Health good. Prices fluctuating. *Rabi* prospects fair.
Dera Ismail Khan		Health fair. Prices rising. Slight change for the worse for want of rain.
Peshawar		Rain much needed. Health fair. Prices almost stationary. *Rabi* prospects average.
		General Remarks.—Health good. Prices of food-grains are still rising. Rain urgently needed. Crop prospects at present unfavourable.
Central Provinces—(Mar. 2nd)		
Nagpore		Heat increasing. *Rabi* crops promise well. Fever and cattle-disease prevalent. Smallpox in Ramtek tahsil. Prices steady.
Jubbulpore		Weather unusually warm. Prospects unchanged. Health fair. Prices very high.
Saugor (Mar. 1st)		Weather clear and getting warm. Prospects fair. Health good. Prices unchanged.
Seoni		Weather clear and getting warm. Reaping of *rabi* commenced. Health good. Prices steady.
Hoshangabad		*Rabi* harvest commenced. Linseed and *tur* seriously injured. Fever prevalent. Prices unchanged.
Khandwa		Weather getting hot. *Rabi* harvest in progress. Health good. Prices steady.
Raipur		*Rabi* being gathered. Wheat ripening. Slight cattle-disease. Rice 20 and wheat 15 seers per rupee.
Bilaspur		Weather cloudy and hot. *Rabi* crops favourable. Harvest commenced. Cattle-disease prevalent. Prices stationary.
		General Remarks.—Weather getting hot. *Rabi* being harvested. Fever and cattle-disease in places. Prices high in Jabalpur. Wheat risen in Raipur.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—(Feb. 23rd)		
Akyab (Feb. 19th)	. . . . .	Slight cholera in town and district.
Bassein . . .	. . . .	Public health and health of cattle good.
Rangoon . . .	. . . .	Public health and health of cattle good.
Amherst (Moulmein) .	. . . .	Public health and health of cattle good.
Tavoy . . .	. . . .	Public health and health of cattle good.
Pegu	. . . .	Public health and health of cattle good.
Henzada . . .	. . . .	Public health and health of cattle good.
Prome . . .	. . . .	Public heath and health of cattle good.
Toungoo . . .	. . . .	Public health and health of cattle good.
Thayetmayo . .	. . . .	Public health and health of cattle good.
Shwebo . . .	*Nil* (Total ·50)	Health good. Food-supply getting scarce. Prices rising. Transplanting of *mayin* commenced in parts.
Myingyan . . .	*Nil* (Total ·05)	Health good except few cases of measles. Food-supply sufficient. Prices ordinary.
Mandalay . . .	*Nil* (Total ·63)	Public health and health of cattle good. Ploughing for *mayin* cultivation finished. Food-supply sufficient. Prices normal.
Minbu (Feb. 12th) .	*Nil* (Total ·34)	Health good. Paddy nearly all in. Food-supply sufficient. Prices normal.
Yamethin . . .	*Nil* (Total ·89)	Health good. *Mayin* paddy cultivation begun.
		General Remarks.—Except some cholera in Akyab, public health of Lower Burma satisfactory. Slight cattle-disease in one district. Reports received from five districts of Upper Burma. Health good. Food generally sufficient, but prices rising in Shwebo. Spring cultivation progressing.
Assam—(Mar. 2nd)		
Gauhati . . .	·33 During week ending 1st instant.	Weather seasonable, cloudy and rainy. Public health good. Pressing of sugarcane and ploughing of land for *ahu* still in progress. Prospects of crops good.
Sylhet . . .	*Nil*	State and prospects of the crops continue good. Cattle-disease still prevalent in parts of Karimgunj sub-division.
Cachar . . .	*Nil*	Weather getting warm. Ploughing for *dumah* crops progresses. Common rice 14 seers per rupee. Four deaths from cholera from Sadr reported.
Dibrugarh . . .	·80	Weather seasonable. Sugarcane being pressed. Sowing of *ahu* commenced. Public health good.
Mysore and Coorg—(2nd Mar.)		
Bangalore . .	. . . . .	Standing crops in good condition. Prospects of season continue favourable. Public health good. Murrain prevails in parts. No material change in prices.
Mysore . . .		
Berar and Hyderabad—(Mar. 2nd)		
Amraoti . . .	. . . .	Weather clear and warm. Gathering of *rabi* crops in progress. Outturn of wheat is estimated as up to the average. Wheat 20 and *jowari* 28 seers per rupee.
Akola . . .	. . . .	Weather clear and becoming warm. Reaping of *rabi* crops progressing. Outturn of wheat is estimated at from 12 to 14 annas.
Hyderabad . .	*Nil*	Reaping of *rabi* crops continue. *Tabi* crops prospering. General health of talukas fair. Prices—wheat 14, coarse rice 11¼, white *juar* 18¾, yellow *juar* 22, and *tur* 15 seers per current sicca rupee.
Central India States—(Mar. 2nd)		
Indore . . .	. . . .	Weather warm and clear.
Morar (Gwalior) .	. . . .	Health and prospects good.
Neemuch . . .	. . . .	Weather warm. Wells drying up. Health good.
Goona . . .	. . . .	Weather warm. Health and prospects good.
Sutna . . .	. . . .	Weather seasonable. Health good.
Agar . . .	. . . .	Opium prospects fair. Health good.
Sehore . . .	. . . .	Weather getting warm. Opium and cereal crops fair.
Nowgong . . .	. . . .	Weather seasonable. Prospects fair. Crops slightly injured by blight. Health good. Prices steady.
Bhopawar . . .	. . . .	Weather getting hot. Prospects good. Prices rising. Health good.
Rajputana—(Mar. 2nd)—		
Abu (Mar. 2nd)	*Nil*	Weather windy and warmer. Health good. Prices rising.
Marwar (Feb. 21st)	*Nil*	Tanks half full. Health good. Smallpox prevails to some extent. Crops good. Cold disappeared. Prices stationary.
Kherwara („ 27th)	*Nil*	Tanks and wells drying. Crop prospects fair. Health good Prices rising. Weather warm.
Pertabgurh („ 26th)	*Nil*	Tanks low. Health good. Wheat 12½, *mucca* 25½, and gram 25 seers per rupee.
Meywar („ „)	*Nil*	Tanks and wells unchanged. Crops greatly damaged by frost. Health good. Prices rising. Weather fair.
Harowti („ „)	*Nil*	Gram being harvested. Prices risen. Health good.
Jhallawar („ 28th)	*Nil*	Weather warm. Health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana—*contd.*		
Kotah (Feb. 26th)	*Nil*	Health good. Weather warm and cloudy. Prices fluctuating.
Ajmere (Mar. 1st)	*Nil*	Weather hot. Smallpox in parts of Ajmere district. Cattle-disease in Merwara still prevalent. Wheat 22, barley 44, gram 74 pounds per rupee.
Jeypore („ „)	*Nil*	Weather warm.
Kerowlee (Feb. 26th)	*Nil*	Tanks and wells drying. Crops damaged by frost. Health good. Prices rising. Weather favourable.
Dholepore („ 20th)	*Nil*	Tanks and wells drying. Crop prospects average. Health good. Prices stationary. Weather warm.
Bhurtpore (Mar. 1st)	*Nil*	Health good. Crops good. Prices rising. Weather warm.
Ulwur („ „)	*Nil*	Crop prospects fair. Health good. Prices steady.
Nepal—(Feb. 24th)—		
Katmandu (Feb. 25th)	Drops	Weather unsettled. Prospects fair. Prices high.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the Week ending 26th February 1887.

A little rain has fallen during the past week, and the sky has been, on the whole, more cloudy than during the preceding week, but generally the weather has been quiet and settled.

The barometric pressure has fallen greatly throughout India, a change partly due to the increased temperature, but its relative distribution has undergone comparatively little change; the seat of highest pressure having held steadily in the north-west up to nearly the end of the week. The winds of Northern India have been, as in the preceding week, westerly and dry in Northern India. In the Peninsula, owing to the increased head an indraught was established towards the central plateau and westerly winds, at least during the day, have more or less replaced the easterly current which blew during the greater part of the previous week. At the hill stations in the Himalaya and also at Mt. Abú the pressure slightly exceeded the normal average of the month.

The temperature has become excessive in nearly all parts of India. This excess is greatest (8°) in the North-Western Provinces, Sind and Cutch, and least (0·6°) in the Carnatic. In Arakan and Pegu the rise has been less felt. The maximum temperature of the day was considerably over 90° on several days in Southern and Central India, and 100° was recorded at Sholapur on the 24th and at Cuddapah on the 25th.

The humidity in the atmosphere has been almost everywhere below the normal average, the only exceptions being Bengal and Burma, where there was an insignificant excess.

There were showers at Quetta, Dera Ismail Khan, Peshawar and Murree on the 20th, and at Rawalpindi, Sealkot and Simla on the following day. Another very slight shower of rain occurred on the North-West Himalaya on the 24th. A few drops fell at Sibsagar on the 22nd and 24th and heavier rain at Sibsagar, Darjeeling and in Eastern Bengal on the 26th. In Orissa, the Central Provinces and the whole of the Indian and Burmese Peninsulas the weather was rainless throughout.

The following table shows the progress of the seasonal rainfall in Northern India from November 1st, 1886, up to the present date (February 26th) :—

Stations.	Normal.	Actual.	Difference.
Multan	0·79	0·64	—0·15
Peshawar	4·03	0·90	—3·13
Murree	6·41	7·54	+1·13
Rawalpindi	6·00	3·97	—2·03
Lahore	2·29	0·56	—1·73
Simla	3·84	7·24	+3·40
Delhi	1·98	2·40	+0·42
Masuri	6·27	7·67	+1·40
Roorkee	4·07	2·99	—1·08
Meerut	2·47	2·68	+0·21
Bareilly	2·25	3·30	+1·05
Agra	1·08	1·06	—0·02
Lucknow	1·29	1·04	—0·25
Allahabad	1·30	4·31	+3·01
Darjeeling	1·88	2·45	+0·57
Calcutta	2·36	1·49	—0·87

The following figures give the differences of the barometric, thermometric and humidity means of the week from the corresponding general averages of the month. Pressure was below the average in all districts, the greatest deficiency being in Behar. The temperature; on the other hand, was generally above the normal, while the relative humidity was below the average except in the districts of Behar, Northern Bengal and Burma.

Districts.	Difference of Barometer from normal, February 20th—February 26th.	Difference of Temperature from normal, February 20th—February 26th.	Difference of Humidity from normal, February 20th—February 26th.	Total Rainfall in week, February 20th—February 26th.
				In.
Punjab, West	—·056	+7·0	— 2	0·59(1)
„ East	—·062	+7·8	—11	0·04(2)
N.-W. Provinces—Trans-Gangetic	—·056	+8·2	—15	0·06(3)
„ Cis-Gangetic	—·065	+7·6	—13	Nil
Behar	—·086	+3·5	+ 1	Nil
Northern Bengal	—·023	+3·5	+ 3	0·02(4)
Assam—Cachar	—·063	+4·9	— 5	0·53(5)
Lower Bengal—Chutia Nagpur	—·063	+3·0	— 5	0·90(6)
Orissa—Northern Circars	—·053	+1·3	— 6	Nil
Central Provinces, South	—·043	+5·2	— 9	Nil
Berar—Khandesh	—·050	+6·1	—11	Nil
Rajputana, Central India—Saugor and Narbudda	—·057	+5·9	— 9	Nil
Sind—Cutch	—·065	+8·3	— 2	Nil
Guzerat	—·023	+7·1	— 6	Nil
Konkan	—·025	+3·9	— 7	Nil
Deccan—Hyderabad	—·033	+3·2	— 4	Nil
Malabar	—·030	+1·4	— 5	Nil
Mysore—Bellary	—·018	+1·4	— 7	Nil
Karnatic	—·025	+0·6	— 2	Nil
British Burma	—·071	—0·2	+ 2	Nil
Ceylon	—·017	+0·4	— 2	2·09(7)

(1) D. I. Khan, Peshawar, Murree, Rawalpindi, Sialkot. (2) Simla only. (3) Chakrata, Mussoorie.
(4) Darjeeling only. (5) Sibsagar only. (6) Dacca and Chittagong. (7) Colombo.

METEOROLOGICAL OFFICE, INDIA,
Simla, 28th February, 1887.

W. L. DALLAS,
for *Meteorological Reporter to the Govt. of India.*

Printed and published for the GOVERNMENT OF INDIA *at the Office of the* SUPERINTENDENT OF GOVERNMENT PRINTING,
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SUPPLEMENT TO

The Gazette of India.

No. 11.} CALCUTTA, SATURDAY, MARCH 12, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

GOVERNMENT SCHOLARSHIPS TENABLE IN ENGLAND BY NATIVES OF INDIA.

No. 1/57—69.

Extract from the Proceedings of the Government of India in the Home Department (Education),—under date Calcutta, the 11th March 1887.

READ again the undermentioned papers on the subject of the creation of certain Government scholarships tenable in England by natives of India :—

Home Department Resolution, Nos. 1—45-57 and 9—269-281, dated 12th February and 23rd August 1886, respectively.

Despatch to Her Majesty's Secretary of State, No. 7, dated 11th September 1886.

Telegram from Secretary of State, dated 22nd September 1886.

Read also—

Despatch from the Secretary of State, No. 128, dated 16th December 1886.

RESOLUTION.

BY Home Department Resolution dated 12th February 1886, cited in the preamble, it was announced that six State scholarships of the value of £200 each per annum, tenable for three years in England by persons who are natives of India within the meaning of section 6 of the Statute 33 Vic., Cap. 3, would be placed at the disposal of the Universities of Calcutta, Bombay, Madras, and the Punjab in rotation, one scholarship being given to each of the first two Universities during 1886 and one scholarship to each of the last two during 1887. The Government of India at the same time

directed that, in the event of any special examinations being considered necessary for the election of scholars, the examinations should be held at such a time (not later than the month of June in each year) as would afford the successful candidates a sufficient interval to complete their arrangements and to reach England before the opening of the October term at the University of Oxford or Cambridge, to one of which Universities the scholarship-holders would be required to proceed. The Government of India subsequently announced, with the approval of Her Majesty's Secretary of State, that the stipend of each scholarship-holder would be paid quarterly at the end of each quarter, and it was further directed that the scholars should be instructed to report themselves to the India Office on arrival in England.

2. One scholarship was last year placed at the disposal of each of the Universities of Calcutta and Bombay. It appears that the scholar selected by the latter University, although he arrived in England in time for the October term, did not report himself at the India Office until the very latest moment, *viz.*, the 12th of October, while the candidate selected by the former University was, owing to unavoidable causes, unable to proceed to England in time for the October term. Both the scholars, moreover, arrived in England without any formal papers for the India Office. In bringing these facts to the notice of the Government of India, Her Majesty's Secretary of State has pointed out that in future candidates selected for the scholarships in question should report themselves at the India Office before the commencement of the October term. His Lordship also considers it very important that details as to the manner in which the scholars were selected, as to the probable date of their arrival in England, and as to the choice of studies and University should reach the India Office before they arrive. The Governor General in Council desires that the Punjab Government and the Registrar of the Calcutta University will invariably arrange that this information may be supplied to the Government of India in time to enable it to comply with the requirements of the Secretary of State in the matter.

In the case of scholars selected by the Universities at Madras and Bombay, the necessary report to the India Office should be made by the Local Governments.

3. As the payment of the scholarship allowance in monthly instalments and in advance is likely to prove more convenient to the scholars and to be in other respects preferable to quarterly payments, Her Majesty's Secretary of State has directed its adoption as a rule.

4. In conclusion, the Governor General in Council deems it expedient to point out that while the scholarship allowance of £200 a year is sufficient to cover the necessary expenses of college life at Oxford or Cambridge, it is very desirable, if not absolutely necessary, that the scholars should have some small private resources of their own to enable them to meet expenses in the vacation and other general expenses which are scarcely avoidable. His Excellency in Council wishes this to be clearly explained to every candidate for the scholarship, and desires Local Governments to bring prominently to the notice of all institutions interested in the matter the fact that it is impossible for the holders of these scholarships to live with comfort in England without some private resources wherewith to supplement their scholarship allowance.

ORDER.—Ordered, that a copy of this Resolution be forwarded to the Governments of Madras, Bombay, and the Punjab for information and communication to the authorities of the Universities concerned.

Ordered also, that a copy be forwarded to the Governments of Bengal and the North-Western Provinces and Oudh, the Chief Commissioners of the Central Provinces, Burma, Assam and Coorg, and the Resident at Hyderabad for information; and to the Registrar of the Calcutta University for information and guidance.

Ordered further, that a copy be forwarded to the Department of Finance for information, and that the Resolution be published in the Supplement to the *Gazette of India*.

(True Extract.)

A. P. MACDONNELL,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Irrigation.

REVENUE REPORT OF IRRIGATION WORKS IN BENGAL FOR 1885-86.

No. 391, Fort William, March 4th, 1887.

RESOLUTION.—By the Government of India, Public Works Department.

Read—

The Revenue Report of Irrigation Works in Bengal for 1885-86 and the Resolution thereon by the Government of Bengal, No. 1785I.A., dated 18th December 1886.

OBSERVATIONS.—At the close of the year 1885-86 the total Capital outlay including indirect charges, was as follows:—

	₹
Major Irrigation Works—	
Productive Public Works	5,86,02,070
Minor Works and Navigation—	
From Ordinary Revenues	94 29,111
„ Protective grants	7,82,000
TOTAL CAPITAL OUTLAY	6,88,13,181

Of the above sum, ₹11,23,013 was expended during the year under review.

2. The gross revenue assessed in 1885-86 on the systems classed as Productive is compared in the following table with the assessments of the three preceding years:—

CANALS.	ASSESSMENTS.			
	1885-86.	1884-85.	1883-84.	1882-83.
	₹	₹	₹	₹
Orissa	2,05,527	1,74,525	1,97,213	3,38,323
Midnapur	2,64,643	2,63,469	2,81,554	3,20,900
Hidgellee	52,455	43,507	63,590	45,032
Sone	8,92,025	12,07,514	8,61,909	6,20,354
TOTAL	14,14,650	16,89,015	14,04,266	13,24,609

There was an increase under all heads of revenue on the Orissa Canals. The decrease in water-rates on the Midnapur Canal is compensated by increased returns under Navigation and Miscellaneous. The opening of a portion of the Orissa Coast Canal caused an increase in the traffic and navigation receipts of the Hidgellee Tidal Canal. The decrease in assessments on the Sone Canals was due to favorable rainfall over the tract commanded by the Canals. The total earnings, although not so large as those of 1884-85, are in excess of those of any previous year.

3. The working expenses, including indirect charges, are detailed below :—

Canals.	Working Expenses.			
	1885-86.	1884-85.	1883-84.	1882-83.
	₹	₹	₹	₹
Orissa	3,56,672	3,29,288	3,05,530	3,55,280
Midnapur	2,18,127	2,31,803	2,23,586	2,46,502
Hidgellee	50,147	38,248	48,093	41,897
Sone	5,73,345	6,28,075	5,42,159	5,49,774
Total	11,98,291	12,27,414	11,19,368	11,93,453

Except in the case of the Midnapur Canal these maintenance charges are above the average of previous years. Considerable expenditure was incurred on special repairs to works damaged by the floods of 1885 both on the Sone and Orissa systems and for clearance of silt in the Hidgellee Canal.

4. The net assessed revenue was therefore—

Canals.	Net Assessed Revenue.			
	1885-86.	1884-85.	1883-84.	1882-83.
	₹	₹	₹	₹
Orissa	—1,51,145	—1,54,763	—1,08,317	—16,957
Midnapur	46,516	31,666	57,968	74,398
Hidgellee	2,308	5,259	15,497	3,135
Sone	3,18,680	5,79,439	3,19,750	70,580
Total	2,16,359	4,61,601	2,84,898	1,31,156

The interest charge on the Capital invested in the above works for the year under review is ₹22,66,709, which exceeds the net assessed revenue by ₹20,50,350; in 1884-85 the deficit was ₹17,51,025.

5. The following table shows the areas irrigated in the same years :—

Canals.	Acres irrigated.			
	1885-86.	1884-85.	1883-84.	1882-83.
Orissa	72,339	57,372	48,760	133,028
Midnapur	70,604	69,294	97,919	101,939
Sone	308,479	356,577	350,614	173,824
Total	451,422	483,243	497,293	408,791

There has been a decided improvement during the last two years in the area under five-year leases on the Orissa Canals. The figures are—1883-84, 46,003 acres; 1884-85, 54,241 acres, and in the year under review 65,762 acres. The area leased in 1885-86 was 71,955, but the whole area could not be assessed owing principally to the failure of an escape at Patamoondee. The Chief Engineer in paragraphs 15 and 16 of his note reports that the agitation against irrigation from these canals has entirely died out, and he details the measures that have been adopted by the Bengal Government on the recommendation of the Commission which was appointed in 1884 to enquire into the administration of the Orissa Canals. It is a matter for congratulation that the labours of the Commission have produced such early and favorable results.

On the Sone Canals, owing to timely and well-distributed rainfall, there was a falling off in the total area irrigated, but the irrigation under five-year leases has again increased from 149,185 acres in 1884-85 to 171,828 acres in 1885-86. It is mentioned that in Shahabad the area under these leases has increased 23 per cent. during the year under report. The decrease in annual leases for ordinary rabi and kharif irrigation is due entirely to the cause above stated.

There was unusually heavy rainfall in the tract commanded by the Midnapur Canal; but as nearly the whole of the irrigation is by long leases, there was no diminution in the area assessed to canal revenue.

6. The area irrigated by each cubic foot of water entering the Orissa Canals during the kharif season as reported by the Superintending Engineer varies on the different main channels from 37 to 55 acres, and of water utilized from 67 to 105 acres. On the Sone Canals the average duty of water entering the heads of the Canals during the same season is given as 80 acres.

As regards the Orissa Canals it may be remarked that they are at present irrigating an area which is much below their capabilities, and further that a large portion of the water passed into the canals is required for navigation purposes only. It is also noticed by the Chief Engineer that the duty of water on the Bengal canals is calculated on the supplies running in the months during which the crops are actually taking water: thus in the kharif season the calculations are based on the discharges of three months only and for the rabi of four months. These results are therefore not comparable with those obtained from canals in Northern India, where the duty for each season is calculated on the supplies entering the canals during six months.

7. A comparative statement of Navigation receipts is given in the following table :—

Canals.	Navigation Receipts.			
	1885-86.	1884-85.	1883-84.	1882-83.
	₹	₹	₹	₹
Orissa	84,012	79,802	1,10,152	1,08,473
Midnapur	1,37,578	1,28,747	1,20,580	1,46,922
Hidgellee	(a)52,455	41,382	62,317	43,694
Sone	46,243	51,761	85,193	71,205
Total	3,20,288	3,01,692	3,78,242	3,70,294

(a). Includes ₹313 on account of Fines and Sundries.

The increase of revenue on the Orissa Canals, where the traffic rates had been lowered in the previous year by nearly 40 per cent., is satisfactory. The passenger traffic has increased by 30 per cent. owing principally to the opening of the Albah Lock and Gobri Canal. On the Midnapur Canal the number and tonnage of boats decreased, but as they traversed longer distances there was an increase in the tollage receipts. The general decrease in all merchandise carried by this canal (except grain and oil seeds) is attributed to the opening of the Tarkessur Railway. The Hidgellee Canal was closed for silt clearance during six weeks at the beginning of the year; the increase in traffic and revenue is said to be due to the opening of a portion of the Orissa Coast Canal, of which the Hidgellee will hereafter form the northern portion and main feeder. The figures

given by the Chief Engineer for the Sone Canals show an increase in receipts from tollage, but a decrease in the total income, due apparently to smaller receipts from the transport service.

8. In his notes on the working of the several Canal systems the Chief Engineer has carefully scrutinized the state of the collections of water revenue. On the Orissa Canals, out of a total demand of R1,82,890, which included arrears for as far back as 1880-81, R64,883 were outstanding on the 1st April 1886; of this sum, R34,816 was assessed during the year under review.

The total demand on the Midnapur Canal was R2,22,079, of which R1,11,212 represented arrears from former years, R1,08,709 were recovered, and R43,399 remitted, leaving a balance of R69,972 outstanding on the 1st April 1886.

The demand for the Sone Canal water-rates consisted of arrears of previous years amounting to R7,67,000 and R7,35,000 on account of assessments for the current year. Of the former sum, R4,89,000 were collected and R1,23,000 remitted; and of the latter, R4,89,000 were collected and R3,000 remitted. The balance uncollected at the close of the year 1885-86 was therefore R3,98,000 out of a total demand of R15,02,000.

His Honor the Lieutenant-Governor in paragraph 6 of the Resolution on the Canal Revenue Report reviews the progress of the collections, and mentions that he has issued orders for the realization of water revenue which will ensure their more complete and rapid collection in the future. The table given in paragraph 5 of the Resolution shows that the total outstandings on the 1st April 1886 were R5,49,089 as compared with R9,24,311 in the previous year.

9. The Chief Engineer points out with reference to these balances that the payment of a considerable portion of the revenue assessed for irrigation in 1885-86 is not legally due until the first month of the succeeding year, and further that, the areas shown in the tabular statements as irrigated during the year would be more correctly described as areas of which the demand statements had been submitted to Collectors during the year under report. The procedure in both cases is evidently faulty. Collections cannot be shown as outstanding before they are legally due, and the record of operations of a year should show the areas actually watered during that year and the revenue assessed thereon at sanctioned rates.

10. The percentage of the cost of measuring, assessing and collecting canal revenue on the amount realized during the year 1885-86 is compared with similar percentages for previous years in the following table:—

Canals.	Percentage of Expenditure on amounts collected.			
	1885-86.	1884-85.	1883-84.	1882-83.
Orissa	25·00	49·50	21·30	15·80
Midnapur	17·89	19·03	12·97	16·51
Sone	14·92	16·78	23·54	18·69

The cost is still high, but is on each canal less than in the previous year.

11. An addition was made during the year to the list of Ordinary Irrigation and Navigation works in operation by the opening of a length of the Orissa Coast Canal on which there was a small amount of traffic, but the earnings were not sufficient to cover the working expenses.

The collection of arrears due by the guarantors of the Sarun Canals was so vigorously pressed that there are now no arrears of more than one year's standing, except in the case of one guarantor who had made a claim for remissions which was not decided until after the close of the year.

There is an increase in the net revenue from the Calcutta and Eastern Canals. It is explained that the gross revenue for the year was Rs. 35,185 more than is shown in the figured statements, and that the deduction was made to adjust a credit that had been erroneously made to the revenue account in the previous year. The increase in net revenue as shown in the following table of revenue and direct and indirect working expenses for three years is therefore entirely due to a decrease in the working charges and is therefore most satisfactory:—

Years.	Calcutta and Eastern Canals.		
	Gross Receipts.	Working Expenses.	Net Revenue.
	₹	₹	₹
1885-86	4,79,484	1,96,209	2,83,275
1884-85	5,69,726	2,91,214	2,78,512
1883-84	5,64,101	2,32,031	3,32,070

12. The traffic on both canals and navigable waterways in this Province is steadily increasing. The Chief Engineer in this report notices several proposals that have been elaborated for the improvement of the channels and for simplifying the assessment and collection of Navigation revenue.

Order.—Ordered, that copies of this Resolution and of the Report and its accompaniments be forwarded to the Secretary of State, and to the Finance and Commerce and the Revenue and Agricultural Departments for information.

Also, that a copy of this Resolution be forwarded to the Government on Bengal for information and guidance.

Also, that copies of this Resolution and of the Report be forwarded to the Local Governments and Administrations noted in the margin in the Public Works Department for information.

The Governments of Madras, Bombay, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners, Central Provinces and Burma.
The Resident at Hyderabad.
The Agents to the Governor General, Central India and Rajputana.

Also, to the Foreign Department for communication to the Resident at Mysore and Chief Commissioner of Coorg.

Also, that this Resolution and the Resolution of the Government of Bengal, with a few selected statements, be published in the Supplement to the *Gazette of India*.

R. HOME, *Colonel, R.E.*,
Deputy Secy. to the Govt. of India.

RESOLUTION—By the Government of Bengal in the Public Works Department,—No. 1785 I.A., dated Calcutta, the 18th December 1886.

Read—

Canal Revenue Report for 1885-86 and the Chief Engineer's Note on the same.

The total outlay, direct and indirect, to the close of the year 1885-86 on canals in Bengal, of which capital accounts are kept, has been R6,88,13,181. Of this sum, R7,82,000 have been contributed by the Imperial Governments from Famine Relief and Insurance funds, R86,52,056 have been provided from Provincial revenues, and R5,86,02,070 have been charged to Loan funds. In addition to the sums mentioned above, R7,77,055 have been expended on surveys for irrigation works, which have not been carried out.

2. There are now in actual operation in Bengal 782½ miles of canal, of which 553 miles are navigable. The total area commanded by these canals is 2,698,846 acres, of which 455,987 acres, producing crops of the estimated value of ₹1,13,94,483* were irrigated during the year. The number of boats plying in the canals during the year was 241 951. The total value of goods passing through the canals in boats and rafts aggregated ₹8,51,21,950 approximately.

3. The receipts from, and expenditure on, the canals in operation for the last three years are given in the statement below: the figures include indirect charges:—

Name of Canal.	1883-84.		1884-85.		1885-86.	
	Expenditure.	Receipts.	Expenditure.	Receipts.	Expenditure.	Receipts.
Major Irrigation Works.	₹	₹	₹	₹	₹	₹
Orissa Canals	3,05,530	2,37,868	3,29,366	1,43,585	3,56,678	2,07,350
Midnapore Canal	2,23,586	2,64,576	2,31,915	2,57,955	2,18,127	2,62,484
Hidgellee Tidal Canal	48,093	63,590	38,248	43,507	50,147	52,455
Sone Canals	5,42,159	603,807	6,35,530	8,62,474	5,84,002	10,62,646
Total	11,19,368	11,69,841	12,35,059	13,07,521	12,08,954	15,84,935
Minor Works and Navigation.						
Irrigation and Navigation Works.						
Sarun Canals	24,066	23,041	26,598	9,341	28,331	41,143
Calcutta and Eastern Canals	2,32,031	5,64,101	2,91,214	5,69,726	1,96,209	4,79,484
Orissa Coast Canal	...	...	...	...	30,712	13,718
Total	2,56,097	5,87,142	3,16,807	5,79,067	2,50,252	5,34,345
GRAND TOTAL	13,75,465	17,56,983	15,51,866	18,86,588	14,59,206	21,19,280

* Includes ₹1,61,974 for Sarun Canals.

4. The net income for the year was therefore ₹6,60,074. Interest amounting to ₹22,49,193 was, however, payable to the Imperial Government, so that there was a deficit of ₹15,89,119 to be met from Provincial revenues.

The revenue collected for the last three years on the works mentioned in the above statement is shown below:—

Head.	Revenue.		
	1883-84.	1884-85.	1885-86.
	₹	₹	₹
Water-rates	7,49,122	9,46,808	12,33,612
Navigation	9,29,968	8,22,187	8,34,780
Miscellaneous	77,893	1,17,593	50,888
Total	17,56,983	18,86,588	21,19,280

The increased revenue of the year was entirely due to the collection of arrears of water-rates due for former years, and not to the revenue earned in the

year 1885-86 itself, which was less than the two previous years. This is shown by the following statement:—

	Earnings.		
	1883-84.	1884-85.	1885-86.
	₹	₹	₹
Water-rates	9,85,208	13,41,655	10,45,339
Navigation	9,04,818	8,21,876	8,34,780
Miscellaneous	1,01,075	81,519	90,418
Total	19,91,101	22,45,050	19,70,600

5. The arrears of water-rates outstanding at the close of each of the last three years are shown in the statement following:—

Name of Canal.	Arrears.		
	1st April 1884.	1st April 1885.	1st April 1886.
	₹	₹	₹
Orissa Canals	52,203	77,869	64,884
Midnapore Canal	1,44,691	1,11,212	69,972
Sone Canals	4,33,793	6,95,208	3,98,321
Sarun Canals	25,218	40,022	15,912
Total	6,45,905	9,24,311	5,49,089

The prevalence of large balances outstanding on account of water-rates in the Province had for some years past forced itself on the notice of the Local Government. The matter had indeed attracted the attention of the Imperial Government and of the Secretary of State. Not only were the arrears large in themselves, but they showed a constant tendency to increase. At the end of the year previous to that now under review, these arrears had reached the enormous sum of 9¼ lakhs of rupees, which was more than 40 per cent. in excess of the outstanding balance of any previous year. In August 1885 the Commissioners of the Orissa, Burdwan, and Patna Divisions were especially addressed on this matter: it was pointed out that the Lieutenant-Governor was reluctantly forced to the conclusion that very little real effort was made by the civil officers of districts in the collection of canal revenue, and that Government must insist on the same attention being given to this important branch of duty as to any other work which devolves on Commissioners and Collectors.

6. Sir Rivers Thompson notices with approval the response to these instructions in the large reduction in the arrears which has been effected by the district officers in the Orissa and Patna Divisions. The favorable results are most conspicuous on the Sone Canals, where reform was most needed. The above figures, however, are but an imperfect representation of the facts; for though they show a large reduction in outstanding balances, they give no indication whether that reduction has been effected by collection of the arrears or by the the far easier method of remissions. The note of the Chief Engineer gauges the results obtained, on each of the three large systems, by a more detailed and accurate method than can be fitly followed in this resolution. The results obtained on the Sone Canals are, on the whole, the most satisfactory in themselves, and they have the greatest weight since the amounts involved are by far the largest. The work done by the revenue officers in the Orissa Canals is also satisfactory in itself, although the amounts involved were less than those dealt with on the Sone Canals, and the ultimate amount outstanding shows a comparatively small reduction as compared with that of the outstanding balance of the previous year. The results on the Midnapore Canal, on the other hand, are, both relatively and actually, unsatisfactory. It is true that the outstanding balance has been largely reduced; but this result is not so much due to the

realization of arrears as to the adoption of the easy expedient of writing off, as irrecoverable, balances as to the collection of which no sufficient investigation was made before the demand was abandoned. The stringent orders recently issued on this subject will prevent the recurrence of such a practice.

7. The areas irrigated during the last three years are detailed in the following table :—

		1885-86.	1884-85.	1883-84.
		Acres.	Acres.	Acres.
Orissa	Kharif	70,563	54,181	17,035
	Rabi	1,665	2,994	1,381
	Perennial	171	197	344
	Total	72,339	57,372	48,760
Midnapore	Kharif	70,604	69,294	97,919
Sone	Kharif	80,697	130,579	134,732
	Rabi	54,748	66,630	99,304
	Perennial	10,349	9,224	6,732
	Hot weather irrigation	10,857	959	8,524
	Five years' lease	171,828	149,185	101,322
	Total	308,179	356,577	350,614
	Total Major Works	451,422	483,243	497,293
Sarun Canal	Kharif	888	1,916	...
	Rabi, including hot weather	3,677	5,307	...
	Total Minor Works	4,565	7,223	21,122
	Grand Total, Major and Minor Works	455,987	490,466	518,415

Taking the grand total of the figures in the above statement, there would seem to have been during the last three years a steady decline in the area irrigated in the province. The falling off in the annual leases in the Sone Canals indicates the most prominent cause of this decrease; but to some extent it is due to the fact that a portion of the area irrigated by these canals is omitted from the returns. The reason of this is explained in paragraphs 68-71 of the Chief Engineer's note. On the other hand, the increase in the area irrigated on the Orissa Canals is the most satisfactory feature in the operations of the year. It shows that the opposition to irrigation in this province, which was so marked in the year 1883-84, has subsided. There seems to be every probability that the area irrigated in Orissa will in a short time rise to the standard which was obtained in 1882, when 70 per cent. of the entire area provided with distributaries was irrigated. This favorable result may in some measure be attributed to the enquiries of the Commission appointed to examine the working of the Orissa Canal system, and the changes introduced upon their report. It is, however, necessary to point out that the figures given above for the Orissa Canals are not strictly comparable, and that the actual increase in the area irrigated is somewhat less than these figures show. This is explained in paragraph 14 of the Chief Engineer's note. The steady increase in the area held under long leases on all the canals is a satisfactory indication that the fluctuations in irrigation, which were noticeable in former years, are likely to be less marked in future.

8. The tollage collections from the various canals for the last three years are given in the table following :—

Year.	Orissa Canal.	Midnapore Canal.	Hidgellee Canal.	Orissa Coast Canal.	Sone Canals.	Calcutta and Eastern Canals.	Total.
	₹	₹	₹	₹	₹	₹	₹
1883-84	61,692	1,08,931	62,317	...	48,032	5,24,752	8,05,634
1884-85	52,784	1,19,797	41,382	...	37,335	5,08,466	7,59,764
1885-86	64,093	1,25,331	52,143	13,663	41,712	5,13,839	8,10,781

There has been an increase both in the gross tollage receipts and the receipts on each navigable system as compared with the previous year. A portion of the Orissa Coast Canal was opened to traffic for the first time in July 1885. It produced a moderate revenue, which, considering the circumstances under which the length of canal was working, may be considered satisfactory. In the course of the current year the whole line should be opened to traffic, providing thus an inland and secure navigation for the entire length from Calcutta to Cuttack.

9. The Calcutta and Eastern Canals sustained their reputation as the most productive Public Work in Bengal. The statement in paragraph 110 of the Chief Engineer's note shows that the net revenue gives more than 5½ per cent. interest on the capital invested. More than 20 lakhs of rupees have been expended from Provincial Funds in the last ten years on the improvement of these canals. The whole of this expenditure is now returning a revenue of 5½ per cent. The effect of the improved condition of the canals is that the cargo borne to Calcutta is now carried in larger boats than was formerly the case. The amount of cargo delivered by the canals has slightly increased, but the number of the boats which carry it was considerably less.

10. The only navigable system in Bengal on which the traffic and receipts are declining is the Nuddea Rivers. On these streams the traffic shows a steady decline, of which no satisfactory explanation has yet been given. The net revenue of these rivers shows an increase in the last five years, which is examined in the Chief Engineer's note and found to be mainly due to artificial causes, which are not likely to continue.

11. The revenue reports of the Commissioner of Orissa and of the Superintending Engineer of the Orissa Circle were again unduly and unnecessarily delayed. The reports of the Commissioners of Patna and Burdwan were received with exact punctuality. Those of the Superintending Engineers of the Sone and South-Western Circles were slightly delayed by the circumstance that the finance accounts of the Examiner were six weeks in arrears.

Order.—Ordered that a copy of this Resolution, and of the note and its accompaniments, be submitted to the Government of India, in the Public Works Department, for information; also that copies be forwarded to the Appointment, Revenue, and Financial Departments of this Government; the Board of Revenue, Lower Provinces; the Commissioners of the Presidency, Burdwan, Patna, and Orissa Divisions; the Collectors of the 24-Pergunnahs, Nuddea, Hooghly, Midnapore, Burdwan, Patna, Shahabad, Gya, Sarun, Cuttack, and Balasore; the Superintending Engineers of the Orissa, South-Western, and Sone Circles, and the Examiner of Public Works Accounts, Bengal for information.

By order of the Lieutenant-Governor of Bengal,

C. W. I. HARRISON, *Major*, *R.E.*,
Offg. Joint-Secretary to the Government of Bengal.

II C.

PUBLIC WORKS DEPARTMENT, BENGAL.

STATEMENT SHEWING THE FINANCIAL RESULTS OF IRRIGATION WORKS IN BENGAL FOR THE YEAR 1885-86, BASED ON ACTUAL RECEIPTS.

Principal results of Operations for the year ended 31st March 1886.

Irrigation Works.	Direct and indirect outlay to end of 1885-86.	Gross receipts, direct and indirect, from all sources.	Working expenses direct and indirect.	Net revenue (excluding charges for interest).	Interest at 4 per cent. on direct capital outlay at commencement of year, and 2 per cent. on outlay during the year.	Surplus Revenue after paying (Interest on Direct Capital Outlay).		Excess Charge including Interest on Direct Capital Outlay.	
						Amount.	Percentage on total sum at charge.	Amount.	Percentage on total sum at charge.
1	2	3	4	5	6	7	8	9	10
Major Irrigation Works.	₹	₹	₹	₹	₹	₹	₹	₹	₹
In operation.									
Tidal Canal	18,40,296	52,455	50,147	2,308	71,820	...	...	69,512	3·77
In progress.									
Orissa Project	2,25,70,890	2,07,344	3,56,672	—1,49,328	8,73,567	...	...	10,22,895	4·53
Midnapore Canal	84,40,687	2,62,484	2,18,127	44,357	3,30,082	...	...	2,85,725	3·38
Sone Project	2,57,50,197	10,51,989	5,73,345	4,78,644	9,91,240	...	...	5,12,596	1·99
Total	5,86,02,070	15,74,272	11,98,291	3,75,981	22,66,709	...	...	18,90,728	3·22
Minor Works and Navigation.									
In operation.									
Sarun Project	6,96,413	41,143	23,331	17,812	...	...	...	...	...
Calcutta and Eastern Canals	52,17,981	4,79,484	1,96,209	2,83,275	...	...	...	...	...
In progress.									
Orissa Coast Canal	(a)35,19,662	13,718	30,712	—16,994	...	...	...	...	...
Abandoned or held in abeyance.									
Tirhoot Project	6,06,075	...	...	...	...	...	...	...	...
Damoodur Project	1,70,980	...	...	...	...	...	...	...	...
Total	1,02,11,111	5,34,345	2,50,252	2,84,093	...	...	...	...	...
Nil	...	...	...	...	...	...	...	...	...
Total	...	...	...	...	...	...	...	...	...

(a) Includes R7,82,000 expended against grant from "Famine relief and insurance."

IV C.

PUBLIC WORKS DEPARTMENT, BENGAL.

STATEMENT SHOWING THE FINANCIAL RESULTS OF IRRIGATION WORKS IN BENGAL FOR THE YEAR ENDED 1885-86, BASED ON ASSESSMENTS OF THE YEAR.

Principal results of operations for the year ended 31st March 1886.

Irrigation Works.	Capital outlay (direct and indirect) to end of year.	Revenue assessed during the year.								Grand Total.	Working expenses, direct and indirect.	Net assessed revenue of year.	Percentage on capital outlay to end of year.
		Direct assessed revenue.						Indirect revenue. Land revenue due to operation of canal.					
		Occupier's rate (water-rate).	Owner's rate.	Plantations.	Water-power.	Navigation.	Miscellaneous.	Total.					
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
Major Irrigation Works.													
Orissa Project	2,25,70,890	1,05,019	...	981	...	84,012	15,515	2,05,527	...	2,05,527	3,56,672	—1,51,145	·67 Deficit.
Midnapore Canal	84,40,687	1,10,868	...	37	...	1,37,578	16,160	2,64,643	...	2,64,643	2,18,127	46,516	·55
Tidal Canal	18,40,296	...	...	74	...	52,143	238	52,455	...	52,455	50,147	2,308	·12
Sone Project	2,57,50,197	8,07,702	...	307	469	46,243	37,304	8,92,025	...	8,92,025	5,73,345	3,18,680	1·23
Total	5,86,02,070	10,23,589	...	1,399	469	3,19,976	69,217	14,14,650	...	14,14,650	11,98,291	2,16,359	·37
Minor Works and Navigation.													
Sarun Project	6,96,413	21,750	...	...	...	...	1,406	23,156	...	23,156	23,331	—175	·02 Deficit.
Orissa Coast Canal	(a)35,19,662	1	...	...	...	13,663	54	13,718	...	13,718	30,712	—16,994	·48 do.
Calcutta and Eastern Canals	52,17,981	...	...	...	...	5,01,141	—21,657	4,79,484	...	4,79,484	1,96,209	2,83,275	5·42
Total	94,34,056	21,751	...	...	...	5,14,804	—20,197	5,16,358	...	5,16,358	2,50,252	2,66,106	2 82

(a) Includes R7,82,000 expended against grant from "Famine relief and insurance."

ID.

PUBLIC WORKS DEPARTMENT, BENGAL.

STATEMENT OF TRAFFIC ON CANALS IN BENGAL DURING THE YEAR 1885-86.

		Orissa Canals.	Midnapore Canal.	Hidgellee Tidal Canal.	Sone Canals.	Calcutta and Eastern Canals.	Orissa Coast Canal.	Total.
Length of canal open for navigation	Miles.	170½	72	29	218½	(c)27	36*	...
Receipts—Tollage on private boats	₹	59,187	1,23,375	51,880	35,091	5,01,141	13,546	7,84,520
Tollage on Government boats	„	4,451	...	263	1,095	...	117	5,929
Tollage on rafts	„	152	1,956	...	5,525	...	...	7,633
Carrying operations or transport services—Government boats	„	19,919	...	...	4,531	...	...	24,450
Fines and Sundries	„	...	12,247	312	1	1,935 / —23,592	55	—9,042
TOTAL RECEIPTS	„	84,012	1,37,578	52,455	46,243	4,79,484	13,718	8,13,490
Maintanance charges, including special navigation establishment	„	37,121	24,451	50,147	29,894	1,86,747	29,881	3,58,544
NET REVENUE OF YEAR	„	46,891	1,13,124	2,308	16,349	2,92,737	—16,163	4,54,946
Total number of boats plying cargo	No.	20,662	42,240	18,170	6,990	(b) 147,059	4,926	241,951
Total number of boats' passenger	„			1,146	220		538	
Total registered tonnage of boats by canal measurement cargo	Tons.	180,142	372,608	158,826	75,686	2,47,4,399	32,836	3,303,165
Total registered tonnage of boats by canal measurement passenger	„			4,709	1,320		2,637	
Ton mileage—Up		5,818,836	5,158,558	1,857,511	1,296,892	...	5 3,776	...
Down			2,933,117	1,127,464	1,855,222	...	282,955	...
TOTAL		5,818,836	8,091,675	2,984,975	3,152,114	...	786,731	...
Estimated value of cargoes—Up		46,32,733	64,11,267	17,34,268	9,14,098	5,37,86,955	3,69,691	8,47,24,648
Down			63,10,908	15,40,693	25,28,780	63,16,347	1,78,908	
TOTAL		46,32,733	1,27,22,175	32,74,961	34,42,878	6,01,03,302	5,48,599	8,47,24,648
Number of passenger—Total	No.	57,437	...(d)	(a)3,710	44,257	...(d)	3,023	...
Rafts, feet × feet × feet—Up c.ft.		29,796	135,813	...	21,335	...	...	...
„ „ „ Down	„		4,258	...	2,394,522	...	...	...
TOTAL		29,796	140,071	...	2,415,857	...	...	...
Estimated value of rafts—Total	₹	3,325	1,40,584	34,356	1,98,985	18,249	1,803	3,97,302
Tollage on boats per ton per mile	„	2·93 pies	2·9 pies	3·3 pies	2·2 pies / 3·6 annas	...	3·8 pies	...
Tollage on rafts per 100 cubic feet	„	8 pie						

* Only part of this canal was opened this year.
(a) From October to March only.
(b) Includes passenger boats.
(c) This length is that of the canals in the immediate neighbourhood of Calcutta.
(d) Not recorded.

IV E.

PUBLIC WORKS DEPARTMENT, BENGAL.

COMPARATIVE STATEMENT OF IRRIGATION AND RAINFALL FOR THE YEARS 1884-85 AND 1885-86 IN BENGAL.

Works supplying irrigation.	Civil Districts.	Total area in acres.	Cultivated area in acres.	Area irrigated in acres. 1884-85. Kharif inclusive of sugarcane.	1884-85. Rabi inclusive of hot-weather.	1884-85. Year.	Rainfall. 1884-85.	1885-86. Kharif inclusive of sugarcane.	1885-86. Rabi inclusive of hot-weather.	1885-86. Year.	Rainfall. 1885-86.
		Acres.	Acres.	Acres.	Acres.	Acres.	Inches.	Acres.	Acres.	Acres.	Inches.
Orissa Canals	Cuttack	...	...	54,401	2,582	57,372	48·86	63,929	1,604	65,533	51·19
	Balasore	...	...	2,971	112		44·99	6,805	1	6,806	57·97
	Total Orissa Canals	...	...	70,734	2,994	(a)57,372	...	70,604	...	70,604	60·37
Midnapore Canal	Midnapore	...	...	70,294	...	69,294	60·37	70,604	...	70,604	76·20
Sone Canals	Shahabad	2,806,400	2,192,500	212,220	71,362	283,582	31·66	197,668	61,531	259,199	43·49
	Patna	1,329,920	1,039,000	28,477	4,694	33,171	29·59	13,056	4,223	17,279	44·47
	Gya	3,015,680	2,356,000	33,372	6,452	39,824	27·72	26,475	5,526	32,001	49·08
	Total Sone Canals	**7,152,000**	**5,587,500**	**274,069**	**82,508**	**356,577**	...	**237,199**	**71,280**	**308,479**	...
Sarun Canal	Sarun	1,680,000	1,312,500	5,306	1,917	7,223	39·22	888	3,677	4,565	35·01
	GRAND TOTAL	...	...	403,047	87,419	490,466	...	...	...	455,987	...
	Decrease	34,479 acres.									

(a) Exclusive of 1,570 acres unauthorised irrigation.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XLV OF 1886-87.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 13th February, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 12th February, 1887. Total.	Per mile open.	Total receipts from 1st April 1885 to 13th Feb., 1886. Total.	Per mile open per week.	Total receipts from 1st April 1886 to 12th Feb., 1887. Total.	Per mile open per week.	Total Increase in 1886-87.	Total Decrease in 1886-87.
			₹	₹		₹	₹	₹	₹	₹	₹	₹	₹
	Lines worked by Guaranteed Companies.												
19th Feb., 1887	Oudh and Rohilkhand	680	1,25,785	185	686	1,54,210	225	48,78,917	173	57,11,601	184	8,32,684	...
19th ditto	Madras	861	1,45,285	169	831	1,47,013	177	65,86,305	168	69,99,055	185	4,12,750	...
19th ditto	South Indian	654	81,977	125	654	99,009	151	39,31,197	132	43,97,019	148	4,65,822	...
26th ditto	Great Indian Peninsula	1,504	8,15,696	543	1,504	8,29,230	552	3,08,25,158	450	3,37,06,045	493	28,80,887	...
19th ditto	Bombay, Baroda and Central India	461	2,42,941	527	461	2,29,000	497	1,10,75,513	527	1,15,27,774	550	4,52,261	...
	TOTAL	4,160	14,11,684	339	4,136	14,58,462	352	5,72,97,090	307	6,23,41,494	332	50,44,404	...
	State Lines worked by Guaranteed Companies.												
26th Feb., 1887	East Indian	1,515	9,32,162	615	1,515	10,30,794	686	4,64,45,933	586	4,62,63,032	585	...	1,82,901
26th ditto	Patna-Gya	57	7,324	128	57	11,330	198	4,22,109	102	4,67,503	180	45,334	...
26th ditto	Dildarnagar-Ghazipur	12	1,211	101	12	1,244	104	40,474	74	41,340	70	866	...
26th ditto	Sindia	75	8,056	120	75	9,215	123	3,14,810	92	3,45,933	102	31,117	...
26th ditto	Rajputana-Malwa (*a*)	1,664	3,60,720	217	1,664	3,50,000	210	1,50,48,335	198	1,50,40,425	207	6,01,090	...
26th ditto	Southern Mahratta	315	23,301	74	532	38,881	73	8,95,456	62	15,49,008	93	6,63,612	...
19th ditto	Indian Midland	...	...	...	42	2,701	66	...	...	1,21,877	04	1,21,877	...
	Lucknow-Sitapur-Sihramau.	...	...	...	56	3,740	67	...	...	(*b*)30,754	58	30,754	...
	TOTAL	3,638	13,33,974	366	3,953	14,56,935	368	5,71,67,183	345	5,84,87,932	339	13,20,749	...
	State Lines worked by Government.												
26th Feb., 1887	Eastern Bengal	234	1,00,064	428	234	1,21,842	521	39,48,237	370	46,46,137	437	6,97,900	...
26th ditto	Nalhati	27	1,418	52	27	1,747	64	67,955	55	73,230	59	5,275	...
19th ditto	Northern Bengal	249	54,908	221	249	48,260	194	20,12,071	177	23,00,726	204	2,88,655	...
19th ditto	Kaunia-Dharla	37	3,226	87	37	3,455	93	1,11,788	60	1,11,168	65	...	590
26th ditto	Tirhoot	226	27,909	124	246	44,058	179	11,20,423	109	13,56,124	121	2,35,701	...
19th ditto	Wardha Coal	45	10,831	374	45	15,237	339	5,47,094	267	6,15,092	301	67,398	...
	Nagpur and Chattisgarh	149	45,159	303	149	29,618	199	11,94,811	176	10,84,645	160	...	1,10,166
19th ditto	Burma	327	74,889	229	327	98,506	301	18,56,702	127	21,89,868	146	3,33,166	...
19th ditto	Cherra-Companyganj	...	...	...	5	42	8	...	...	(*c*)1,473	8	1,473	...
26th ditto	North-Western (*d*)	1,869	5,20,669	279	1,989	4,09,131	205	2,54,20,162	298	2,04,36,692	226	...	49,83,470
19th ditto	Bareilly-Pilibhit	30	1,785	49	36	1,898	53	65,613	40	78,595	48	12,982	...
26th ditto	Dacca	86	2,625	31	86	6,705	78	94,090	33	2,34,648	61	1,40,558	...
19th ditto	Jorhat	30	581	19	30	516	17	30,219	26	34,031	25	4,412	...
20th ditto	Bilaspur-Etawah (Kutni-Umaria Section)	...	...	...	38	1,333	35	...	...	(*e*)23,242	41	23,242	...
	TOTAL	3,315	8,50,204	256	3,498	7,82,348	224	3,64,69,705	242	3,31,92,301	216	...	32,77,404
	GRAND TOTAL (GUARANTEED AND STATE)	11,113	35,95,562	324	11,587	36,97,745	319	15,09,34,038	300	15,40,21,727	299	30,87,689	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	7,76,86,494	154	7,62,70,949	148	...	...
	NET RECEIPTS	...	...	...	...	...	...	4,32,47,544	146	7,77,50,778	151	45,03,234	...
	Assisted Companies.												
26th Feb., 1887	Bengal Central	125	10,043	80	125	12,148	97	4,56,359	80	5,08,575	89	52,216	...
19th ditto	Rohilkhand-Kumaon	67	4,124	61	67	4,266	64	2,14,342	70	2,58,647	85	44,305	...
12th ditto	Dibru-Sadiya (late Assam)	78	6,137	79	78	7,587	97	2,33,361	62	2,95,061	79	61,700	...
26th ditto	Bengal and North-Western	303	33,692	111	376	39,370	105	11,66,516	84	16,44,594	114	4,78,078	...
26th ditto	Tarakessur	22	4,070	210	22	6,991	314	2,12,105	209	2,07,605	205	...	4,500
	TOTAL	595	58,066	99	668	70,362	105	22,82,683	84	29,14,482	105	6,31,790	...
	Native States.												
19th Feb., 1887	Bhavnagar-Gondal	193	16,637	86	193	18,354	95	8,17,083	93	8,41,950	96	24,867	...
26th ditto	Jodhpore	64	3,515	55	64	4,400	69	1,57,446	54	1,91,120	66	33,674	...
19th ditto	Nizam's	121	18,954	157	208	32,788	158	10,09,104	183	12,65,216	134	2,56,112	...
19th ditto	Mysore	140	7,638	55	140	8,434	60	3,80,666	61	4,16,726	66	36,060	...
26th ditto	Rajpura-Patiala	10	1,790	112	16	1,153	72	45,975	63	50,519	69	4,544	...
12th ditto	Morvi	...	...	...	51	1,446	28	...	..	40,757	28	40,757	...
	TOTAL	534	48,534	91	672	66,575	99	24,16,274	99	28,06,288	95	3,99,014	...

(*a*) Including the Cawnpore-Achnera State Railway.
(*b*) Total Receipts from 16th November, 1886, to 12th February, 1887.
(*c*) Total Receipts from 10th June, 1886, to 12th February, 1887.
(*d*) Including the Amritsar-Pathankot State Railway.
(*e*) Total Receipts from 31st October, 1886, to 12th February, 1887.

R. GARDINER, *Captain, R.E.,*
Offg. Under-Secretary.

FORT WILLIAM,
The 10th March, 1887.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 1st AND 2nd HALVES OF JANUARY 1887 PUBLISHED IN PAGES 181 AND 189 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 12th AND 26th FEBRUARY 1887.

1	2	Quantities per Rupee in seers of 80 tolas.												16
		3	4	5	6	7	8	9	10	11	12	13	14	15
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Cholai, Kadalay or Sunnga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thar Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
H. A. Districts.	1st half of January 1887.													
	Secunderabad	15 2	...	6 4	11 4	18 4	21 7	...	...	14 7	...	9 13	120 0	10 3
	Bolarum	18 1	...	7 14	10 2	20 9	...	...	...	15 15	...	...	116 14	10 10
	Chadarghat	16 0	...	7 0	9 8	20 0	22 0	...	...	17 0	...	11 0	88 0	9 12
Rajpootana.	2nd half of January 1887.													
	Erinpura	16 0	29 0	... 6 0	9 0	23 0	24 8	...	...	28 12	...	...	310 0	14 0
	Sirohee	15 8	30 0	5 8	8 0	19 0	25 0	...	...	20 0	...	13 0	200 0	15 0
	Abu	13 8	23 0	5 0	8 0	...	19 0	...	...	20 8	...	10 0	...	13 1
	Anadra	17 0	26 0	5 0	10 0	...	22 0	...	...	22 12	...	12 0	...	14 10
	Bilonere	16 0	...	10 10	12 12	18 0	26 0	...	...	18 0	...	...	260 0	17 0
	Jeyralmere	12 12	...	6 8	8 12	25 0	17 10	...	...	15 12	...	...	...	25 9
	Marwar (Jodhpore)	14 1	23 8	...	...	...	22 8	...	...	23 2	23 0	...	...	16 0

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF FEBRUARY 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Madras.	Ganjam	10 5	...	14 10	15 8	...	...	26 6	...	...	...	...	215 13	13 13	
	Vizagapatam	10 0	...	9 0	10 3	25 14	27 11	23 3	...	...	...	...	93 5	14 0	
	Godavery	11 11	...	15 13	16 8	28 13	28 3	29 2	...	...	...	...	161 6	13 8	
	Kistna	9 5	...	13 8	14 11	18 11	...	31 6	...	...	...	...	145 13	14 10	
	Nellore	9 14	...	12 14	15 0	29 13	24 6	27 5	...	...	...	...	93 5	13 13	
	Cuddapah	12 8	...	12 6	15 13	23 11	29 0	25 8	...	...	...	...	140 0	14 6	
	Anantapur	11 8	...	13 6	16 3	33 0	28 3	31 0	...	...	...	...	64 13	13 2	
	Bellary	15 13	...	12 5	13 8	28 13	30 2	34 14	...	...	...	...	97 3	12 8	
	Kurnool	14 0	...	11 6	12 3	39 2	25 0	...	...	...	...	...	138 13	13 5	
	Madras	10 13	...	12 2	14 5	23 0	23 13	27 6	...	...	...	...	86 5	14 10	
	Chingleput	...	...	15 13	16 10	...	21 2	25 6	...	...	...	...	97 3	14 11	
	North Arcot	10 3	...	14 0	14 8	...	...	33 6	...	...	...	...	140 0	13 5	
	South Arcot	9 0	...	13 14	15 5	...	26 3	26 3	...	...	...	...	201 11	14 0	
	Tanjore	9 10	...	15 6	...	...	26 2	29 8	...	...	...	...	166 3	13 13	
	Trichinopoly	11 10	...	14 0	14 8	...	25 6	27 8	...	...	...	...	126 6	...	
	Madura	10 14	...	13 0	13 8	24 5	25 0	27 14	...	...	...	...	126 6	15 6	
	Tinnevelly	9 14	...	11 2	12 13	...	...	...	...	...	...	...	70 0	17 0	
	Coimbatore	11 8	...	13 8	14 8	22 10	25 6	26 3	...	...	...	...	121 8	14 2	
	Nilgiris	9 14	...	11 3	12 13	21 10	16 13	23 0	...	...	...	...	161 13	12 14	
	Salem	11 2	...	12 3	15 0	29 2	26 3	30 13	...	...	...	...	186 10	15 13	
	South Canara	9 14	...	13 10	16 0	...	...	21 13	...	...	...	...	126 6	16 8	
	Malabar	8 5	...	13 13	14 10	...	...	21 8	...	...	...	...	155 8	14 6	
Bombay.	Bombay	9 3	18 4	7 2	10 13	18 6	14 5	16 13	14 4	12 6	17 13	18 7	52 6	12 9	
	Daskrohi	10 0	21 0	6 8	12 0	20 8	16 0	...	...	16 0	20 8	13 0	80 0	16 0	
	Kaira	9 6	...	9 2	12 4	...	16 0	21 5	...	17 12	...	11 6	80 0	16 0	
	Surat	12 0	16 0	8 0	10 0	19 0	16 0	...	...	14 0	...	10 0	80 0	16 0	
	Broach	10 0	...	8 0	11 0	16 0	14 2½	...	...	16 0	...	11 0	120 0	14 2½	
	Tanna (Salsette)	9 4	...	8 3	10 0	14 0	14 6	...	...	12 5	...	8 0	71 2	15 9	
	Colába (Alibag)	10 12	...	7 4	11 4	...	13 0	...	...	12 12	...	8 2	100 0	12 0	
	Khandesh (Dhulia)	12 12	...	7 8	11 4	27 8	19 4	...	14 8	15 9	...	11 5	131 0	13 2	
	Násik	12 6	...	10 8	12 0	27 8	17 14	22 8	...	17 8	...	9 10	106 8	13 12	
	Ahmednagar	12 12	10 8	8 6	9 8	27 3	21 6	...	...	18 8	...	12 10	85 5	14 2	
	Poona (City)	10 6	9 0	9 13	11 0	23 15	18 6	16 6	...	14 15	...	12 6	60 13	12 13	
	Sholápur	12 3	24 6	11 7	12 4	27 10	27 9	...	24 6	18 4	...	13 5	80 0	13 0	
	Bijapur	17 3	17 15	7 3	10 10	30 6	25 6	...	...	17 0	...	33 4	84 0	12 2	
	Satara	10 11	...	9 9	11 7	22 10	20 11	...	...	19 8	...	11 11	116 8	14 9	
	Belgaum	16 0	15 0	11 0	12 0	22 0	25 0	26 0	...	16 0	...	13 0	71 0	13 8	
	Dhárwar (Hubli)	17 0	...	10 0	11 0	28 0	23 0	38 0	...	19 0	...	9 0	80 0	10 0	
	Kanárese	11 8	...	9 4	12 11	16 14	14 11	20 0	...	15 6	...	10 14	120 0	14 4	
Bombay.	Mahsur	12 0	...	7 0	11 4	16 0	15 8	21 0	...	14 0	...	11 8	213 5½	13 0	
	Panch Mahals (Godhra)	...	...	10 0	16 0	...	20 0	...	...	20 0	29 2	11 3	320 0	15 0	
	Aden	8 0	...	6 3	8 0	11 3	10 3	...	...	11 3	...	5 9	65 5	32 0	
	Asirgarh Cantonment	14 8	...	10 0	12 7	27 14	26 12	...	19 0	16 0	...	10 0	160 0	12 0	
	Baroda Camp (Sardar Bazar)	8 9	16 0	6 15	9 2	17 2	16 0	17 11½	...	14 4½	...	10 14	80 0	13 11	
	Disa Cantonment	13 4	...	8 0	9 6	22 12	23 5	...	...	17 15	...	11 0	150 0	13 0	
	Nimach Cantonment	15 0	22 0	8 0	10 0	28 0	18 0	...	...	27 0	32 0	14 0	180 0	14 0	
	Nasirabad Cantonment	13 5½	26 0	7 0	8 0	30 0	20 8	...	12 0	28 11½	29 0	13 0	90 0	15 8	
	Rajkot Station	11 0	...	6 8	9 0	16 8	12 8	...	...	16 0	...	7 8	80 0	40 0	
	Upper Sind Frontier	13 0	20 0	10 0	16 0	22 0	21 0	...	...	13 5	...	13 5	160 0	13 0*	
	Karachi	11 0	17 0	8 0	14 0	20 0	16 b	...	...	16 0	18 0	8 0	85 0	16 0	
	Haidarabad (Gidu Bander)	17 8	19 8	8 8	19 8	21 8	19 8	...	...	18 8	...	...	120 0	13 8	
	Shikarpur	11 12	18 0	9 12	14 0	20 0	22 8	...	...	18 8	...	11 8	160 0	13 0	
	Sukkur	14 0	23 0	10 0	16 0	22 0	21 0	...	...	20 0	...	13 0	120 0	14 0	
	Thar & Parkar (Umarkot)	15 12	...	..	16 0	...	19 8	...	...	...	...	...	160 0	14 12	
	Western Districts.														
	Burdwan	12 0	...	20 8	26 10	...	...	...	...	24 0	...	25 0	120 0	13 4a	
	Bankoora	13 12	24 0	18 12	23 3	...	...	...	...	19 4	40 0	22 0	280 0	12 8b	
	Beerbhoom	18 0	...	22 8	24 0	...	...	...	...	20 0	...	13 8	160 0	12 0c	
	Midnapore	14 0	...	17 0	26 0	...	...	...	...	18 0	...	16 0	155 0	12 0d	
	Hooghly	14 0	...	10 0	17 0	...	...	...	...	19 0	...	15 0	120 0	13 0e	
	Howrah	13 0	...	13 0	17 8	...	...	...	...	20 0	...	14 0	90 0	12 0	
	Central Districts.														
	Calcutta	13 0	19 4	9 7	19 4	19 0	16 8	...	17 12	19 2	24 8	17 0	79 0	13 0	
	24-Pergunnahs	14 4	20 0	8 0	18 13	...	...	...	...	22 8	23 0	16 0	90 0	12 8e1	
	Nuddea	16 0	32 0	17 12	19 4	...	...	...	...	22 14	...	20 0	...	11 10½f	
	Khoolna	...	...	18 0	21 0	...	...	...	...	16 0	...	...	160 0	10 8g	
	Jessore	16 0	...	14 0	21 8	...	...	...	...	22 8	...	26 0	110 0	10 12h	
	Moorshedabad	17 0	...	20 0	24 0	...	...	...	...	29 0	40 0	21 0	160 0	12 0i	
	Dinagepore	12 0	22 0	21 8	27 8	...	...	...	...	21 0	...	...	160 0	12 0	
	Rajshahye	18 0	41 4	17 4	21 0	...	...	...	...	24 0	...	16 0	240 0	12 0j	
	Rangpore	12 12	...	18 0	22 8	...	...	...	...	15 0	...	10 10	120 0	10 8k	
	Bogra	17 4	...	15 0	26 4	...	...	...	...	15 0	...	...	90 0	10 8	
	Pubna	21 0	...	8 0	24 0	...	...	...	...	22 8	...	24 0	200 0	12 0	
	Darjeeling	9 0	9 0	5 0	14 0	...	...	13 0	...	11 0	23 0	8 0	120 0	9 0	
	Jalpaiguri	10 0	20 0	14 0	26 0	...	...	...	...	16 0	...	...	128 0	11 0l	
	Eastern Districts.														
	Dacca	16 0	26 0	17 0	19 0	...	...	...	...	18 0	...	...	120 0	10 8m	
	Furreedpore	17 0	25 0	16 0	21 0	...	...	...	...	20 0	...	14 0	120 0	11 0n	
	Backergunge	...	...	15 8	17 8	...	...	...	...	16 0	...	13 0	120 0	11 8o	
	Mymensingh	12 0	...	10 8	17 0	...	...	...	...	18 0	...	...	...	11 12p	
	Chittagong	16 0	...	13 0	19 8	...	...	...	...	16 0	...	10 0	75 0	13 0q	
	Noakholly	No return received.													
	Tipperah	11 6	...	17 6	19 6	...	...	...	...	18 0	...	11 2	...	11 4r	
	Chittagong Hill Tracts	...	...	12 4½	13 14½	...	...	...	...	...	...	...	320 0	8 0	
	Hill Tipperah	12 0	...	16 0	21 0	...	...	...	...	12 0	...	16 0	...	11 0	

* In common use.

a In sub-divisions retail prices of salt per rupee were:—Culna 13-8 seers, Raneegunge 13 seers and Cutwa 14 seers.

b In Bishenpore sub-division retail price of salt 12 seers per rupee.

c In Rampore Hât sub-division retail price of salt 13 seers per rupee.

d In sub-divisions retail prices of salt per rupee were:—Tumlook 11 seers, Contai 12-8 seers.

e In Serampore sub-division retail price of salt 12 seers per rupee.

e1 In sub-divisions retail prices of salt per rupee were:—Baraset and Bussirhat 12 seers, Diamond Harbour (at Kulpihat) 12-8 seers, Barrackpore 12-12 seers, and Dum-Dum 11 seers.

f In sub-divisions retail prices of salt per rupee were:—Kooshtea and Ranaghat 12-8 seers, Meherpore 12 seers and Chooadanga 13 seers.

g In Bagirhat sub-division retail price of salt 11 seers per rupee.

h In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, Magoora 10-12 seers and Bongong 13 seers.

i In sub-divisions retail prices of salt per rupee were:—Lalbagh 12 seers, and Kandi 12-8 seers.

j In sub-divisions retail prices of salt per rupee were:—Nattore 12 seers and Nowgong 10-11 seers.

k In sub-divisions retail prices of salt per rupee were:—Gaibanda and Nilphamari 13 seers and Kurigram 12 seers.

l In Alipore sub-division (at Fallacetta) retail price of salt 10 seers per rupee.

m In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers, Moonsheegunge 10-12 seers.

n In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers and Madaripore 12-8 seers.

o In sub-divisions retail prices of salt per rupee were:—Patuakhali 9 seers, Perozepore 11 seers, and Bhola 10-8 seers.

p In sub-divisions retail prices of salt per rupee were:—Kishoregunge 9-2 seers, Attea 12 seers, Jamalpore 10-10 seers, and Sherpore and Netrokona 10 seers.

q In Cox's Bazar sub-division retail price of salt 12 seers per rupee.

r In sub-divisions retail prices of salt per rupee were:—Brahmunberiah 12 seers and Chandpore 11-8 seers.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF FEBRUARY 1887 —*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Bengal—*continued.*	*Behar.*														
	Patna	18 0	34 0	11 8	23 0	26 0	26 0	26 0	20 0	29 0	30 0	28 0	120 0	11 8	
	Gya	15 0	24 0	12 0	20 0	...	...	...	18 0	26 0	...	21 0	140 0	11 0	
	Shahabad	14 0	28 0	9 0	21 0	...	...	...	...	24 0	...	14 0	160 0	12 0s	
	Durbhanga	19 0	32 8	14 0	21 0	23 0	...	30 4	...	27 0	30 0	19 8	176 0	13 0t	
	Mozufferpore	17 0	30 0	11 0	22 0	...	...	...	...	28 0	28 0	20 0	140 0	12 0u	
	Sarun	15 0	34 0	9 0	21 0	...	...	28 0	14 0	23 0	29 0	22 8	160 0	12 0v	
	Chumparun	21 0	40 0	7 8	20 0	...	...	...	...	31 8	29 12	24 8	...	12 0w	
	Monghyr	14 12	33 9	14 12	19 6	...	...	...	24 0	27 4	31 8	21 0	126 0	13 10x	
	Bhágalpur	16 6	35 5	17 10	21 7	...	...	...	...	25 4	32 13	21 7	170 7	12 10y	
	Purneah	20 0	...	20 0	22 0	...	...	...	...	24 0	...	19 0	128 0	10 8z	
	Maldah	13 0	...	18 0	24 0	...	...	...	...	25 0	...	...	160 0	12 0	
	Sonthal Pergunnahs	13 0	...	16 0	25 0	...	...	...	...	21 0	40 0	27 0	200 0	12 0z1	
	Orissa.														
	Cuttack	9 3	...	11 13	21 0	...	...	...	...	17 1	...	...	80 0	14 0	
	Pooree	9 3	...	17 1	23 10	...	...	...	...	14 7	...	15 12	70 0	14 7z2	
	Balasore	15 0	13 0	13 0	24 0	...	...	...	...	16 0	...	13 0	160 0	10 0z3	
	Chota Nagpore. *South-Western Frontier Agency.*														
	Hazáribágh	17 0	20 0	11 0	21 0	...	...	30 0	...	24 0	28 0	20 0	320 0	10 0z4	
	Lohardugga	18 0	18 0	19 0	24 0	...	...	48 0	...	18 0	25 0	20 0	120 0	10 0	
	Singbhoom	24 0	24 0	28 0	32 0	...	...	...	...	16 0	...	24 0	320 0	9 0	
	Manbhoom	17 0	...	18 0	28 0	40 0	...	...	...	18 0	40 0	20 0	240 0	10 10	
Assam.	Sylhet	10 0	...	13 2	15 12	...	...	...	...	16 8	...	13 0	108 0	11 8	
	Cáchár	7 12	...	8 12	14 0	...	...	...	...	13 0	...	11 0	64 0	9 2¼	
	Goálparé	20 0	...	8 0	20 0	...	...	...	...	16 0	...	10 0	80 0	11 0	
	Gáro Hills	8 0	...	6 0	16 0	...	...	...	...	10 0	...	9 0	160 0	8 0	
	Kámrup	16 0	...	8 0	16 0	...	...	...	...	14 0	...	11 0	160 0	11 0	
	Darrang	7 0	...	8 0	13 0	...	...	...	...	13 0	...	10 0	150 0	9 0	
	Nowgong	8 0	...	8 0	16 0	...	...	...	...	10 0	...	10 0	120 0	8 0	
	Sibságar	...	...	14 0	18 0	...	...	...	...	11 0	...	10 0	80 0	9 0	
	Lakhimpur	8 8	...	8 0	14 0	...	...	...	...	13 0	8 0	10 0	160 0	9 0	
	Khási and Jaintiá Hills	...	...	6 0	9 0	...	...	...	...	9 0	16 0	8 0	100 0	8 0	
	Nágá Hills	...	...	3 4	7 0	...	...	...	...	...	...	3 4	80 0	3 4	
N.-W. Provinces.	Dehra Dún	13 0	21 0	6 8	11 0	15 0	19 0	22 0	...	22 0	20 0	20 0	160 0	11 0	
	Saháranpur	15 1	21 8	8 9½	11 15	18 4½	19 9½	32 4	32 4	21 8	23 10	21 8	107 8	12 14½	
	Muzaffarnagar	15 6	22 0	6 9	14 5	20 14	18 11	15 6	15 6	21 8	23 2	16 8	132 0	13 10	
	Meerut	14 8	24 0	6 0	14 0	19 9	18 0	20 0	20 0	21 8	23 8	23 8	100 0	13 8	
	Bulandshahr	16 4	28 0	7 0	12 8	17 0	18 0	...	16 0	25 8	24 8	15 0	140 0	12 8	
	Aligarh	15 8	26 0	5 4	12 0	23 0	22 0	...	16 8	26 0	28 0	29 0	120 0	13 0	
	Kumaun	14 0	14 0	12 0	13 0	...	...	16 0	18 0	14 0	17 0	10 0	200 0	8 0	
	Garhwál	18 0	20 0	8 0	14 0	22 8	...	...	...	11 4	...	8 0	160 0	7 13	
	Etawah	14 10	23 1	11 4	12 6	...	17 12	...	...	20 4	...	...	135 0	12 10	
	Mocadabad	17 4	28 0	10 8	14 4	26 0	22 0	...	16 0	24 0	28 8	24 8	125 0	13 8	
	Budaun	18 0	27 9½	6 0	14 6½	21 9½	20 6½	...	...	25 3	28 12½	25 3	144 0	12 9½	
	Bareilly	16 4	23 12	6 4	12 13	22 8	20 0	25 0	16 4	22 8	25 10	21 14	125 0	12 8	
	Sháhjahánpur	17 0	29 0	10 0	17 0	28 0	23 0	...	24 0	28 0	28 0	24 0	120 0	11 8	
	Tarái Pergunnahs	18 2	23 12	8 12	14 6	23 12	18 12	...	25 0	21 4	23 12	23 12	100 0	11 4	
	Muttra	15 8	23 0	8 0	14 8	20 8	20 0	...	...	26 8	25 0	27 0	140 0	12 0	
	Agra	14 0	23 8	6 0	12 0	21 0	21 0	...	...	25 8	26 0	17 0	100 0	13 0	
	Farukhabad	16 8	24 8	7 0	12 0	19 0	19 0	...	...	24 12	24 8	25 0	130 0	12 8	
	Mainpuri	16 8	23 4	4 8	14 8	20 8	20 8	25 0	30 8	25 12	26 8	27 0	160 0	13 8	
	Etáwah	16 0	22 0	12 8	15 0	22 4	22 0	20 0	20 0	27 0	32 0	28 0	120 0	11 8	
	Etah	16 8	25 0	7 0	15 8	20 0	19 0	30 0	16 0	28 0	28 0	19 0	120 0	12 4	
	Jalaun	20 8	23 0	9 0	11 0	25 0	25 0	...	16 0	33 0	22 0	33 9	140 0	11 0	
	Jhánsi	20 0	28 8	8 8	16 0	30 0	25 12	...	...	31 15	35 0	35 0	200 0	11 8	
	Lalitpur	20 0	32 0	12 0	14 0	31 0	22 0	34 0	34 0	31 0	33 0	16 0	160 0	11 12	
	Cawnpore	17 8	28 8	10 8	15 8	25 0	25 8	...	26 0	30 0	32 0	28 0	140 0	14 0	
	Fatehpur	15 4	26 0	14 8	17 4	...	24 8	...	...	28 4	...	29 0	160 0	11 12	
	Bánda	17 4	20 0	8 0	16 8	28 0	25 8	30 0	26 0	35 0	...	22 0	160 0	12 0	
	Allahabad	14 0	21 0	8 0	15 0	22 8	21 8	...	...	26 12	...	20 0	120 0	11 8	
	Hamírpur	18 13	23 0	8 8	14 14	25 4	24 2	...	...	33 12	...	...	140 0	13 3	
	Jaunpur	14 11	22 6	7 0	15 8	...	...	...	...	26 10	...	22 6	140 0	12 0	
	Gorakhpur	14 9½	25 3	9 14½	19 13	...	19 13	27 0	25 3	30 9½	28 13	22 15	140 0	11 13	
	Basti	17 0	30 0	10 0	15 0	...	...	...	...	30 0	...	...	140 0	11 0	
	Azamgarh	15 10	19 9	10 5	17 11	...	...	...	...	23 10	25 13	15 2	177 8	11 2	
	Mirzapur	13 0	21 0	9 0	16 0	22 0	21 0	30 0	22 0	22 0	27 0	23 0	80 0	11 0	
	Benares	14 6	20 10	11 11	17 9½	22 12	20 14	...	22 12	23 14	25 0	22 12	120 0	11 13	
	Gházipur	14 13	24 7	7 12	18 0	24 7	25 1½	36 1	19 5	28 5	32 3	25 1½	128 12	11 9	
	Balia	15 0	27 0	10 4	15 8	25 12	22 8	...	...	27 0	25 12	22 8	100 0	12 4	
	Pilibhít	16 4	27 8	12 8	15 0	22 8	...	...	...	21 4	27 8	...	150 0	12 0	
Oudh.	Sultánpur	16 8	26 0	10 0	17 0	23 8	22 0	40 0	20 0	30 0	...	31 0	160 0	11 0	
	Partábgarh	15 0	21 8	13 11	16 11	23 0	21 0	...	...	25 5	24 0	17 5	180 0	11 5s	
	Fyzabad	16 0	30 0	10 0	17 0	27 0	24 0	27 0	17 0	31 8	30 0	25 0	100 0	11 5s	
	Kheri	16 12	35 0	8 0	16 0	35 8	31 0	40 0	25 0	28 8	35 8	18 8	120 0	12 0	
	Lucknow	16 0	27 2	6 0	15 12	26 0	26 4	...	24 0	28 5	29 0	26 4	120 0	11 12	
	Bára Banki	15 8	28 0	8 0	12 0	26 0	23 8	32 0	18 0	29 0	29 0	27 0	120 0	11 8	
	Bahraich	15 0	48 0	14 0	18 0	37 0	24 0	40 0	...	37 0	38 0	30 0	160 0	12 0	
	Rai Bareli	20 0	22 8	7 0	16 8	24 0	25 0	35 0	35 0	26 0	24 0	26 0	180 0	11 0s	
	Sítápur	16 0	35 0	8 0	17 0	30 0	28 0	32 0	32 0	38 0	35 0	28 0	160 0	12 0	
	Gonda	18 0	31 4	17 0	19 0	32 8	30 0	33 0	26 0	36 8	36 2	32 0	200 0	12 0	
	Unáo	16 0	25 0	9 0	15 0	25 0	23 8	...	21 0	28 0	28 0	19 0	160 0	13 0	
	Hardoi	17 8	30 0	7 0	13 0	28 0	25 0	...	...	30 0	32 0	27 0	160 0	...	
Punjab.	Hissár	15 0	23 0	...	10 0	24 0	18 0	...	...	27 0	19 0	...	100 0	13 8	
	Rohtak	14 0	24 0	...	12 0	22 0	18 0	...	...	26 0	22 0	...	120 0	13 8	
	Gurgaon	12 0	26 0	...	12 0	24 0	20 0	...	...	25 0	24 0	...	140 0	12 0	
	Delhi	14 0	23 0	...	14 0	18 0	19 0	16 0	16 0	24 0	22 0	22 0	80 0	12 0	
	Karnál	14 0	21 0	...	12 0	20 0	18 0	22 0	16 0	22 0	20 0	24 0	160 0	12 12	
	Umballa	15 0	24 0	...	13 0	20 0	18 0	20 0	16 0	25 0	22 0	20 0	140 0	14 2	
	Simla	12 0	20 0	...	12 0	18 0	18 0	25 0	14 0	19 0	19 0	16 0	70 0	10 0	
	Kángra	13 0	29 0	...	14 0	...	...	20 0	...	21 0	19 0	12 0	120 0	12 0	
	Hoshiárpur	13 0	20 0	...	11 0	18 0	16 0	14 0	12 0	20 0	18 0	16 0	110 0	14 8	
	Jullundur	13 0	23 0	...	8 0	19 0	16 0	...	16 0	22 0	18 0	...	100 0	14 0	
	Ludhiána	14 0	19 0	...	11 0	20 0	18 0	...	16 0	23 0	19 0	16 0	100 0	14 8	

z In sub-divisions retail prices of salt per rupee were:—Buxar and Sasseram 12-8 seers and Bhabooah 11-8 seers.
t In sub-divisions retail prices of salt per rupee were:—Madhubani 11 seers and Tajpore 12 seers.
u In sub-divisions retail prices of salt per rupee were:—Hajepore 12-4 seers and Seetamurhee 11 seers.
v In sub-divisions retail prices of salt per rupee were:—Gowan 13 seers and Gopalgunge 11-13 seers.
w In Buttiná sub-division retail price of salt 11 seers per rupee.
x In sub-divisions retail prices of salt per rupee were:—Pergu Serai 11 seers, and Jamui 11-4 seers.
y In Banka and Soopool sub-divisions retail prices of salt 11 seers per rupee.
z In sub-divisions retail prices of salt per rupee were:—Kissengunge 10 seers and Arrareah 12-8 seers.
z1 In sub-divisions retail prices of salt per rupee were:—Godda 11 seers, Rajmehal 12 seers.
z2 In Khoorda sub-division retail price of salt 13 seers per rupee.
z3 In Bhadruck sub-division retail price of salt 10-8 seers per rupee.
z4 In Giridi sub-division (at Kharagdiha) retail price of salt 12 seers per rupee.
* Not procurable in the Bazar owing to supplies not received from other districts.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF FEBRUARY 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chola, Kadalay or Sunaga (*Cicer arietinum.*)	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Punjab—*continued.*	Ferozepore	13 0	27 0	...	12 0	21 0	30 0	...	24 0	27 0	20 0	...	90 0	14 8	
	Mooltan	12 0	18 0	...	10 0	17 0	16 0	...	15 0	19 0	18 0	...	100 0	15 0	
	Jhang	11 0	23 0	...	11 0	18 0	16 0	12 0	12 0	18 0	15 0	10 0	200 0	14 0	
	Montgomery	13 0	20 0	...	10 0	16 0	15 0	...	20 0	22 0	16 0	12 0	200 0	12 0	
	Lahore	13 0	23 0	...	11 0	16 0	16 0	...	16 0	24 0	16 0	14 0	100 0	14 0	
	Amritsar	13 0	24 0	...	12 0	20 0	17 0	15 0	20 0	23 0	20 0	15 0	100 0	15 0	
	Gurdáspur	17 0	24 0	...	15 0	20 0	14 0	...	16 0	21 0	22 0	...	120 0	14 0	
	Siálkot	12 0	25 0	...	13 0	18 0	16 0	...	...	21 0	17 0	...	110 0	15 0	
	Gujrát	13 0	21 0	...	12 0	19 0	16 0	...	14 0	21 0	17 0	...	120 0	16 0	
	Gujránwála	13 0	24 0	...	12 0	17 0	14 0	...	10 0	22 0	17 0	...	100 0	15 0	
	Shahpur	12 0	18 0	...	12 0	17 0	15 0	20 0	16 0	18 0	15 0	10 0	240 0	16 0	
	Jhelum	13 0	28 0	...	13 0	18 0	14 0	...	...	23 0	17 0	13 0	140 0	16 0	
	Ráwalpindi	12 0	22 0	...	8 0	...	14 0	...	20 0	21 0	15 0	23 0	100 0	15 10	
	Hazára	12 0	18 0	...	13 0	...	12 0	...	...	17 0	15 0	...	120 0	12 0	
	Pesháwar	12 0	25 0	...	11 0	18 0	17 0	...	19 0	18 0	15 0	24 0	110 0	47 0	
	Kohát	13 0	17 0	...	15 0	18 0	16 0	...	14 0	16 0	17 0	...	120 0	64 0	
	Bannu	15 0	22 0	...	12 0	21 0	17 0	8 0	8 0	20 0	19 0	12 0	60 0	40 0	
	D. I. Khán	13 0	22 0	...	9 0	17 0	16 0	15 0	5 0	23 0	17 0	13 0	119 0	33 0	
	D. G. Khán	12 0	20 0	...	9 0	15 0	15 0	11 0	11 0	20 0	15 0	...	125 0	22 0	
	Muzaffargarh	13 0	20 0	...	13 0	16 0	15 0	...	15 0	18 0	16 0	9 0	100 0	14 0	
Central Provinces.	Saugor	18 0	...	8 15	10 4	...	...	...	...	22 0	...	14 0	160 0	9 12	
	Damoh	17 12	...	10 8	11 7	...	...	...	...	20 0	...	15 1	200 0	10 11	
	Jubbulpore	15 0	...	10 8	15 0	22 0	...	...	...	21 8	...	14 0	130 0	11 0	
	Mandla	16 0	...	10 0	14 0	...	...	...	...	24 0	...	16 0	256 0	11 0	
	Seoni	17 15	...	9 5	14 0	...	...	...	...	19 8	...	12 7	210 0	10 11	
	Narsinghpur	16 6	...	9 3	10 8	26 3	...	...	...	23 5	...	15 14	140 0	11 7	
	Hoshangabad	15 0	...	7 0	9 0	21 0	...	...	...	18 0	...	11 0	200 0	10 14	
	Nimár	15 1	...	7 8	11 7	27 9	...	...	...	17 4	...	10 4	120 0	11 15	
	Betul	15 9	...	8 12	10 11	20 3	...	...	...	18 10	...	10 7	320 0	10 13	
	Chhindwára	13 13	...	8 0	10 0	20 9	...	...	...	21 11	...	10 4	160 0	9 13	
	Wardha	17 7	...	8 12	12 0	24 0	...	...	...	16 0	...	12 14	160 0	10 11	
	Nágpur	18 12	...	8 12	12 0	21 14	...	...	...	19 11	...	13 12	100 0	11 7	
	Chánda	16 14	...	9 6	10 8	23 6	...	...	...	14 13	...	13 11	612 0	10 14	
	Bhandára	15 0	...	10 0	12 8	...	...	...	...	13 12	...	11 4	260 0	11 0	
	Bálaghát	17 1	...	11 13	16 9	...	...	...	...	16 13	...	16 4	144 0	10 0	
	Raipur	20 8	...	12 6	18 8	...	...	...	...	23 0	...	19 4	80 0	10 0	
	Bilaspur	17 12	...	15 12	20 4	...	...	...	...	21 15	...	21 14	128 0	9 0	
	Sambalpur	14 14	...	16 10	22 12	...	...	...	...	17 4	...	12 0	208 0	10 15	
Lower Burma.	*Arakan Division.*														
	Akyab	...	...	14 0	18 0	...	...	...	...	10 0	...	...	200 0	35 0	
	Kyoukpyu	...	...	18 0	19 8	...	...	...	...	5 0	...	...	50 0	42 0	
	Sandoway	...	...	26 13	30 13	...	...	...	...	...	...	...	469 11	37 5	
	Pegu Division.														
	Rangoon Town	9 9	...	13 5	15 0	...	...	...	...	12 5	*	...	250 0	14 9	
	Pegu	...	...	10 15	15 12	...	...	...	...	12 3	...	...	154 5	31 13	
	Tharrawaddy	...	...	7 2	7 14	...	...	...	...	11 1	...	...	535 11	29 12	
	Prome	12 2	...	14 2	15 4	...	...	...	...	12 7	33 9	...	167 9	18 10	
	Irrawaddy Division.														
	Bassein	...	...	16 8	16 9	...	...	...	...	10 12	...	...	185 6	25 8	
	Henzada	...	...	11 15	15 10	...	...	...	...	...	...	...	183 8	35 8	
	Thongwa	...	...	11 9	14 11	...	...	...	...	12 14	...	...	246 0	32 4	
	Thayetmyo	8 10	...	10 3	13 13	...	...	...	...	11 1	28 3	...	245 0	14 8	
	Tenasserim Division.														
	Moulmein Town and Amherst	9 0	...	10 8	11 *	...	...	...	...	12 2	12 2	...	220 0	30 8	
	Tavoy	...	...	13 0	17 15	...	...	...	...	...	...	...	399 3	16 1	
	Mergui	...	...	16 4	20 3	...	...	...	...	...	...	...	428 0	14 9	
	Toungoo	...	...	10 10	12 13	...	...	...	...	9 7	...	...	27 0	11 4	
	Shwaygyin	...	...	15 15	16 6	...	...	...	...	...	...	...	...	18 14	
Hyderabad Assigned Districts.	Secunderabad	No return received.													
	Bolarum														
	Chadarghat														
	Amráoti	15 8	...	7 12	9 12	26 12	18 12	...	...	15 12	...	12 0	†	12 0	
	Akola	17 0	...	7 0	9 0	26 0	22 0	...	...	16 0	...	16 0	†	11 0	
	Ellichpur	16 0	9 0	7 0	9 0	25 0	16 0	...	...	14 0	...	10 0	†	10 0	
	Buldana	16 0	...	8 0	12 0	28 0	24 0	...	...	16 0	...	10 0	†	12 0	
	Wun	17 0	...	9 0	11 0	31 8	13 0	...	...	13 0	...	20 0	†	...	
	Basim	19 10	...	7 2	11 0	33 0	28 0	...	...	16 5	...	16 0	†	10 0	
Mysore.	Bangalore	No return received.													
	Kolar														
	Túmkúr														
	Mysore														
	Hassan														
	Shimoga														
	Kadur														
	Chitaldroog														
Coorg	Coorg	10 0	9 8	13 8	16 8	...	...	33 8	...	28 8	...	...	110 0	12 0	
Rajpootana.	Jeypore	12 0	26 0	4 12	9 0	27 0	22 8	...	21 0	25 0	27 8	32 0	120 0	13 8	
	Kishengurh	12 8	25 0	9 0	10 0	29 0	23 0	...	...	27 0	27 0	...	...	16 0	
	Kerrowlee	11 14	21 4	10 10	12 8	22 8	20 0	...	22 8	24 6	...	31 4	200 0	13 2	
	Ulwur	14 13	23 10	8 0	11 5	21 9	19 13	...	18 0	24 8	25 3	35 0	200 0	15 0	
	Bhurtpore (City)	14 8	21 12	7 4	8 2	21 3	19 0	...	14 12	23 11	24 6	24 6	160 0	12 3	
	Ajmere	11 8	23 0	3 0	8 0	25 0	18 0	...	...	24 0	25 0	...	70 0	14 0	
	Deoli Cantonment	No return received.													
	Erinpura														
	Sirohee														
	Abu														
	Anadra														
	Bálmere														
	Jeysalmere														
	Hilly Tracts of Meywar	15 0	21 0	...	15 0	...	...	...	...	19 0	35 0	...	‡	11 8	
	Meywar (Oodeypore)	11 11½	18 12	10 15	11 11½	22 10½	15 10	...	16 6½	18 12	23 7	9 6	200 0	12 1½	
	Bánswára (Meywar Agency)	16 4	18 12	7 8	17 8	22 8	...	...	...	32 8	31 4	...	...	12 8	
	Partábgarh (,,)	13 2	19 0	10 10	12 8	26 4	18 8	...	...	28 12	27 8	25 0	...	18 2	
	Marwar (Jodhpore)	No return received.													

* None in market. † Firewood is sold by head-load, bullock-load and cart-load, and not by weight. ‡ Ten pies per bundle.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF FEBRUARY 1887—*concluded*.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Rajpootana—*contd.*	Bikanir	11 1	...	3 9	7 14	...	...	...	...	19 9	...	8 8	100 0	14 0	
	Boondee	15 4	32 8	10 8	11 0	32 8	17 14	...	...	34 8	32 8	...	200 0	12 8	
	Kotah	15 0	17 0	8 0	11 8	27 8	20 0	...	...	32 8	25 0	10 0	240 0	12 0	
	Tonk	13 0	14 0	10 8	11 8	26 0	18 0	...	...	26 0	...	...	90 0	14 4	
	Jhallawar	No return.	received.	10 8	13 8	29 0	25 12	...	...	26 8	...	...	160 0	14 4	
	Shahpoora	13 12	16 8	9 8	11 12	23 2	20 15	...	18 0	23 12	28 12	...	90 0	13 8	
	Dholpur	15 6	22 8												
Central India.	Indore	12 5	18 8	8 9	10 0	29 1	20 0	*	*	22 6	28 3	12 15	100 0	12 0	
	Gwalior	15 12½	18 2	7 4	10 0	21 12	19 0	*	17 4	22 4	22 0	25 0	126 14	11 6	
	Goona	23 0	20 0	9 8	10 0	40 0	18 0	*	*	40 0	40 *	17 0	240 0	12 0	
	Baghelkhand (Sutna)	15 8	24 0	8 0	16 0	23 0	18 0	*	*	23 8		28 0	200 0	12 0	

* Not sold.

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 9th MARCH 1887.

GENERAL REMARKS.—Except in parts of Bengal and Assam and in two districts of the Punjab, the week under report has been rainless.

The *rabi* harvest is in progress generally throughout the country and has been completed in Berar. The crops are on the whole in a promising condition, though in Bombay, the North-Western Provinces and Oudh and Rajputana frost and blight have caused some injury. In the Punjab the prospects of the *rabi* have not improved, and rain is still urgently wanted everywhere in the Province.

In Madras the standing crops are in want of rain, and prospects are only tolerably fair. The outlook in Mysore and Coorg continues satisfactory.

The spring rice is doing well in Bengal, and ploughing for the early rice is proceeding in Assam.

The sugarcane harvest is in progress in Madras and Bombay.

The collection of opium has commenced in Bengal and the North-Western Provinces and Oudh. In Central India and Rajputana the crop is generally fair.

In Bengal indigo sowings are in progress.

Except for an outbreak of cholera in Benares, the public health is generally satisfactory in all Provinces.

Prices are fluctuating in the North-Western Provinces and Oudh and the Punjab, are falling in Mysore and Coorg, and are high in some districts of the Central Provinces and in some States in the Rajputana Agency.

Elsewhere they are generally steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Feb. 2nd)		
Bellary		Standing crops: sugarcane generally fair, but cotton and wheat affected by disease, and white *cholum* withered to a considerable extent, and cotton crop very bad in parts of two taluks. Harvest: sugarcane, outturn average; other crops below average. Fever in two and cattle-disease increasing in three taluks.
Kurnool		Standing crops fair. Harvest: white *cholum*, outturn below average. Smallpox in five, and fever and cattle-disease, latter increasing, in three taluks.
Ganjam		Fever in two and smallpox in four divisions. Catle-disease increasing in one. Cholera slightly on the decrease.
Kistna		Standing crops generally good. Harvest: wet and dry crops, outturn below average. River 1·1 feet over anicut. Slight fever in parts and cholera slightly on the decrease in three taluks.
Chingleput		Standing crops good, but in parts of four taluks indifferent owing to want of rain. Harvest: paddy, outturn below average. Smallpox and cattle-disease, latter increasing in two taluks.
Coimbatore		Standing crops generally good, but in parts suffering from want of rain. Harvest: wet and dry grains, outturn irrigated crops slightly above average, rest fair. Fever and smallpox in two taluks. Cattle-disease increasing in one.
Tanjore		Standing crops generally good, but in parts indifferent for want of rain. Harvest: wet and dry grains, outturn up to average. Cattle-disease in two taluks.
Madura		Standing crops in parts withering from want of rain; outturn where harvested unsatisfactory. Smallpox and cattle-disease in one taluk.
Malabar		Third crop cultivation progressing in two taluks. Slight smallpox in nine, fever in three, and cattle-disease in two taluks.
Travancore		Harvest of second crop paddy over. Smallpox and fever in parts.
(Mar. 9th)		*General Remarks.*—General prospects tolerably fair.
Bellary	*Nil*	Standing crops generally fair, but cotton affected by disease in one and very bad in two taluks. White cholum in parts withered. Harvest sugarcane, yield average. Other crops below average. Fever and smallpox in one and cattle-disease increasing in five taluks.
Kurnool	*Nil*	Standing crops fair. Harvest white cholum, outturn below average. Smallpox and fever in four and cattle-disease increasing in three taluks.
Ganjam	*Nil*	Smallpox in four talukas. Fever and cattle-disease prevalent; latter decreasing in two divisions.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—*contd.*		
Kistna . . .	*Nil*	Standing crops generally good. Harvest dry crops, outturn below average. River 7 feet over Anicut. Fever slight in parts. Cholera severe in seven and cattle-disease in two taluks.
Chingleput (Madras) .	*Nil*	Standing crops good, but in parts of five taluks withering for want of rain. Harvest, paddy and *ragi*. Smallpox and fever in one, cattle-disease decreasing in two taluks.
Coimbatore . . .	*Nil*	Standing crops generally good, but in parts suffering from want of rain. Harvest, wet and dry grains, outturn irrigated crops above average, rest below average. Fever and smallpox in two taluks.
Tanjore . . .	*Nil*	Standing crops generally good, but in parts indifferent for want of rain. Harvest wet and dry grains, outturn up to average. Cattle-disease in three taluks.
Madura . . .	*Nil*	Standing crops in parts withering for want of rain. Outturn where harvested unsatisfactory. Smallpox and cattle-disease prevalent; latter increasing in two taluks.
Malabar . . .	*Nil*	Third crop cultivation progressing in two taluks. Smallpox slight in nine, fever in three, and cattle-disease increasing in two taluks.
Travancore . . .	*Nil*	Harvest of second crop paddy over. Smallpox and fever in parts.
		General Remarks.—General prospects tolerably fair.
Bombay—**(Mar. 9th).**		
Karachi . . .	*Nil*	River at Kotri on 5th 2 feet 9 inches against 4 feet 8 inches on same date last year. Approximate area of past *kharif* 27,094 acres and assessment R33,018 more than last year, owing to favourable rainfall and inundation, produce estimated at twelve and half annas in the rupee. Fever in five and cattle-disease in one taluka. Wheat, red rice and *bajri* in Karachi 28, 30, and 32, and in Sehwan 28, 38, and 40 pounds per rupee, respectively.
Hyderabad . .	*Nil*	*Rabi* cultivation injured by frost in seven talukas. Fever in three and cattle-disease in two talukas. River at Kotri on 7th 2 feet 9 inches against 4 feet 9 inches on same date last year. Wheat 21, *bajri* 38, *jowari* 40, white rice 20, and red rice 30 pounds per rupee.
Ahmedabad . .	*Nil*	Cotton-picking and reaping of *rabi* crops continue. Public health good. Wheat 27 and *bajri* 30 pounds per rupee.
Baroda . . .	*Nil*	Public health fair. Crops in good condition, except in Naosari division, where they have suffered from cold. *Bajri* 30, wheat 18, and rice 24 pounds per rupee.
Surat	*Nil*	Reaping of *rabi* crops commenced in some talukas. Fever, cough, and smallpox in Bardoli and fever in Mandvi taluka. *Jowari* 30 and *nagli* 40 pounds per rupee.
Nasik	*Nil*	Weather hot during the day, but cool at night. *Rabi* harvesting commenced. *Rabi* is being collected as usual in Peint. Smallpox in some villages of Sinnar and Igatpuri. Cholera at Manmad. Public health otherwise generally good. Wheat 28¾, *bajri* 30¾, and rice 20¾ pounds per rupee.
Colaba (Bombay) .	*Nil*	Abnormal temperature 1° cool on 2nd and 8th and 1° warm from 3rd to 7th. Vapour in air in excess of normal on all days. Abnormal wind northerly on 3rd and 4th; wind normal on all other days.
Poona . . .	*Nil*	Wheat slighly injured by blight in Sirur, Bhimthadi, and Maval talukas. Reaping almost completed in Junnar, Khed and Bhimthadi talukas. Elsewhere it is in progress. Public health generally good. Slight cattle-disease in Indapur and Haveli talukas. *Bajri* 43 and *jowari* 59 pounds in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona City.
Ahmednagar . .	*Nil*	Reaping of *rabi* crops in progress. *Kardi* and linseed destroyed. Wheat and gram partly destroyed. *Tur* good. Health good. *Bajri* 58 and *jowari* 72 pounds per rupee.
Sholapur . . .	*Nil*	Reaping of *kharif* and *rabi* crops in progress. Public health good. *Jowari* 65½ and *bajri* 55 7/16 pounds per rupee.
Dharwar . . .	*Nil*	Harvesting of wheat and gram in progress. Cotton-picking generally commenced. Scarcity of fodder in Navalgund and of drinking water in Kod taluka. Public health generally good. Rice 25¼ and *jowari* 50¾ pounds per rupee.
Kanara . . .	*Nil*	Rice, pepper and sugarcane harvest in progress. Cattle-disease in one taluka. Public health good. Weather hot. Common rice in Karwar and district average, 13¼ seers per rupee.
Rajkot . . .	*Nil*	Weather hot. Measles in Rajkot, Virpur, Bantwa, and Porbandar. Smallpox among cattle at Morvi. Wheat 25, *bajri* 25 and *jowari* 34 pounds per rupee.
		General Remarks.—Reaping of *rabi* crops going on in several districts. Scarcity of fodder and of drinking water in parts of Dharwar. Fever in parts of eight, cattle-disease in parts of nine, and smallpox in parts of four districts.
Bengal—(Mar. 8th)		
Chittagong (Mar. 4th)	4·57	Weather seasonable. Prospects of crops continue good. Prices steady. A few sporadic cases of cholera. General health fair.
Dacca . . .	*Nil*	Days hot; nights cool. Prospects good. Pulses and mustard being gathered. Pressing of sugarcane nearly completed. Lands being ploughed for early rice and jute. Public health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
24-Pergunnahs . .	*Nil*	Weather growing warmer daily. Prospects favourable. Harvesting of cold-weather crops over. Sugar still being manufactured. Lands being ploughed. Isolated cases of cholera. Public health good.
Khoolna . . .	*Nil*	Weather getting warm. Prospects of winter crops and *boro* rice favourable. Public health good.
Moorshedabad . .	. . . .	Slight rain. Weather getting warmer. Prospects of crops good. Public health generally good. Cholera appearing in some places.
Pubna . . .	Serajgunge 2·02	Weather warm. Prospects good. *Rabi* crops being reaped with
	Heavy local showers	good outturn. Pubslic health good.
Dinagepore . .	0·05	Weather fair and getting warm. *Rabi* being harvested; good outturn expected. Public health good.
Rungpore . . .	*Nil*	Ploughing for *aus* and jute in progress. Public health good.
Midnapore . . .	*Nil*	Weather seasonable and warm. Prospects of *boro* rice poor in Ghatal. Cholera still prevails in Tumlook and Contai subdivisions, elsewhere public health good.
Burdwan . . .	*Nil*	Harvesting of *rabi* crops still continues; outturn generally good. Public health fair.
Bhagulpore . .	*Nil*	Weather hot in day time with strong west wind. Prospects of *rabi* crops favourable. Outturn of mustard inferior. Wheat expected to average 10 annas only. Public health good.
Monghyr . . .	. . . .	Poppy prospects continue fair. Collection of opium in progress.
Purneah . . .	*Nil*	Weather getting warmer with strong west wind. Prospects of crops good. Tobacco harvest in progress. Health of people and cattle fair. Rivers low.
Durbhanga . .	*Nil*	Weather getting gradually warmer. Mustard, peas, wheat and barley being reaped. Tobacco harvest begun. Prices almost stationary. Public health generally good.
Mozufferpore . .	. . . .	Poppy above the average. Gathering of opium commenced.
Sarun . . .	. . . .	Poppy prospects continue good, but weather not altogether favourable owing to easterly winds. Lancing of capsules going on.
Chumparun . .	*Nil*	Prospects of *rabi* continue favourable. Opium collection commenced. Indigo sowings in progress. Public health fair.
Patna . . .	*Nil*	Weather getting warmer. Peas, mustard and opium being gathered; wheat and barley coming into maturity. Public health generally good.
Gya	*Nil*	Weather becoming warm. *Rabi* and poppy pretty good. Fever and smallpox cases reported. Public health generally good.
Shahabad . . .	. . . .	Weather favourable for collecting opium, and if this weather continues better outturn expected.
Hazareebagh . .	*Nil*	Weather getting hot. Prospects of *rabi* and poppy good. Poppy being lanced. General health good.
Cuttack . . .	A shower of rain on 7th with high wind.	Weather fair and hot. *Dalua* rice growing well. Price of rice unchanged. Public health good.
		General Remarks.—Hot weather has now generally begun. Rain fell in parts of North Bengal and in Cuttack, and heavily in Chittagong, and has assisted ploughing for early crops. *Boro* rice is doing well. Harvesting of *rabi* crops is in progress. Poppy is generally a good crop; capsules are being lanced and collection of opium has begun. Public health good.
N.-W. Provinces and Oudh—(Mar. 9th)		
Benares (Mar. 8th)	. . . .	Weather rather warm for this time of the year. *Rabi* being cut; average harvest anticipated. Poppy prospects continue good. Markets well supplied. Prices steady. The outbreak of cholera reported during the last week has taken a rather serious form; the number of deaths having been 224 during the past week, of which a few only have occurred outside the city; the greatest number in one day has been 41 on the 3rd instant, since when the figures have been rather lower; the public health is otherwise good, and there is no cattle-disease.
Gorakhpore („ 7th)	. . . .	Weather clear and favourable. *Rabi* nearly ready for reaping. Prices rising. Health fair.
Fyzabad („ 8th)	. . . .	Weather seasonable. *Rabi* crop being harvested. Peas and gram injured by frost; poppy good. Export of grain continues, but supplies sufficient. Health good.
Lucknow („ 7th)	. . . .	*Rabi* being cut and opium extracted. Markets well supplied. Prices rising. Public health good. No cattle-disease reported.
Rai Barelli („ 8th)	. . . .	Weather clear and getting warmer. Wind westerly. Injury to *rabi* crops from frost and blight, otherwise the prospects are favourable. Collection of opium commenced. Markets well supplied. Prices showing a tendency to fall. General health of people and condition of cattle good.
Pertabgarh („ „)	. . . .	Prospects good. A slight fall in the prices of wheat and barley. Health of people and cattle good.
Allahabad („ „)	. . . .	Weather seasonable. Peas, wheat and barley being harvested. Prospects good. Markets well supplied. Prices show a tendency to fall. Health of men and cattle good.
Cawnpore („ „)	. . . .	Weather seasonable. *Rabi* crops in good condition. Poppy very healthy and perfectly free from disease. Collections begun everywhere. Prices steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
N.-W. Provinces and Oudh—*contd.*		
Banda (Mar. 8th)	*Nil*	Weather getting very warm. Wheat, gram, and barley being harvested in parts. Price of gram slightly lower. Public health and condition of cattle good.
Farakhabad („ „)	*Nil*	Weather getting warm. *Rabi* crops have suffered from frost and strong winds. Poppy in good condition. Prices stationary. Health good.
Sitapur („ 9th)	. . . .	High westerly winds prevailed during the week doing harm to wheat. Crops are ripening and gram is being cut. The condition of poppy is reported as particularly satisfactory.
Bareilly („ 8th)	. . . .	Crops doing well. Prices lower than last week. Health of men and cattle good.
Ballia („ 7th)	. . . .	Weather clear. Reaping of *rabi* crops progressing. Sugarcane sowings begun. Supplies plentiful. General health good.
Kumaon („ 8th)	. . . .	Weather fine. Rain required for *rabi* crops, which are making progress. Prices rising. General health good. Cattle-disease abating.
Agra („ 7th)	*Nil*	Gram being harvested. Crops being irrigated. Prices rising. Health good.
Jhansi („ „)	. . . .	Weather hot in the day and cool at night. Gram and *arhar* being harvested. Prices pretty steady. Health good.
Meerut . . .	*Nil*	High west wind. Crops not so good as expected. Prices steadier. Health good.
		General Remarks.—Weather getting warmer. Harvesting of *rabi* in progress. Prospects generally good. Collection of opium commenced. Supplies ample, but prices are still fluctuating. Public health good everywhere except in Benares, where cholera has appeared.
Punjab—(Mar. 9th)		
Delhi (Mar. 8th) .	. . . . .	Health good. Prices slightly falling. *Rabi* crops much damaged by frost and strong westerly winds.
Hissar . . .	. . . . .	Rain wanted. Health good. Prices high but stationary. *Kabi* crops much injured from want of rain and closure of canal.
Umballa . . .	. . . .	Health good. Prices rising. *Rabi* prospects blighted for want of rain.
Jullundur . . .	. . . .	Health good. Prices very high. Prospects of *rabi* bad for want of rain.
Amritsar . . .	. . . .	Rain wanted. Health good. Prices stationary. Prospects of *barani* crops suffering for want of rain.
Sialkot . . .	. . . .	Health good. *Kabi* crops withering.
Ferozepore . .	. . . .	Health good. Prices rising.
Lahore . . .	. . . .	Health good. Prices high and stationary. *Kabi* prospects bad for want of rain.
Rawalpindi . .	1·0	Health good. Prices rising. Prospects of *rabi* average.
Shahpur . . .	. . . .	Health good. Prices high and stationary. *Kabi* crops suffering from drought.
Multan . . .	. . . .	Health good. Prices stationary. *Chahi* crops good, those on *sailab* lands suffering for want of rain.
Dera Ismail Khan .	. . . .	Health good. Prices rising. Slight change in crops for want of rain.
Peshawar . . .	·45	Health fair. Prices slightly falling. *Kabi* crops poor for want of rain
		General Remarks.—Slight rain in the Rawalpindi and Peshawar districts. Health generally good. Prices fluctuating. Crops suffering for want of rain.
Central Provinces—(Mar. 9th)		
Nagpore . . .	. . . .	Days warm; nights cool. *Rabi* being harvested. Fever, cattle-disease and smallpox in places. Prices risen.
Jubbulpore . .	. . . .	Weather very warm. *Rabi* harvest commenced. Health good. Prices very high.
Saugor (Mar. 8th)	. . . .	Weather clear and warm. Prospects unchanged. General health good. Prices steady.
Seoni	. . . .	Weather getting warm. Nights cool. *Rabi* harvest in progress. Smallpox in places. Prices steady.
Khandwa . . .	. . . .	Weather seasonable. *Kabi* being cut. Some smallpox. Prices stationary.
Raipur . . .	. . . .	Days hot; nights cool. *Rabi* harvest in progress. Cattle-disease in places. Prices rising.
Bilaspur . . .	. . . .	Weather clear and seasonable. *Rabi* crops being harvested. Prospects favourable. Cattle-disease prevalent. Prices falling.
Sambalpur (Mar. 5th)	. . . .	Nights cool; days hot. Sugar-making in progress. Health good. Prices steady.
		General Remarks.—Harvesting of *rabi* crops in progress. Prospects generally favourable. Fever, cattle-disease and smallpox in places. Prices high in some districts.
Burma—(Mar. 2nd) (Report for the week ending 26th February 1887.)		
Akyab . . .	*Nil*	Some cases of cholera in town, otherwise public health good.
Bassein . . .	*Nil*	Public health and health of cattle good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Rangoon . . .	*Nil*	Two cases of cholera in town, otherwise public health and health of cattle good.
Amherst (Moulmein) .	*Nil*	Public health and health of cattle good.
Tavoy . . .	Rainfall for week ·09 (Total to date ·09)	Public health and health of cattle good.
Pegu	*Nil*	Slight cholera in one township, otherwise public health and health of cattle good. Threshing almost finished.
Henzada . . .	*Nil*	Public health and health of cattle good.
Prome . . .	*Nil*	Public health and health of cattle good.
Toungoo . . .	*Nil*	Public health and health of cattle good.
Thayetmayo . .	*Nil*	Public health and health of cattle good.
Shewbo . . .	Rainfall for week *Nil* (Total to date ·50)	Health good. Peas and paddy scarce in south. Prices rising steadily. Spring cultivation one-half transplanted towards Mu.
Kyaukse . . .	*Nil* (Total to date 1·56)	Health good. Sowing commenced for early crops.
Minbu . . .	*Nil* (Total to date ·34)	Health good. Paddy nearly all in. Food supply insufficient. Prices normal.
Yamethen . . .	*Nil* (Total to date ·89)	Health good. Spring paddy ploughing progressing.
		General Remarks.—Slight cholera in Akyab and Rangoon and in Pegu district, and fever in Hanthawaddy. A little cattle-disease in two districts, otherwise health of Lower Burma good. Reports received from six districts of Upper Burma: public health everywhere good. Food-supply insufficient in Shewbo and Minbu. Prices steadily rising in south of former district. Elsewhere prices normal. Agricultural operations progressing satisfactorily.
Assam—(Mar. 9th)		
Gauhati . . .	·2 During week ending 8th instant.	Weather seasonable, but getting warm during day. Public health fair. Pressing of sugarcane and ploughing of land for *ahu* still in progress. Prospects of crops good.
Sylhet . . .	4·15	The rain has improved the prospects. Linseed in South Sylhet said to have been a little injured by insects.
Cachar . . .	2·64	Ploughing and sowing of *dumahi* crops continues. Common rice 14 seers per rupee. General health good.
Mysore and Coorg—(Mar. 9th)		
Bangalore . .	. . . . .	Standing crops in good condition. Prospects of season continue fair. Public health generally good. Murrain prevails in Pavagada taluk. Prices fallen slightly in Bangalore, Kolar and Kadur.
Mysore . . .		
Mercara (Mar. 2nd)	. . . .	Prospects continue good. Prices slightly fallen.
Mercara („ 9th)	. . . .	Prospects good. Prices slightly fallen.
Berar and Hyderabad—(Mar. 9th)		
Amraoti . . .	. . . .	Weather clear and warm. Threshing of *rabi* has commenced. Wheat 20 and *jowari* 28 seers per rupee.
Akola . . .	. . . .	Weather getting hot. Threshing of *rabi* progressing.
Hyderabad . .	*Nil*	Reaping of *rabi* crops continues. *Tabi* crops prospering. General health fair. Prices: wheat 12½, coarse rice 11½, white *juar* 18¾, yellow *juar* 21, and *tur* 15 seers per current sicca rupee.
Central India States—(Mar. 9th)		
Indore . . .	. . . .	Weather cooler. Health good.
Morar (Gwalior) .	. . . .	Health and prospects good.
Neemuch . . .	. . . .	Weather warm. Cattle-disease in cantonment and district around. Water becoming scarce.
Goona . . .	. . . .	Health and prospects good.
Sutna . . .	. . . .	Weather seasonable. Prospects of crops fair.
Agar . . .	. . . .	Opium prospects fair. Prices rising. Health good.
Sehore . . .	. . . .	Weather getting warm. Prospects of opium and cereal crops fair.
Nowgong . . .	. . . .	Weather seasonable. Prospects fair. Health good. Prices steady.
Bhopawar . . .	. . . .	Opium crops progressing. Weather hot but mornings cool. Prices steady. Health good.
Rajputana—(Mar. 9th)		
Abu (Mar. 9th) .	*Nil*	Mornings cool. Days getting warm. Health good. Prices rising.
Sirohi („ 6th)	*Nil*	Tanks nearly dry. Wells good. Health good. One-fourth of crops supposed to be spoilt by recent frosts. Weather fine, clear and warm.
Marwar („ 5th)	*Nil*	Tanks half full. Health good. Small-pox somewhat prevails. Crops good. Nights cool. Prices stationary.
Kherwara („ 6th)	*Nil*	Tanks and wells drying. Crops fair. Health good. Prices rising. Weather warm.
Meywar („ 5th)	*Nil*	Tanks and wells low. Crops greatly damaged by frost. Health good. Prices rising. Heat during day. Cold at night.
Harowti („ „)	*Nil*	Weather warm. Health good.

Presidency or Province and District.	Rainfall for week under report.	State of Agricultural prospects.
Rajputana—*contd.*		
Jhallawar (Mar. 7th)	*Nil*	Smallpox in districts. Prices still rising.
Kotah („ 5th)	*Nil*	Health good. Weather getting warm. Crops ripening. Clouds cleared off.
Ajmere („ 8th)	*Nil*	Weather warmer. Health good. Crops reaching maturity. Outturn expected poor. Prices rising. Wheat 20, barley 40 and gram 40 pounds per rupee.
Jeypore („ „)	*Nil*	Crops damaged by frost. Opium satisfactory.
Kerowlee („ 5th)	*Nil*	Tanks dry. Wells drying. Health good. Prices rising. Spring time commenced.
Bhurtpore („ 8th)	*Nil*	Crops doing well. Prices rising. Summer setting in.
Ulwur („ „)	*Nil*	Health good. Prospects fair. Weather cloudy. Prices rising.
Bickanir („ 5th)	*Nil*	Prices stationary. Health good. Weather getting warm.
Nepal— (Mar. 3rd)		
Katmandu (Mar. 4th)	Drops	Seasonable spring weather. Prospects fair. Prices continue high.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the Week ending 5th March 1887.

Exceptionally low atmospheric pressure has prevailed throughout India during the past week. In the west of the Punjab the mean deficiency is as much as $\frac{1}{7}$ of an inch, and over the whole of Northern and Central India it amounts to nearly $\frac{1}{10}$ of an inch. In the two peninsulas the depression is less marked, but even here amounts to about a twentieth of an inch. Consequently the general distribution of pressure approximates rather to that of the middle of April than to that of the beginning of March. The highest readings have been reported steadily from the west of the Peninsula and the lowest from the Punjab; but an independent area of relatively low pressure has existed over the eastern parts of the Central Provinces, Chutia Nagpur and part of Behar.

The wind directions have conformed to this distribution. In the submontane districts of Northern India and generally at stations on the northern half of the Gangetic plain, the prevailing direction of the wind has been easterly (south-easterly in Upper India and north-easterly in Assam); in all other parts of India it has been from some westerly point. At most stations to the west of Longitude 80° the winds were more or less northerly and at most stations lying to the east of that meridian, more or less southerly. In the Konkan, Khandesh and the Central Provinces the steadiness of the north-westerly winds was very remarkable.

In Lower Bengal and Arakan between the 2nd and 4th of March, there was a small barometric depression, on the east of which, rather heavy rain fell at Chittagong, and between the same dates a small depression brought dust and thunderstorms to some stations in the Punjab. Otherwise the weather has remained undisturbed.

The temperature has continued high during the week. In the Punjab and the North-Western Provinces the mean temperature was about 5° and elsewhere between 1° and 4° above the average of the middle of March. The highest temperatures recorded during the week were 102½° in parts of the Central Provinces and Madras and 103° at Sholapore. At the hill stations, the thermometer has risen daily to about 70° and on the snowy range as seen from Simla the snow is evidently fast melting. At Simla on the evening of March 2nd there was a sharp and sudden earthquake, the movement of the disturbance being apparently from south-east to north-west.* The shock lasted about 10 or 12 seconds.

* All such inferential judgments are very fallacious.

H. F. B.

Fine, bright, settled weather has now prevailed almost uninterruptedly throughout India for more than a month. At the few stations where rain has fallen it has been local. Between the 2nd and 4th of March rain fell at Peshawar, Murree and Rawalpindi, in the extreme north, and at Sibsagar, Silchar, Darjeeling and Chittagong in the north-east.

The following table shows the progress of the seasonal rains; the first column giving the normal rainfall from the 1st November to the 5th March, the second the actual fall in the present season between the same dates, and the third the difference.

Stations.	Normal rainfall from 1st November to 5th March.	Actual rainfall from 1st November to 5th March.	Difference.
Multan	0·86	0·64	—0·22
Peshawar	4·42	1·38	—3·04
Murree	7·27	8·24	+0·97
Rawalpindi	6·45	4·33	—2·12
Lahore	2·39	0·56	—1·83
Simla	4·63	7·24	+2·61
Delhi	2·06	2·40	+0·34
Masuri	9·04	7·67	—1·37
Roorkee	4·20	2·99	—1·21
Meerut	2·59	2·68	+0·09
Bareilly	2·36	3·30	+0·94
Agra	1·14	1·06	—0·08
Lucknow	1·29	1·04	—0·25
Allahabad	1·35	4·31	+2·96
Darjeeling	2·08	2·54	+0·46
Calcutta	2·89	1·49	—1·40

It will be seen that in the Punjab there is a general deficiency except in the hills and at Delhi and that in the North-Western Provinces, though there is still an excess at most stations this excess is less than at the beginning of the year.

The final table shows the barometric, thermometric and humidity differences between the mean of the week (February 27th to March 5th) and the averages of February and March.

Districts.	Difference of Barometer from mean, February 27th—March 5th.	Difference of Temperature from mean, February 27th—March 5th.	Difference of Humidity from mean, February 27th—March 5th.	Total Rainfall in week, February 27th—March 5th.
				In.
Punjab, West	—·145	+4·7	— 2	1·56(1)
„ East	—·117	+3·8	— 6	Nil
N.-W. Provinces—Trans-Gangetic	—·097	+4·7	— 1	Nil
„ Cis-Gangetic	—·070	+4·4	— 3	Nil
Behar	—·128	+0·3	+15	Nil
Northern Bengal	—·070	+0·8	+13	0·09(2)
Assam—Cachar	—·093	+1·0	+ 7	3·29(3)
Lower Bengal—Chutia Nagpur	—·104	+0·1	+ 8	4·17(4)
Orissa—Northern Circars	—·092	+0·9	0	Nil
Central Provinces, South	—·075	+3·2	— 8	Nil
Berar—Khandesh	—·072	+3·5	— 5	Nil
Rajputana, Central India—Saugor and Narbudda	—·096	+3·0	+ 1	Nil
Sind—Cutch	—·115	+1·9	+ 7	Nil
Guzerat	—·041	—2·1	+11	Nil
Konkan	—·040	+0·5	— 1	Nil
Deccan—Hyderabad	—·064	+2·8	0	0·01(5)
Malabar	—·037	+0·4	+ 1	0·01(6)
Mysore—Bellary	—·034	+1·5	0	Nil
Karnatic	—·041	+1·1	— 4	Nil
British Burma	—·057	—2·9	+ 3	1·27(7)
Ceylon	—·004	—1·1	— 4	0·05(8)

(1) D. I. Khan, Peshawar, Murree, Rawalpindi. (2) Darjeeling only. (3) Sibsagar, Dhubri, Silchar.
(4) Dacca, Chittagong. (5) Belgaum only. (6) Cochin only. (7) Akyab, Moulmein. (8) Colombo.

METEOROLOGICAL OFFICE, INDIA,
Simla, 8th March 1887.

W. L. DALLAS,
for *Meteorological Reporter to the Govt. of India.*

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 16th MARCH 1887.

GENERAL REMARKS.—There has been heavy rain in Assam during the week under report, and showers have also fallen in most parts of Bengal. In the North-Western Provinces and Oudh and the Punjab slight rain fell in six and four districts, respectively.

The *rabi* harvest continues in Bombay, Bengal, the North-Western Provinces and Oudh, the Central Provinces, Berar and Hyderabad, and prospects are everywhere very favourable. In the Punjab the want of rain is still much felt, and the prospects of the *rabi* are unsatisfactory. The *rabi* harvest has commenced in Rajputana, and the prospects of the crops there and in Central India are generally good. In Madras the standing crops are suffering from the want of rain, and prospects are only tolerably fair. In Mysore and Coorg the outlook is favourable.

The prospects of the spring rice in Bengal are promising, and ploughing for the early rice still goes on there and in Assam.

The collection of opium progresses in Bengal and the North-Western Provinces and Oudh, and the prospects of the crop in Central India are fair.

Indigo sowing is proceeding in Bengal, where the tobacco crop also promises well.

Except for the outbreak of cholera in Benares the public health continues satisfactory in all Provinces.

Prices are fluctuating in the Punjab, but are generally high. Elsewhere they are generally stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(March 16th)		
Bellary	. . . .	Standing crops generally indifferent. White *cholum* withered; cotton affected by disease and is very bad in two taluks. Harvest sugarcane, yield average, other crops below average. Fever in one and severe cattle-disease in four taluks.
Kurnool . . .	. . . .	Standing crops fair. Harvest white *cholum*, outturn below average. Fever in two and smallpox and cattle-disease; latter increasing in three taluks.
Ganjam . . .	Average .01	Fever, smallpox, and cattle-disease; latter decreasing in one taluk. Slight cholera.
Kistna . . .	. . . .	Standing crops generally good. Harvest dry crops, outturn below average. River 1·4 feet over Anicut. Slight fever in parts. Severe cholera in almost all taluks. Cattle-disease increasing in one taluk.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—*contd.*		
Chingleput (Madras)		Standing crops in parts withering for want of rain. Harvest paddy, *ragi* and *cholum*, outturn below average. Fever in one and cattle-disease increasing in four taluks.
Coimbatore		Standing crops generally good, but in parts suffering from want of rain. Harvest paddy and *cholum*, outturn generally above average. Smallpox in one and fever in two taluks.
Tanjore		Standing crops generally good, but in parts not flourishing owing to want of rain. Harvest wet and dry grains, outturn up to average. Cattle-disease decreasing in two taluks.
Madura		Standing crops in parts withering for want of rain. Outturn, where harvested, unsatisfactory. Smallpox in two taluks.
Malabar		Third crop cultivation progressing in four taluks. Slight smallpox in nine and fever in two taluks.
Travancore	·75	Harvest of second crop paddy over. Smallpox and fever in parts.
		General Remarks.—General prospects tolerably fair.
Bombay—**(Mar. 16th).**		
Karachi		River at Kotri on 9th 2 feet 10 inches against 4 feet 1 inch on same date last year. Reaping of *rabi* crops commenced in talukas Tatta, Mirpur Batoro, Shewan, and Dadur. Fever in three talukas. Wheat, red rice, and *bajri* in Karachi 23, 30, and 32, and in Mirpur Batoro 30, 46, and 40 pounds per rupee, respectively.
Hyderabad		*Rabi* crops damaged by frost in five talukas. Harvest in five talukas River at Kotri on 13th 3 feet 3 inches against 4 feet 3 inches on same date last year. Fever in five talukas. Wheat 20, *bajri* 37½, *jowari* 40, white rice 18, and red rice 20 pounds per rupee.
Baroda		Public health good. Crops in fair condition. *Bajri* 30, wheat 18, and rice 23 pounds per rupee.
Surat		Reaping of *rabi* continues. Fever and smallpox in Bardoli, and fever in Mandvi talukas. *Jowari* 39 and *nagli* 40 pounds per rupee.
Nasik		Days hot, nights cold: *Rabi* harvesting continues. *Rabi* collection progressing in Igatpuri and Peint talukas. Smallpox and cattle-disease in certain villages of the Sinnar taluka. Cholera at Manmad and Yeola, five attacks, four deaths. Wheat 28¾, *bajri* 36½, and rice 20⅝ pounds per rupee.
Colaba (Bombay)		Temperature normal on all days except 12th, when it was 1° cool. Vapour in air excess of normal from 9th to 11th and 14th, and normal on all other days. Abnormal wind southerly on 10th. Wind normal on all other days.
Poona		Wheat slightly injured by blight in Sirur, Bhimthadi, and Mawal talukas. Reaping of *rabi* almost completed in the district. Public health generally good. Slight cattle-disease in Indapur and Haveli, and smallpox in Purandhar talukas. *Bajri* 44 and *jowari* 54 pounds in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona City.
Ahmednagar		Health good. *Bajri* 57 and *jowari* 71 pounds per rupee.
Sholapur		Reaping of *rabi* crops in progress, and that of *kharif* almost completed. Weather hot. Public health generally good. *Jowari* 66 and *bajri* 56 pounds per rupee.
Dharwar		Harvesting of wheat and gram and cotton-picking in progress. Scarcity of fodder in Navalgund and of drinking-water in Kod. Public health generally good. Rice 25⅛ and *jowari* 59¾ pounds per rupee.
Kanara		Rice, sugarcane and pepper harvest continues. Preparing ground for monsoon crop. Slight fever and cattle-disease in two talukas. Public health good. Weather hot. Common rice in Karwar 13½, and in district average 13 seers per rupee.
Rajkot		Weather hot. Measles at Rajkot, Virpur, Godka, Bagasra, and Manakwara. Smallpox among cattle at Morvi. Wheat 25, *bajri* 25, and *jowari* 35 pounds per rupee.
		General Remarks.—Reaping operations in progress in twelve and completed in three districts. Scarcity of fodder and drinking-water continues in parts of Dharwar. Fever, cattle-disease, and smallpox in parts of ten, eleven, and five districts respectively, and cholera in parts of one district.
Bengal—(Mar. 16th)		
Chittagong (Mar. 15th)	*Nil*	Weather seasonable. Prospects of crops good. Prices steady. A few cases of cholera reported from Sitakund. General health fair.
Dacca	0·37	Prospects of crops good. Pulses and mustard being gathered. Ploughing for early rice and jute going on. Public health good.
24-Pergunnahs	*Nil*	*Rabi* harvest almost over. Sugar still being manufactured. Sporadic cases of cholera and fever. Public health good.
Khoolna	*Nil*	Weather getting warm. Outturn of winter crops good. Prospects of *boro* rice favourable. Public health good.
Moorshedabad	Some rain	Weather warm and cloudy. Crops all reported favourable. Public health good, except that cholera is reported from portions of Jungipore sub-division.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Pubna	3·85	Rainfall local, useful for ploughing. *Rabi* crops being reaped. Public health good.
Dinagepore	*Nil*	Weather fair. Land being prepared for *bhadoi* crop. Harvesting of sugarcane nearly finished. Cattle-disease reported in three thanas. Public health fair.
Rungpore	0·03	Ploughing for *aus* and jute in progress; sowing of *aus* has commenced in places. Tobacco doing well. Public health good.
Midnapore	*Nil*	Few crops to report on except *boro* rice, which seems slightly below average Public health good.
Burdwan	0·09	Weather growing hotter. *Rabi* crops nearly all harvested; outturn good. Public health fair.
Bhagulpore	0·07	Days getting hot, nights still pleasant. Linseed, peas, and *khessari* good. Wheat, especially on *dearas*, uneven and not likely to be a full crop. Cultivation very forward. A little cholera in north.
Purneah	0·03	Prospects of crops good. Tobacco being harvested. Ploughing for *bhadoi* crops and jute in progress. Health of people and cattle good. Rivers low.
Durbhanga	0·03	*Rabi* being harvested. Collection of opium going on. Mango blossoms slightly injured by rain. Indigo sowing begun. Lands being prepared for paddy and *moong* sowings. General health good.
Mozufferpore		Poppy prospects excellent.
Sarun	Slight rain on 13th	Weather favourable to poppy; prospects good. Effect of rain not yet known some damage anticipated.
Chumparun	0·01	A few of the *rabi* crops being harvested. Opium collection and indigo sowing in progress. Public health fair. Prices stationary.
Patna	0·14	Harvesting of *rabi* crops going on. Castor seed being gathered. Collection of opium continues. Public health good.
Gya	*Nil*	Weather hot. *Rabi* crops good. Opium being collected. Fever and cholera in some stations.
Shahabad	Rain on 13th	Rain and hail on 13th injurious to collection of opium.
Hazareebagh	*Nil*	Weather getting warm. All crops, including poppy, doing well. Wheat being harvested in places. Poppy being lanced. Public health good. Prices easy.
Cuttack	1·30	Weather hot and cloudy. *Dalua* rice doing well. Tobacco prospects favourable. Price of rice almost unchanged. Public health good.
		General Remarks—Rain reported in many districts. Ploughing for early rice and jute in progress and sowing of indigo going on. Prospects of *boro* rice favourable. *Rabi* crops are being gathered with good outturn. Opium is being collected, and is generally a fair crop, but in Shahabad it has lately suffered from rain and hail. General health is fair.
N.-W. Provinces and Oudh—(Mar. 16th)		
Benares (Mar. 15th)		Weather unusually hot. *Rabi* harvesting in progress. Sugarcane being sown. Opium collection commenced. Supplies ample. Prices slightly fluctuating. Cholera continues; a decrease is reported in the number of deaths in the city and an increase in those in the district; public health is otherwise good. No cattle-disease in the district.
Gorakhpore („ 14th)	Slight rain accompanied with hail-storm for a few minutes at Sadr.	Weather still cloudy. *Rabi* ready. Reaping commenced. Prices stationary. Health fair.
Fyzabad („ 15th)		Weather cloudy. Harvesting going on. Opium collecting impeded by east wind. Supplies sufficient. Prices high. Smallpox in two tahsils. General health good.
Lucknow („ 14th)		*Rabi* being cut. New grain coming into the market. Opium collection in progress. Prices lowering. Public health good. No cattle-disease reported.
Rai Barelli („ 15th)		Weather getting warmer and cloudy at times. Wind easterly. Reaping of *rabi* crops and collection of opium commenced. Markets well supplied. Prices showing a tendency to fall. General health of people and condition of cattle good.
Pertabgarh („ „)		Crops being rapidly gathered. A slight fall in the prices of wheat, barley, and gram. Health of people and cattle good.
Allahabad („ „)		Weather much warmer. Harvesting in progress. Prospects good. Markets full. Prices steady. Sporadic cholera reported in places, otherwise health good.
Cawnpore („ „)	*Nil*	Weather seasonable. Harvest of *rabi* and sowing of sugarcane commenced. Opium being collected. Prices steady. Slight cattle-disease in pargana Ghatampur.
Banda („ „)	*Nil*	Weather warm. *Rabi* crops being cut. Prices fluctuating. Slight outbreak of cholera amongst coolies on Railway Works near Karwi. Cattle-disease in two villages.
Farakhabad („ „)	Clouds with slight sprinkling of rain on 12th and 13th.	Strong easterly breeze. Barley being cut. Slight appearance of blight in poppy in two tahsils. Health fair. No cattle-disease.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
N.-W. P. & Oudh—*contd.*		
Sitapur (Mar. 15th)	·50 fell in Sadr on Sunday night.	The cutting of crops has been delayed a little on account of the rain. Prospects continue favourable. Poppy is in flower, and in some instances collection of the drug has commenced. No disease reported.
Bareilly („ „)	. . .	Crops so far doing well. Markets fairly steady. Health of men and cattle remain good.
Ballia („ 14th)	Slight, rain accompanied by some hail on 13th.	Sky clear, except on 13th. Sugarcane sowing going on. Supplies plentiful. General health good.
Kumaon („ 15th)	Some rain . .	Weather cloudy and unsettled. *Rabi* crops making progress. Prices rising. General health fair. Cholera and fever in some parts.
Agra („ 14th)	*Nil*	Weather cloudy. Harvesting commenced. Prices steady. Health good.
Jhansi („ „)	. . . .	Harvesting of wheat and gram in progress. Poppy collection progressing briskly. Prices slightly rising. Smallpox appearing in places, otherwise public health good.
Meerut (Mar. 15th)	Slight showers on 13th.	Easterly wind *Rabi* ripening. Health good. Prices steady.
		General Remarks.—Weather somewhat unsettled. Slight rains accompanied by hail, has fallen in some districts. Harvesting of *rabi* in progress. Prospects favourable. Opium collection going on. Markets well supplied and prices fairly steady. Cases of cholera reported in a few places, otherwise the public health is good.
Punjab—(Mar. 16th)		
Delhi (Mar. 15th) .	. . . .	Health good. Prices fluctuating. *Rabi* prospects unfavourable.
Hissar . .	. . . .	Health good Prices high but stationary. *Rabi* crops drying up for want of rain.
Umballa . . .	. . . .	Health good. Prices rising. *Rabi* prospects blighted for want of rain.
Jullundur . . .	. . . .	Health good. Prices high. *Rabi* crops failing for want of rain.
Amritsar . . .	. . . .	Health good. Prices slightly falling. *Rabi* crops suffering for want of rain.
Sialkot . . .	·20	Health good. Prices stationary. *Rabi* prospects improved.
Ferozepore . .	. . . .	Health good. Prices stationary. *Rabi* crops suffering much for want of rain.
Lahore . . .	. . . .	Health good. Prices high and stationary. *Rabi* prospects bad.
Rawalpindi . .	·35	Health good. Prices rising. *Rabi* prospects average.
Shahpur . . .	. . . .	Health good Prices high and stationary. *Rabi* crops drying up for want of rain.
Multan . . .	. . . .	Health good. Prices stationary. *Rabi* crops suffering for want of rain.
Dera Ismail Khan .	·07	Health good. Prices rising. *Rabi* crops suffering for want of rain.
Peshawar . . .	·07	Health fair. Prices rising. *Rabi* prospects unsatisfactory.
		General Remarks.—Slight rain has fallen in the Sialkot, Rawalpindi, Dera Ismail Khan, and Peshawar districts, but is still much needed throughout the Province. Health good. Prices fluctuating but generally high. Crops suffering for want of rain.
Central Provinces—(Mar. 16th)		
Nagpore . . .	. . . .	Weather cloudy and warm. *Rabi* being threshed. Fever and cattle-disease prevalent. Prices steady.
Jubbulpore . .	. . . .	Weather cloudy and hot. *Rabi* being harvested. Health good. Prices high.
Saugor (Mar. 15th)	. . . .	Weather cloudy. Prospects unchanged. Cattle-disease in parts. Prices falling slightly.
Seoni	. . . .	Weather cloudy and hot. *Rabi* harvest in progress. Smallpox and cattle-disease in places. Prices steady.
Hoshangabad . .	. . . .	Weather getting warm. *Rabi* harvest in progress. Fever prevalent. Prices stationary.
Khandwa . . .	. . . .	Weather seasonable. *Rabi* cutting nearly completed. Sixty-three cases of smallpox, four deaths. Prices steady.
Raipur . . .	. . . .	Weather cloudy and close. *Rabi* crops being harvested. Rice 18 and wheat 17½ seers per rupee.
Bilaspur . . .	. . . .	Weather clear and warm. *Rabi* harvest continues. Prospects favourable. Cattle-disease prevalent. Prices stationary.
Sambalpur (Mar. 12th)	. . . .	Weather warm. Sugarcane planting in progress. Health good. Rice 22 seers per rupee.
		General Remarks.—Weather cloudy at close of week. *Rabi* harvest continues. Fever, smallpox, and cattle disease in places. Prices high in some districts, but generally steady.
Burma—(Mar. 9th)		
Akyab (For week ending March 5th)	·30 (Total rainfall to date ·49)	Some cases of cholera in town; otherwise public health and health of cattle good.
Bassein . . .	. . . .	Public health and health of cattle good.
Rangoon . . .	. . . .	Public health and health of cattle good.
Amherst (Moulmein) .	. . . .	Public health and health of cattle good.
Tavoy . . .	. . . .	Public health and health of cattle good.

Presidency or Province and District.	Rainfall for week under report.	State of Agricultural prospects.
Burma—*contd.*		
Pegu	. . . .	Slight cholera in one township; otherwise public health and health of cattle good.
Henzada . . .	. . . .	Public health and health of cattle good.
Prome . . .	. . . .	Fever on the increase in Paungdè; otherwise public health and health of cattle good.
Thayetmayo . .	. . . .	Public health and health of cattle good.
Shewbo . . .	·04 (Total rainfall to date ·54)	Public health and health of cattle good. Food-supply scarce in parts. Prices rising southwards. No wheat cultivation this year. Cropping of Bengal gram and peas commenced, that of beans complete.
Mandalay . . .	·11 (Total rainfall to date ·74)	Public health and health of cattle good. Transplanting of *mayin* crops progressing. Food-supply sufficient, and prices normal.
Minbu . . .	*Nil* (Total rainfall to date ·34)	Health good. Paddy reaping not completed in parts of district. Food-supply sufficient and prices normal.
		General Remarks.—Some cholera in Akyab town and in one township of Pegu district. Fever prevalent in parts of Prome, otherwise public health of Lower Burma good. Slight cattle-disease in district. Reports received from five districts of Upper Burma. Public health good. Food-supply scarce, and prices rising in south of Shewbo, elsewhere prices normal.
Burma—(Mar. 16th)		
Akyab (For week ending Mar. 12th)	*Nil* Total rainfall to date ·49	Slight cholera in town and district, otherwise public health and health of cattle good.
Bassein . . .	. . . .	Public health and health of cattle good.
Rangoon . . .	. . . .	Public health and health of cattle good.
Amherst (Moulmein) .	·47 Total rainfall to date 1·47	Some cases of cholera in town, otherwise public health and health of cattle good.
Tavoy . . .	. . . .	Public health and health of cattle good.
Pegu . . .	. . . .	Slight cholera in one township, otherwise public health and health of cattle good.
Henzada . . .	. . . .	Public health good. Slight cattle-disease in one sub-division.
Prome . . .	. . . .	Public health good. Slight cattle-disease in one township.
Toungoo . . .	. . . .	Public health and health of cattle good.
Thayetmayo . .	. . . .	Public health and health of cattle good.
Shewbo . . .	*Nil* (Total rainfall to date ·54)	Public health good Food-supply getting scarce in parts. Prices abnormal.
Myingyan (Feb. 26th)	*Nil* (Total rainfall to date ·05)	Health good except a few cases of measles. Food-supply sufficient and prices ordinary.
Mandalay . . .	*Nil* (Total rainfall to date ·74)	Public health and health of cattle good. Transplanting of *mayin* crops progressing. Food-supply sufficient. Prices normal.
Minbu . . .	*Nil* (Total rainfall to date ·34)	Health good. Paddy in some parts still remains to be taken in. Food-supply sufficient and prices normal.
Yamethen . . .	*Nil* (Total rainfall to date 1·14)	Health good. *Mayin* paddy cultivation progressing.
		General Remarks.—Except slight cholera in three districts and slight cattle-disease in three districts, health of Lower Burma good. Reports received from five Upper Burma districts. A few cases of measles in Myingyan, otherwise public health good. Food-supplies getting scarce in parts of Shewbo and prices abnormal; elsewhere supplies sufficient and prices ordinary.
Assam—(Mar. 16th)		
Gauhati . . .	1·24	Weather seasonable, rainy and windy. Public health fair. Pressing of sugarcane and ploughing of land for *ahu* still in progress. Prospects of crops good.
Sylhet . . .	8·55	The heavy fall of rain during the week has done some damage to the standing crops and retarded the cultivation of land for paddy.
Cachar . . .	3·38	Weather rainy. Ploughing and sowing of *dumahi* crops continue. Common rice 13 seers 14½ chittacks per rupee. General health good.
Dibrugarh (Mar. 10th)	2·91	Weather fair. Pressing of sugarcane and sowing of *ahu* progressing. Public health good.
Dibrugarh („ 16th) .	2·46	Weather rainy throughout the week. Crushing of sugarcane and sowing of *ahu* progressing. Public health fair.
Mysore & Coorg—(Mar. 16th)		
Bangalore . . .	. . . .	Standing crops in good condition except in parts of Tumkur district. Prospects of season favourable. Public health good. Weather warm in the day time. Cattle-disease prevails in parts. No material change in prices. Prospects good. Prices stationary.
Mysore . . .	. . . .	
Mercara . . .	·53	
Berar and Hyderabad—		
Amraoti (Mar. 16th)	. . . .	Weather clear and warm. Threshing of wheat in progress and of linseed nearly completed. Wheat 20 and *jowari* 28 seers per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Berar and Hyderabad— *contd.*		
Akola		Weather fine; days hot. *Rabi* crop is being gathered and threshed.
Hyderabad	*Nil*	Reaping of *rabi* crops continues. *Rabi* crops prospering General health fair. Prices—wheat 12½, coarse rice 11¼, white *juar* 18¾, yellow *juar* 21, and *tur* 15 seers per current sicca rupee.
Central India States— (Mar. 16th)		
Indore		Weather cool and clear.
Morar (Gwalior)		Health and prospects good.
Sutna		Weather warm and windy. Cholera reported from Sohawal and parts of Rewah State.
Neemuch		Weather seasonable. High winds. Health good.
Goona		Health and prospects good. Weather getting warm.
Agar		Opium prospects fair. Health good.
Sehore		Weather getting warm. Prospects fair. Opium crop fair.
Nowgong		Weather seasonable. Prices steady. Prospects fair. Health good.
Manpur		Opium crops faring well. Prospects and health good. Prices stationary.
Rajputana—		
Abu (Mar. 16th)		Latter portion of week boisterous, cloudy, and chilly, weather now clear.
Sirohi („ 13th)		Tanks nearly dry. Wells good. Health good. Crop prospects fair. Weather cloudy and windy.
Marwar („ 12th)		Tanks half full. Health good. Crops good. Weather cloudy and windy. Prices tending to fall.
Kotah („ „)		Health good. Prospects fair. Weather cloudy. Prices stationary.
Kherwara („ 13th)		Tanks and wells sinking. Reaping commenced. Outturn doubtful. Health good. Prices same as last week. Weather seasonable and very windy.
Harowti („ 11th)		Crops ripening. Weather cloudy and windy. Health good.
Jhallawar („ 14th)		Weather windy and cloudy. Health good.
Ajmere („ 15th)		Weather somewhat cooler again. Health good. Slight fall in prices. Wheat 21, barley 41½, and gram 43 lb. per rupee.
Jeypore („ „)		Weather seasonable. Crops poor.
Partabgarh („ 12th)		Tanks quarter full. Health good. Wheat 12½, *mucca* 25, and gram 25 seers per rupee.
Bickanir („ „)		Crops and health good. Prices rising. Weather cloudy.
Ulwur		Harvesting commenced. Health good. Weather cloudy.
Kherowlee („ „)		Tanks dry; wells drying. Crops damaged by frost. Smallpox amongst children. Prices rising. Spring season commenced. Six deaths in a tahsil by fever and other diseases.
Dholepore („ „)		Tanks and wells drying. Crop prospects average. Health good. Prices rising. Weather cloudy.
Nepal— (Mar. 10th)		
Katmandu (Mar. 11th)	Slight rain	Genial spring weather. Prospects fair. Prices high.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the Week ending 12th March 1887.

The weather of the past week has been of the same general character as that of the preceding week, but the rainfall has been, on the whole, slighter and less general.

The returns of pressure and temperature exhibit a slow but steady decrease of their abnormal features.

On most days the highest pressure was in the west and south of the Peninsula, the south of the Bay of Bengal, and in the Eastern Peninsula; while it was low in the Gangetic plain and the Panjab. The prevailing direction of the wind was consequently easterly in the Assam Valley, at Darjeeling, the Gangetic plain, and the submontane districts of the Panjab and North-Western Provinces; north-west to west in

the south of the Panjab, Rajputana, Cutch, Khandesh, Central India and the Central Provinces; west in the west of the Peninsula, and south-easterly to south-westerly in the east. Quite at the close of the week there was a tendency to cyclonic circulation in the winds of North-Western India, but with this exception, thegeneral directions were as stated above. Excepting in Assam, the mean pressure of the week, though everywhere higher than that prevailing last week, was still below the general average of the month—most so in the Panjab.

The temperature, on the contrary, has fallen, and the mean of this week is about 4° lower than that of last week in the Panjab and the North-Western Provinces, and between 1° and 3° lower elsewhere. Except in the North-West it was generally below the average of the month, and the maximum day temperatures have not, as a rule, exceeded those of the previous week. The highest reading recorded was 104° at Cuddapah and Nagpur.

Over the whole of North-Western and Central India, a large part of the Peninsula and Burma, the air has been drier than the average, but in Assam and Bengal it has been somewhat damper. The very low humidity which has prevailed at times in Northern India, notwithstanding the prevalence of easterly or south-easterly winds, has been very remarkable.

Except in Assam, the rainfall of the week has been unimportant. A few drops fell at Simla, Ranikhet and Mussoorie, and a moderate shower at Darjeeling on the 11th. A thunderstorm gave 1¼ inch to Cuttack on the 8th, and nearly ½ inch of rain fell at Moulmein on the 9th. In Assam rain fell on five days and in the Cachar on two days; the total in each case being a little over two inches.

Stations.	Rainfall since 1st November 1886.	Average rainfall since 1st November 1886.	Difference.
Multan	0·64	0·97	—0·33
Peshawar	1·38	4·74	—3·36
Murree	8·24	8·16	+0·08
Rawalpindi	4·33	7·12	—2·79
Lahore	0·56	2·61	—2·05
Simla	7·26	5·58	+1·68
Delhi	2·40	2·37	+0·03
Masuri	7·68	9·04	—1·36
Roorkee	2·99	4·59	—1·60
Meerut	2·68	2·90	—0·22
Bareilly	3·30	2·53	+0·77
Agra	1·06	1·20	—0·14
Lucknow	1·04	1·35	—0·31
Allahabad	4·31	1·40	+2·91
Darjeeling	3·39	2·49	+0·90
Calcutta	1·49	3·21	—1·72

The table of seasonal rainfall shows no important change. At the majority of stations in North-Western India, except those on the hills and one or two in the eastern half of the North-West Provinces, the total fall since November 1st is less than the average. At Lahore it is about ⅕, and at Peshawar less than ⅛ of the normal amount.

The following table gives the difference of the barometric, thermometric, and humidity means of the week compared with the general average of the month :—

Districts.	Difference of Barometer from mean, March 6th—March 12th.	Difference of Temperature from mean, March 6th—March 12th.	Difference of Humidity from mean, March 6th—March 12th.	Total Rainfall in week, March 6th—March 12th.
Panjab, West	—·101	+1·9	− 8	Nil
„ East	—·068	+1·5	−10	0·02(1)
N.-W. Provinces—Trans-Gangetic	—·039	+0·7	− 6	0·09(2)
„ Cis-Gangetic	—·037	−0·7	−11	Nil
Behar	—·055	−1·9	+ 6	Nil
Northern Bengal	—·001	−1·1	+ 1	0·85(4)
Assam—Cachar	+·005	−0·7	+ 5	4·39(5)
Lower Bengal—Chutia Nagpur	—·018	−0·4	0	Nil
Orissa—Northern Circars	—·028	−0·9	+ 2	1·30(6)
Central Provinces, South	—·032	−1·4	− 9	Nil
Berar—Khandesh	—·034	−0·5	−10	Nil
Rajputana, Central India—Saugor and Narbudda	—·051	−1·1	− 5	Nil
Sind—Cutch	—·082	−0·3	− 8	Nil
Guzerat	—·036	−1·5	+2	Nil
Konkan	—·012	−0·8	− 1	Nil
Deccan—Hyderabad	—·020	−0·2	− 2	Nil
Malabar	—·019	−0·6	+ 3	Nil
Mysore—Bellary	—·013	−0·8	+ 3	Nil
Karnatic	−·013	−1·0	− 2	Nil
British Burma	—·001	−1·5	− 3	0·43(7)
Ceylon	+·003	−0·9	− 7	Nil

(1) Simla only. (2) Ranikhet, Mussoorie. (4) Darjeeling only. (5) Sibsagar, Silchar. (6) Cuttack only. (7) Moulmein only.

METEOROLOGICAL OFFICE, INDIA,
Simla, 15th March 1887.

W. L. DALLAS,
for *Meteorological Reporter to the Govt. of India.*

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF DECEMBER 1885 AND 1st HALF OF FEBRUARY 1886 AND 2nd HALF OF JUNE 1886 AND 1st HALF OF FEBRUARY 1887 PUBLISHED IN PAGES 186, 187, 1095 AND 365 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 30th JANUARY AND 24th JULY 1886 AND 12th MARCH 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PROVINCES.	DISTRICTS.	QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.													AVERAGE WAGES PER MONTH.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Channa, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Athar or Thair Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Able-bodied Agricultural Labourer, &c.	Syce or Horse-keeper.	Common Mason, Carpenter, or Blacksmith.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	R a. p.	R a. p.	R a. p.
	2nd half of December 1885. (*Revised.*)																
N.-W. PROVINCES.	Moradabad	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4-0 to 5-0	
	2nd half of June 1886.																
	Moradabad	...	...	...	...	...	...	...	...	...	...	...	...	...	3 8 0	4-0 to 5-0	7 8 0
	Hamirpur	...	...	...	...	...	...	...	...	...	...	...	...	...	3 0 0	4 0 0	8 0 0
	1st half of February 1887.																
MYSORE.	Bangalore	11 15	11 15	9 8	11 13	25 0	...	33 12	...	12 8	...	15 13	96 0	11 4	...	...	...
	Kolar	11 12	11 12	13 0	17 0	...	...	39 0	...	12 0	...	13 8	144 0	11 8	...	...	...
	Tumkur	11 8	11 8	14 0	15 0	36 0	...	48 0	12 0	13 0	...	20 0	340 0	10 0	...	...	...
	Mysore	13 0	13 0	12 4	14 4	...	32 0	34 0	...	14 0	...	18 0	78 0	10 0	...	...	...
	Hassan	12 0	12 0	15 0	17 0	33 8	...	44 0	50 0	15 12	...	16 ...	96 0	11 0	...	...	...
	Shimoga	15 0	15 0	12 10	15 12	...	...	42 0	...	13 0	...	14 0	480 0	11 9	...	...	...
	Kadur	10 0	12 0	17 0	20 0	48 0	38 0	44 0	...	16 0	...	20 0	320 0	11 0	...	...	...
	Chitaldroog	14 0	15 0	11 0	14 0	...	...	55 0	...	...	...	...	320 0	10 0	...	...	...
RAJPOOTANA.	Deoli Cantonment	14 14	29 2	5 8	9 0	28 0	25 0	...	...	29 13	...	...	530 0	13 12	...	...	...

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XLVI of 1886-87.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 20th February, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 19th February, 1887. Total.	Per mile open.	Total receipts from 1st April 1885 to 20th Feb., 1886. Total.	Per mile open per week.	Total receipts from 1st April 1886 to 19th Feb., 1887. Total.	Per mile open per week.	Total Increase in 1886-87.	Total Decrease in 1886-87.
			₹	₹		₹	₹	₹	₹	₹	₹	₹	₹
	Lines worked by Guaranteed Companies.												
26th Feb., 1887	Oudh and Rohilkhand	680	1,35,720	200	686	1,37,334	200	50,14,636	174	58,44,591	184	8,29,955	...
26th ditto	Madras	861	1,54,282	179	831	1,42,141	171	67,40,587	168	71,39,509	185	3,98,922	...
26th ditto	South Indian	654	79,802	122	654	98,422	150	40,10,999	132	44,96,895	148	4,85,896	...
5th Mar. 1887	Great Indian Peninsula	1,504	8,50,850	566	1,504	7,59,387	505	3,16,76,014	452	3,44,69,523	494	27,93,509	...
26th Feb., 1887	Bombay, Baroda and Central India	461	2,89,960	629	461	2,18,000	473	1,13,65,473	529	1,17,56,764	549	3,91,291	...
	Total	4,160	15,10,620	363	4,136	13,55,284	328	5,88,07,709	308	6,37,07,282	332	48,99,573	...
	State Lines worked by Guaranteed Companies.												
5th Mar., 1887	East Indian	1,515	9,57,363	632	1,515	10,03,619	662	4,14,03,296	587	4,12,66,651	587	...	1,36,645
5th ditto	Patna-Gya	57	9,109	160	57	10,052	176	4,31,338	102	4,77,555	180	46,217	...
5th ditto	Dildarnagar-Ghazipur	12	1,028	86	12	1,126	94	41,502	74	42,466	76	964	...
5th ditto	Sindia	75	8,711	116	75	9,726	130	3,23,527	93	3,55,659	102	32,132	...
26th Feb., 1887	Rajputana-Malwa (*a*)	1,664	4,27,051	256	1,664	3,57,000	214	1,54,75,386	199	1,60,06,425	207	5,31,039	...
5th Mar., 1887	Southern Mahratta	315	23,659	75	532	43,318	81	9,19,127	63	15,97,767	92	6,78,640	...
5th ditto	Indian Midland	...	...	...	42	3,555	85	...	...	1,25,432	64	1,25,432	...
26th Feb., 1887	Lucknow-Sitapur-Sihramau.	...	...	...	56	3,526	63	...	...	(*b*)43,280	59	43,280	...
	Total	3,638	14,26,981	392	3,953	14,31,922	362	5,85,94,176	346	5,99,15,235	340	13,21,059	...
	State Lines worked by Government.												
5th Mar., 1887	Eastern Bengal	234	1,04,053	445	234	1,21,705	520	40,52,290	372	47,67,842	430	7,15,552	...
5th ditto	Nalhati	27	1,021	66	27	2,135	78	69,570	55	75,309	59	5,793	...
26th Feb., 1887	Northern Bengal	249	62,555	251	249	44,200	178	20,74,620	179	23,47,844	203	2,73,218	...
26th ditto	Kaunia-Dharla	37	3,280	89	37	2,578	70	1,15,068	66	1,13,720	65	...	1,348
5th Mar., 1887	Tirhoot	220	30,917	137	240	34,329	140	11,51,341	109	13,94,140	122	2,42,799	...
26th Feb., 1887	Wardha Coal	45	14,879	331	45	19,448	432	5,02,573	268	6,35,219	304	72,646	...
26th ditto	Nagpur and Chattisgarh	149	42,990	289	149	26,911	181	12,37,801	178	11,09,837	160	...	1,27,964
26th ditto	Burma	327	81,405	249	327	1,00,414	307	19,38,107	129	23,06,592	150	3,68,485	...
12th ditto	Cherra-Companyganj	...	...	...	...	...(*c*)	...	...	...	(*d*) 1,473	8	1,473	...
26th ditto	North-Western (*e*)	1,869	5,37,769	288	1,989	3,78,133	190	2,59,57,931	298	2,08,14,825	225	...	51,43,106
26th ditto	Bareilly-Pilibhit	30	2,539	71	36	1,933	54	68,152	40	80,528	48	12,376	...
5th Mar., 1887	Dacca	86	3,316	39	86	6,504	76	97,406	33	2,41,152	61	1,43,746	...
26th Feb., 1887	Jorhat	30	598	17	30	498	17	30,727	25	35,129	25	4,402	...
26th ditto	Bilaspur-Etawah (Kutni-Umaria Section)	...	...	...	38	832	22	...	...	(*f*)24,074	40	24,074	...
	Total	3,315	8,85,832	267	3,493	7,39,680	212	3,73,55,598	244	3,39,47,744	216	...	34,07,854
	GRAND TOTAL (Guaranteed and State)	11,113	38,23,433	344	11,582	35,26,886	305	15,47,57,483	301	15,75,70,261	300	28,12,778	...
	Gross estimated Expenses	...	...	...	...	...	...	7,95,27,477	155	7,79,13,067	148	...	...
	Net Receipts	...	...	...	...	...	...	7,52,30,006	146	7,96,57,194	152	44,27,188	...
	Assisted Companies.												
5th Mar., 1887	Bengal Central	125	11,384	91	125	12,447	100	4,67,743	80	5,21,022	89	53,279	...
26th Feb., 1887	Rohilkhand-Kumaon	67	4,062	70	67	4,179	67	2,19,004	70	2,03,126	85	44,122	...
19th ditto	Dibru-Sadiya (late Assam)	78	7,009	90	78	6,479	83	2,40,370	63	3,01,540	79	61,170	...
26th ditto	Bengal and North-Western	303	37,846	125	376	36,650	97	12,04,362	85	16,82,154	114	4,77,792	...
5th Mar., 1887	Tarakessur	22	7,114	320	22	5,808	261	2,19,219	211	2,13,413	206	...	5,806
	Total	595	68,015	114	668	65,863	98	23,50,698	85	29,81,255	105	6,30,557	...
	Native States.												
26th Feb., 1887	Bhavnagar-Gondal	193	17,503	91	193	20,341	105	8,34,587	93	8,63,406	96	28,819	...
26th ditto	Jodhpore	64	3,702	58	64	5,500	86	1,61,148	54	1,96,620	66	35,472	...
26th ditto	Nizam's	121	22,425	185	208	39,978	192	10,31,529	183	13,05,194	135	2,73,665	...
26th ditto	Mysore	140	9,186	66	140	9,016	64	3,95,852	61	4,25,742	66	29,890	...
26th ditto	Rajpura-Patiala	16	1,886	118	16	1,440	90	47,861	64	51,959	69	4,098	...
19th ditto	Morvi	...	...	...	51	1,714	34	...	..	42,471	35	42,471	...
	Total	534	54,702	102	672	77,989	116	24,70,977	99	28,85,392	92	4,14,415	...

(*a*) Including the Cawnpore-Achnera State Railway.
(*b*) Total Receipts from 16th November, 1886, to 19th February, 1887.
(*c*) Return not received.
(*d*) Total Receipts from 16th June, 1886, to 12th February, 1887.
(*e*) Including the Amritsar-Pathankot State Railway.
(*f*) Total Receipts from 31st October, 1886, to 19th February, 1887.

R. GARDINER, *Captain, R.E.*,
Offg. Under-Secretary.

FORT WILLIAM,
The 17th March, 1887.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

TRAFFIC RETURNS OF THE GANGES CANALS AND OF THE AGRA CANAL FOR THE HALF-YEARS ENDING 30TH SEPTEMBER, 1886 AND 1885.

Comparative Return of Traffic carried on the Upper and Lower Ganges Canals, for the half years ending 30th September, 1886 and 1885.

Demands.					Same period of previous year.		Nature of Cargo.	Current half year.			Corresponding period of previous year.			Tonnage.			Ton-Mileage.			Value of Goods.			Number of Passengers.		
Balance from previous half year.	For current half year.	Collections during current half year.	Balance uncollected.		Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1886.		1885.	1886.		1885.	1886.		1885.	1886.		1885.
														Upper Ganges Canal (Local).	Lower Ganges Canal (Local).	Through.	Upper Ganges Canal (Local).	Lower Ganges Canal (Local).	Through.	Upper Ganges Canal (Local).	Lower Ganges Canal (Local).	Through.	Upper Ganges Canal (Local).	Lower Ganges Canal (Local).	Through.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
₹	₹	₹	₹	₹	₹	₹		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	34,321	12,713	3,714	23,502	17,113	5,662	1,108,409	292,846	968,931	912,350	252,748	1,428,232	₹5,25,976	₹2,65,627	₹5,15,819	₹5,27,181	₹2,01,085	₹6,03,550	684	651	641	6,090	775	485
Tollage.							Grains	35,906	31,016	66,922	30,441		67,441																							
Private Boats	560	5,440	4,800	1,200	5,337	5,048	Cotton	12,184		12,184	20,514		20,614																							
Government Boats	...	499	499	...	737	737	Oilseeds	15,103	2,657	17,760	24,921		24,921																							
Rafts	...	1,887	1,887	...	1,552	1,552	Salt	11,034	2,687	13,721	8,160		8,160																							
Carrying Operations.							Metals	980	21,603	22,583	16,435		16,435																							
Boating	...	108	108	...	138	138	Building materials	299,406	203,108	502,514	650,273		650,273																							
Fines and Sundries	...	13	13	...	37	37	Miscellaneous goods	103,000	13,901	116,901	71,317		71,317																							
Ground rent	...	820	820	...	948	948	Firewood	134,013	11,560	145,573	152,675		152,675																							
							Bamboos	177,797	600	178,397	204,892		204,892																							
							Timber	174,176	2,044	176,220	152,861		152,861																							
							Miscellaneous timber.	6,001	968	6,969	11,896		11,896																							
Upper Ganges Canal	290	5,626	5,295	621	5,613	5,463		5,295	2,832	8,127	5,295	2,832	8,127	12,713		3,714	23,502			1,108,409	292,846	968,931	912,350	252,748	1,428,232	₹5,25,976	₹2,65,627	₹5,15,819	₹5,27,181	₹2,01,085	₹6,03,550	684	651	641	6,090	775	485
Lower Ganges Canal	270	3,141	2,832	579	3,136	2,997		2,832	1,546	4,378	2,106	1,546	3,652	34,321	12,713			17,113	5,662																	
Total	560	8,767	8,127	1,200	8,749	8,460		8,127	4,378	12,505	7,401	4,378	11,779	46,277		3,714	23,502			2,370,226		968,931	912,350		1,428,232	₹11,31,816						1,976			7,359		

Total Current half year. 226,685 | 1,154,800 | 1,381,485
Total Corresponding period of previous year. 290,204 | 969,600 | 1,259,804

H. W. CONDUITT,
Asst. Secy. to Govt., N.-W. P. and Oudh, P. W. D., I. B.

ALLAHABAD,
The 19th January 1887.

Comparative Return of Traffic carried on the Agra Canal for the half years ending 30th September 1886 and 1885.

		Current half year.			Corresponding period of previous year.			Tonnage.		Ton-mileage.		Value of goods.		Number of passengers.	
		Up.	Down.	Total.	Up.	Down.	Total.	1886.	1885.	1886.	1885.	1886.	1885.	1886.	1885.
1	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.					R	R		
Tollage.															
Private Boats	Grains	200	129,730	129,930	375	57,784	58,159	19,422	7,103	1,031,603	694,016	4,13,189	1,96,555	281	...
	Cotton	...	168	168	...	...	...								
Government Boats	Oilseeds	...	1,182	1,182	...	1,742	1,742								
	Salt	...	...	...	100	...	100								
Rafts	Metals	12,250	...	12,250	...	...	...								
Carrying Operations.															
Boating (Government)	Building materials	251,051	45,800	296,851	90,547	2,850	93,397								
Fines and Sundries	Miscellaneous goods	1,550	15,825	17,375	1,540	30,275	31,815								
Ground rent	Firewood	22,678	13,095	35,773	750	2,900	3,650								
	Bamboos	...	...	...	...	...	...								
	Timber	...	1,750	1,750	...	4,050	4,050								
	Miscellaneous timber	...	33,475	33,475	...	510	510								
Total		287,729	241,025	528,754	93,312	100,111	193,423								

	Demands.		Same period of previous year.		Nature of Cargo.	Current half year.	
	Balance from previous half year.	For current half year.	Demands.	Collections.		Up.	
1	2	3	6	7	8	9	
	R	R	R	R		Mds.	
Tollage.							
Private Boats	...	2,027	1,408	1,408	Grains	200	
Government Boats	...	350	301	301	Cotton	...	
Rafts	...	1,155	28	28	Oilseeds	...	
					Salt	...	
Carrying Operations.					Metals	12,250	
Boating (Government)	...	2,325	210	210	Building materials	251,051	
Fines and Sundries	...	...	...	...	Miscellaneous goods	1,550	
Ground rent	...	...	...	...	Firewood	22,678	
					Bamboos	...	
					Timber	...	
					Miscellaneous timber	...	
Total	...	5,857	1,947	1,947	Total	287,729	

H. W. CONDUITT,
Asst. Secy. to Govt., N.-W. P. and Oudh, P. W. D., I. B.

ALLAHABAD,
The 19th January, 1887.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

SUMMARY OF THE WEATHER REPORT FOR FEBRUARY 1887.

Extract from the Proceedings of the Government of India, in the Revenue and Agricultural Department (Meteorology) No. 42 Met.—dated Calcutta, the 18th March 1887.

Read the following:—

Summary of the Weather Report for February 1887.

The unusually low temperature which prevailed in January throughout Western and Central India, as well as over a large part of the Bombay Presidency and Bengal, continued during the first ten or twelve days of February. In Northern and Central India, the depression was greatest between the 8th and 11th. Some of the temperatures of this period were the lowest recorded for several years back. Among others the following may be noticed:—

Rawalpindi	28·7°	Khandwa	35·4°
Jacobabad	29·0	Allahabad	39·1
Roorkee	34·8	Hazaribagh	40·9
Ajmere	32·0	Calcutta	47·7
Jubbulpore	35·4	Dacca	45·5

After the 12th, the temperature rose, amid some rather rapid oscillations, to the end of the month; and to such an extent that, despite the unusual cold of the first 12 days, the average temperature of the whole month was from 2° to 4½° above the general average of past years, at most stations in the Punjab, Kumaon, Central India, Rajputana, and Sind; and from 1° to 2° in the rest of the Bombay Presidency. At the end of the month, the temperature was remarkably high in North-Western and Central India—especially so on the hills, where the excess varied from 10° to 17°. On the plains of North-Western India it was between 4° and 9°. In Bengal, the Central Provinces, and Burma, however, the mean temperature of the month was from 1° to 2° below the average; elsewhere the differences were small.

The atmospheric pressure was low during the first week, but from the 7th or 8th the barometer rose, and, on the 15th, was exceptionally high throughout Northern and Central India; after which a fall again set in and continued to the end of the month. The mean pressure of the month differed but little from the average. In general, except in the Punjab, the northern half of the North-Western Provinces, Lower Assam, Cachar, and Burma, there was a slight excess of pressure, greatest in Kathiawar and Cutch, the Konkan, North Deccan, and Khandesh; but elsewhere not exceeding "·02".

The month began with settled weather and winds of the normal character, except in the Indus Valley, where they were southerly, influenced by a barometric depression in Baluchistan. During the next twenty-four hours, this depression advanced eastward to Sind and Rajputana; whence it travelled first a little to the north and then almost due east to the Eastern Districts of the North-Western Provinces and Behar; a small subsidiary depression remained in the Kumaon hills, and the weather in that region was unsettled through the first week; on the 6th and 7th there were slight falls of snow at Simla and Ranikhet. The weather then cleared, the barometer rose quickly all over the country, an axis of high pressure was established across North-Western India, and the dry westerly winds which usually accompany this distribution of pressure, swept over most of Northern India, and sometimes invaded the northern half of the Peninsula.

After the 15th, an almost continuous fall of the barometer again set in throughout North-Western and Central India, but fine weather prevailed all over the country, and hardly any rain was reported.

The month was remarkably dry, the humidity of the atmosphere being as much as 6 to 20 per cent. of saturation below the average, in Northern, Central, and Western India, and by smaller amounts in a large portion of the Madras Presidency. There was but little rain, the only exceptions being slight falls at the hill stations, and thunderstorms at Chittagong and two or three stations in the south of the peninsula. In Burmah, however, when the barometer was low, the rainfall was of the average amount, and in Ceylon there was a considerable excess.

The following table shows the amount of rain and the difference from the average, during the month of February 1887, according to districts as far as is indicated by the telegraphic reports: —

Districts.	Number of Stations.	Average rainfall in February.	Difference from the average in February 1887.	Remarks.
Punjab, West	7	1·49	—1·34	
„ East	4	1·19	—1·10	
North-Western Provinces, Trans-Gangetic.	9	1·31	—1·22	
„ „ Cis-Gangetic.	3	0·29	—0·29	
Behar	2	0·51	—0·51	
Northern Bengal	2	0·87	—0·84	
Assam, Cachar	3	1·76	—15·5	
Lower Bengal, Chutia Nagpur	6	1·07	—0·91	
Orissa, Northern Circars	6	0·47	—0·47	
Central Provinces, South	7	0·39	—0·39	
Berar, Khandesh	2	0·18	—0·18	
Rajputana, Central India, Saugor, and Nerbudda.	8	0·32	—0·32	
Sind, Cutch	4	0·18	—0·16	
Guzerat	3	0·09	—0·09	
Konkan	4	0·05	—0·05	
Deccan, Hyderabad	5	0·09	—0·09	
Malabar	4	0·22	—0·19	
Mysore, Bellary	4	0·14	+0·01	
Carnatic	6	0·37	—0·19	
British Burma	6	0·13	+0·03	
Ceylon	1	1·71	+0·49	

METEOROLOGICAL OFFICE,
SIMLA;
The 6th March 1887.

RUCHI RAM SAHNI,
2nd Assistant Meteorological Reporter to the Government of India.

As some speculations of an unfavourable character relatively to the prospects of the coming season, have been based on the apparent resemblance of the weather of January to that of the same month in 1877, it may be pointed out that the weather of February has been quite of a different character from that of its homonym in the same year. In February 1877, to quote from the official report, "the rainfall was very considerably in excess, for the month, over the Punjab (more especially in the Eastern Districts), in the North-West Provinces, Oudh, Behar, Bengal, Chutia Nagpur, Orissa, and the Central Provinces. * * * In the Bombay Presidency it was in excess; half an inch more rain falling than usual." This year February has been rainless or nearly so, throughout Northern and Central India. Moreover, in both January and February 1877, the barometer was remarkably high. This year it was remarkably low in January, but slightly above the average in February.

HENRY F. BLANFORD,
Meteorological Reporter to the Government of India.

CALCUTTA;
The 11th March 1887.

RESOLUTION.—Resolved that the Summary be published in the *Supplement to the Gazette of India.*

E. C. BUCK,
Secretary to the Government of India.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

FINANCIAL STATEMENT for 1887-88.

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FINANCIAL STATEMENT for 1887-88.

1. The Accounts for the year 1885-86 correspond very closely with the figures of the Revised Estimates given in the Financial Statement for last year. The deficit in that year was then calculated at £2,890,800; the actual figure as now finally shewn in the Accounts is £2,801,726. *Accounts; 1885-86.*

2. The Revenue Estimates for the year 1886-87 have not in any material degree been modified by the results of the year. It will be seen from figures furnished in a later page of this Statement that the revenue taken in the Revised Estimates of 1886-87 exceeds that shewn in the Budget Statement of the same year by £273,000. *Revenue Estimates; 1886-87.*

3. The Estimates of Expenditure have been disturbed by two causes which, at the time they were under preparation, were known to threaten uncertainty, but in other respects they are borne out by the result shown in the Revised Estimates. There has been a greater charge on the expenditure side than was provided under the head of Exchange, the difference being £474,600; and events in Upper Burma have compelled the Government to maintain a strong force there throughout the year, and to carry out the active operations necessary to secure and preserve order. The extra cost on this head for the year 1886-87 may be put at £860,000. The combined excess expenditure under these two heads during the year 1886-87 for which the Government has had to make provision amounts to £1,334,600. *Expenditure Estimates; 1886-87.*

4. The revision of the engagements with Provincial Governments has occupied the attention of the Government during the year. The five-year contracts with the Provincial Governments, which expire on 31st March 1887, have been renewed, during the year now closing, with the assistance of the Finance Committee. In the renewal of these contracts opportunity has been taken to submit the revenue and expenditure of the several Local Governments to the scrutiny to which the Government of India has subjected departments subordinate to itself. The matter is fully dealt with in the following pages; but it may be stated here that, after allotting to Provincial Governments the sums necessary for the services assigned to them, the revenues of the Government of India through the re-arrangement of the Provincial Contracts have been strengthened by a maximum sum of £640,100, though in the ensuing year the amount taken on the estimates is, for reasons which will be explained, £490,000 only. The Finance Committee's recommendations, and those of Sir Charles Elliott and his colleagues who were appointed when the Finance Committee had separated to carry to a conclusion certain inquiries, will for a considerable time continue to occupy the attention of the Government, extending as they do to a variety of subjects, and dealing with them in great detail. It is impossible to estimate at present what the net result may be of the decisions ultimately to be taken by the Government on the various suggestions of the Finance Committee; to whom, meanwhile, the Government is greatly indebted for their discharge of the task entrusted to them. The yield of the Income Tax during the year is taken in the Revised Estimates at £1,348,100 against £1,458,100, the figure entered in the Budget Estimates. Measures have come into force during the year for carrying into effect what is known as Article III of the Chefoo Convention. By that Article opium entering the treaty ports in China will in future pay a consolidated sum of taels 110 per picul, and *Enumeration of questions of importance under consideration during 1886-87.*

will be free of all the further inland duties known as lekin, instead of paying, as hitherto, 30 taels per picul duty, and whatever lekin might be imposed upon it in the course of its transit inland. The Convention came into force on February 1st, and is now in full vigour.

Estimates; 1887-88.

5. Turning to the ensuing year and taking as a guide the results shewn in the Estimates of the closing year, we find that the main points in the revenues and expenditure of the year which is commencing may be thus summarised. An addition has been made to Imperial revenues of £490,000 by the revision of the Provincial Contracts; but of this, £400,000 was anticipated in the receipts of 1886-87 in the form of contributions from certain Local Governments. A further sum of £256,300 has been taken as the estimated increase in the revenue of Upper Burma, and £625,600 has been added to the Railway revenue; a net total of £971,900 on the revenue side, to which must be added an item of £359,100 explained in paragraph 18 as taken on exchange; on the Expenditure side this is balanced by the additional charge of £285,400 in the expenditure necessary for Upper Burma and by £781,300 increased railway expenditure, debitable to revenue. Provision is made in the Estimates of 1887-88 for £344,984 for giving further effect to the increase to the effective strength of the army, decided upon in 1885-86. The excess of revenue on the above accounts is nearly the same as the excess of expenditure.

Taxation not proposed.

6. These remarks exhibit the main results of the past year, and the general outcome of the anticipations for the coming year. It may be added here that, in view of the causes which have led to an increase of expenditure, and to the other considerations which present themselves in connection with the financial situation, it is not the intention of the Government to add to existing taxation. The growth of expenditure in the Estimates of 1886-87 and 1887-88 arises in part from war charges and in part from a further fall in the exchange; and the Government is of opinion that it would be undesirable to seek to meet the deficit at present arising from these causes by the imposition of further burdens. The attention of Her Majesty's Government has, during the year now closing, been turned to the difficulties caused to the Government of India by the fall in silver, and the question of gold and silver currency has been submitted to a Royal Commission, the result of whose deliberations must be awaited. The present military expenditure in Upper Burma is of a temporary nature; and although considerable sums must be expended during the next two or three years in opening up communications in Upper Burma, and in providing the public buildings necessary for the accommodation of the garrison and for the conduct of business, it may be expected that with the return of order the revenues of Upper Burma will expand, and that its resources will become in an increasing degree available. For the present, therefore, until the outcome of present difficulties is seen more clearly, the Government considers that in providing for the necessary expenditure arising from its administrative needs, it should avail itself of resources which, in times of surplus, are assigned from its revenues to the construction of railways or to the diminution of the amount which it borrows annually for railways. Having thus indicated the outlines of the financial situation of the two years, 1886-87 and 1887-88, I proceed to a statement of the results shewn on the accounts of 1885-86, the Revised Estimates of 1886-87, and the Estimates of 1887-88, and of the measures to which the Government has had recourse in order to maintain equilibrium.

Accounts of 1885-86.

7. In the last Financial Statement the Revised Estimates of 1885-86 were given as Revenue, £73,598,100; Expenditure, £76,488,900; Deficit, £2,890,800. The Accounts closely correspond with the above result, and are—

	£
Receipts	74,464,197
Expenditure	77,265,923
Deficit	2,801,726

Results of Accounts, 1885-86.

The deficit, as explained last year, was entirely due to the excess expenditure caused by the military preparations of the year, in anticipation of war, to increased political expenditure, and to the cost of the expedition to Burma. There is nothing in the Accounts which calls at this late date for further explanation.

8. As the Budget provided for a surplus of £646,600, the final result was worse than the Budget by £3,448,300. The main items of this difference were as follows:—

	Better+.	Worse—.
Imperial—		
Opium	...	661,000
Delimitation Commission, Rawalpindi Durbar, and Political subsidies	...	412,900
Army—Quetta Force	...	2,116,500
„ Burma Expedition	...	604,900
Exchange	...	709,700
Railway Revenue Account	789,600	...
Reduction of Expenditure under Buildings and Roads	278,500	...
TOTAL	1,068,100	4,505,000
Net worse	...	3,436,900

Full explanation was given in the Financial Statement of 1886-87 under each of the above heads.

Results of Revised Estimates, 1886-87.

9. The Budget Estimates for 1886-87 were Revenue £75,798,700; Expenditure, £75,616,500; the estimated surplus was therefore £182,200. On the Revised Estimates for that year, after taking from the Famine Insurance Grant, as explained in paragraphs 68 *et seq.*, the amount necessary to obtain equilibrium the figures stand:

	£
Revenue	76,071,700
Expenditure	76,071,200
Surplus	500

Items of Excess Expenditure.

10. The Estimates of 1886-87 have been very materially modified during the course of the year, and the result above arrived at is due, as will be seen, to the adoption of measures which were not contemplated when the Estimates for the year were framed. Excess expenditure on account of military operations in Burma, to the amount of £860,000, was incurred during the course of the year. The Civil Estimates for Upper Burma were increased by £289,300, mainly on account of Police. Opium gave £328,700 less; the charge on account of exchange was increased by £474,600. There were other items of increased expenditure of less importance, but the total of the four items above enumerated amounts to £1,952,600.

11. The Revenues in the Revised Estimate, on the other hand, amounted to £76,071,700, against £75,798,700 taken in the Estimates, or an excess of £273,000 only. The following table shews the causes of difference between the Budget Estimates of 1886-87, and the Revised Estimates as now presented. As shewn in the foot-note of the Statement on page 53, the final result is reduced from a surplus of £182,200 to one of £500 only, a deterioration of £181,700. The details of this are shown in the difference columns of the statement, but they may be grouped as follows:—

	Better. £	Worse. £	
Decrease of Imperial Revenue	...	63,400	Total worse 181,700.
Increase of Imperial Expenditure	...	118,300	
Increase of Provincial Revenue	336,400	...	
Increase of Provincial Expenditure / Alteration of Provincial Adjustment	...	336,400	

The two last entries necessarily counterbalance, as an improvement or deterioration in the Provincial accounts merely increases or diminishes the Estimate of the Provincial balances left at their credit at the end of the year.

12. The minuter details of the four amounts last stated will be seen from the following statement, the Imperial columns being those with which we are immediately concerned. Explanations regarding the more important differences will be found at a later page :—

Revised Estimate, 1886-87, compared with Budget Estimate, 1886-87.

	Revenue.		Expenditure.	
	Imperial. Increase + Decrease —.	Provincial and Local. Increase + Decrease —.	Imperial. Increase + Decrease —.	Provincial and Local. Increase + Decrease —.
	£	£	£	£
Revenue Heads—				
Land Revenue	—290,200	+140,400	—74,300	+500
Opium	—328,700	...	+134,000	...
Salt	+150,400	—4,300	—7,300	—6,300
Stamps	+10,400	+16,300	—2,000	+4,300
Excise	+63,300	+67,500	+5,700	+5,800
Other Heads	—132,700	+48,200	—13,000	+69,000
Interest	—6,200	+1,400	—32,700	—200
Post Office, Telegraph, and Mint	+62,500	—1,200	—38,100	—2,500
Civil Departments	+8,400	+11,100	+356,700	—102,000
Miscellaneous	+45,800	+11,600	—106,600	—10,100
Famine Relief	...	...	—1,049,000	—400
Construction of Railways	...	...	...	+78,700
Railway Revenue Account	+247,500	+44,400	—185,100	—30,300
Irrigation	—20,900	—5,900	+34,700	+9,100
Buildings and Roads	+2,300	+6,900	—46,000	—77,300
Army Services	+45,700	...	+780,300	...
Provincial Adjustments	...	...	...	+398,100
English Account—Sterling	+52,700	...	—139,900	...
Exchange (at 1-5½)	+26,300	...	+500,900	...
Total	—63,400	+336,400	+118,300	+336,400

13. It is explained in the course of this Statement that the Government had before it, in connection both with the year 1886-87 and 1887-88, the alternatives of deficit, fresh taxation, or temporarily withholding of the grant from Revenue to railways, and reduction of debt, under the head of Famine Insurance. For reasons which will be presently given, the latter step having been determined upon, the sum of £1,049,400 thereby made available to meet other expenditure has obviated deficit. Explanation will be given hereafter of the main items of difference between the Budget and the Revised Estimates of the year 1886-87; but these remarks will sufficiently shew what were the chief causes of unforeseen disturbance, and what is the character of the measures by the aid of which it has been decided to cope with them.

Temporary suspension of Famine Insurance Railway Grant.

14. The Estimates for the ensuing year, in which again equilibrium has been obtained by means of the surplus revenues otherwise assignable to the Famine Insurance Grant, are : *Results of Budget Estimates, 1887-88.*

	£
Revenue	77,460,200
Expenditure	77,443,500
Surplus	16,700

15. Compared with the Revised Estimates of the present year the receipts are £1,388,500 and the expenditure £1,372,300 in excess. If we take the Estimates in detail, the main items of increase of revenue under the several heads such as Railways are balanced by corresponding increase of expenditure. In the same way the increase in the revenues in Upper Burma nearly meets the increase of expenditure on account of the combined military and civil expenditure in that province. The net charge in the Estimates of 1887-88 under this head amounts to £1,770,500 distributed over charges in respect of Collection, Law and Justice, Police, Marine, Civil and Military Works, and Army, as against £1,741,400 in the Revised Estimates of 1886-87. The excess of expenditure over revenue on account of Upper Burma in the Estimates of 1887-88 will be seen from the following figures :— *Excess expenditure, Upper Burma.*

Upper Burma Receipts—	£
Revenue Heads	551,600
Public Works Receipts	2,100
	553,700
(Revised Estimate, 1886-87	£297,400)

Upper Burma Expenditure—	£
Police	737,000
Other Civil Charges	321,200
Irrigation Works	24,000
Civil Works	156,000
Military Works	300,000
Extra Army Charges	720,000
Marine ditto	66,000
	2,324,200
(Revised Estimate, 1886-87	£2,038,800)

16. An additional charge of £344,984 is included in the Estimates of 1887-88 under Army, being the sum provided to meet increased expenditure consequent on the prosecution of the measures for increasing the strength of the army determined on in 1885. The total estimate under Army is, however, only £126,400 in excess of last year, owing to a diminution in the military charges for Upper Burma in 1887-88 as compared with the present year. After deducting the contribution of £400,000 last year, there is a further net gain of £90,000 under various heads in connection with the revision of the Provincial Contracts. Minor items of increase in receipts or decrease in expenditure bring about the balance of the Budget which is shewn on the Estimates as will be seen from the statement below. *Army.* *Gain on Provincial Contracts.*

17. The Budget Estimates for 1887-88 work out to a surplus of £16,700 or £16,200 more than the Revised Estimates of 1886-87. The detail of this is as follows :— *Comparison of Budget Estimates of 1887-88 with Revised Estimates of 1886-87.*

	Increase.	Decrease.	
	£	£	
Imperial Revenue	967,500	...	£16,200 Better.
„ Expenditure	...	951,300	
Provincial Revenue	421,000	...	
„ Expenditure	...	421,000	
„ adjustment			

The details of these increases and decreases are shewn in the annexed statement :—

Budget Estimate, 1887-88, compared with Revised Estimate, 1886-87.

	Revenue.		Expenditure.	
	Imperial. Increase+ Decrease—.	Provincial and Local. Increase+ Decrease—.	Imperial Increase+ Decrease—.	Provincial or Local. Increase+ Decrease—.
	£	£	£	£
Revenue Heads—				
Land Revenue	+191,400	+135,700	−73,100	+226,700
Opium	−5,600	...	− 78,400	...
Salt	+72,800	−6,800	+79,000	−93,000
Stamps	−809,300	+804,400	−27,900	+26,500
Excise	+931,100	−971,300	+28,000	−26,700
Other Heads	−58,300	+178,900	+23,300	−49,000
Interest	+47,600	−900	+59,200	−100
Post Office, Telegraph, and Mint	+51,200	+800	+78,600	+2,900
Civil Departments	−15,000	−14,500	+260,400	+147,000
Miscellaneous	+359,100	−5,700	+6,700	+21,100
Famine Relief	...	...	−218,800	+1,400
Construction of Railways	...	...	...	−112,900
Railway Revenue Account	+342,900	+282,700	+402,200	+182,600
Irrigation	+75,500	+17,700	−279,500	+326,600
Buildings and Roads	−152,200	*Nil*	+262,400	−49,800
Army Services	+11,300	...	−58,700	...
Provincial Adjustments	...	..	...	−182,300
English Account, Sterling	−54,800	...	+435,900	...
Exchange (@ 1-5⅛)	−20,200	...	+162,000	
Total	+967,500	+421,000	+951,300	+421,000

18. On the Revenue side the Land Revenue is on the whole better by £327,100—mainly in Upper Burma £209,900, and Bombay £134,100. Salt, which is almost entirely an Imperial Revenue, is estimated to give six or seven lakhs better returns, part of which is in Madras, and part in Upper India, where the opening of the Jhelum Bridge will improve the sales of Punjab Mine Salt. Both Stamps and Excise are estimated a little lower than the figures of the Revised Estimate of 1886-87. But a quarter of the revenue passes in the new Provincial Contract from Imperial to Provincial in the first case, and from Provincial to Imperial in the second. The figures against other Heads are affected by a similar transfer, but there is a net gain of £120,600, of which part is under Assessed Taxes and part is a payment of arrears under Tributes. Under Miscellaneous in the Imperial column there is an increase of £359,100, entirely due to the entry against Exchange. It represents for the most part the gain to the Government by its contracts with Railway Companies in accordance with which they make their remittances to this country at a rate which involves the payment to them in India of amounts smaller than those which at the exchange equivalent at present rates would have to be paid. There is a similar large receipt in the Accounts of 1886-87, but it is there counterbalanced by the exchange charge borne by Government in remitting money to pay off £1,128,800 of the Stock Receipt Loan of 22nd April 1854. In the Railway Revenue Account the total improvement is £625,600, which is mostly in the revenue of State Railways, as the returns of Guaranteed Railways are not estimated so high as those of 1886-87.

Remarks on financial situation and prospects.

19. Before entering into further examination of the measures proposed in 1887-88 in connection with the Budget, we may make a brief estimate of the present position and prospects of the finances, viewed, so far as at present we can see them, as a whole. It will be seen from the General Statement at page 54 that the Indian revenues have increased from £74,464,197 in the accounts of 1885-86 to £77,460,200 in the Estimates of 1887-88, or, in round figures, by

£3,000,000. Of this we may say that £1,680,000 are due to what are known as the "Principal heads of Revenue," in which are included £553,700 on account of the estimated revenue of Upper Burma, and £902,966 on account of Assessed Taxes; while £1,200,000 arise from increased Railway Receipts, and £100,000 from Irrigation, a total of £2,980,000, or, in round numbers, three millions. The year 1885-86 was a year of abnormal expenditure, and is therefore somewhat inconvenient for purposes of comparison on this side of the account. The expenditure, however, in that year is shewn at £77,265,923, the estimated expenditure of 1887-88 being £77,443,500. Eliminating in 1885-86 £3,050,000, on account of the net extraordinary expenditure connected with military preparations, and deducting similarly £1,770,000 in 1887-88, being the net excess of expenditure in Upper Burma, we have, in 1885-86, an expenditure of £74,215,923 against £75,673,500 in 1887-88; an excess of £1,457,577 in the latter year, to which must be added £1,406,000 on account of the Famine Insurance Grant, which has not been charged against Revenue in the Estimates of 1887-88. The net increased expenditure in the latter year, as compared with 1885-86, will then be £2,863,577. The chief items contributing to this are (*a*) excess expenditure (largely composed of the increased charge for interest) on the Railway Revenue Account, the figures of which, excluding exchange, are for 1885-86 £12,820,911, and for 1887-88 £14,490,300, a difference of £1,669,389 (these charges are abnormally high in 1887-88), (*b*) Exchange (£1,104,912), and (*c*) charges arising from the increase to the strength of the army. Against the £3,000,000 increased receipts we thus have £2,863,577 net increase shewn above *plus* £1,770,000 extraordinary charges, or £4,613,577, the difference, roughly speaking, being the amount which we have met by the transfer of the charges under Railway Famine Insurance to Loan.

20. The net addition since 1885-86 to Imperial Revenues, as distinguished from Provincial, may be put in round numbers at £880,000 on account of Income Tax, and £640,000 by the revision of the Provincial Contracts, or £1,520,000. We are engaged in examining further projects of retrenchment, though we shall not, for some time to come, be able to say what will be the amount of our further economies. On the other hand, we shall have brought upon our estimates before long the total addition to military charges consequent on the increase to our forces. We may expect that this will be more than provided for by the additions to Revenue just indicated. We may also consider that, with the exercise of prudence, the growing receipts of our railways will about equal the future increase of expenditure on railways debitable to revenues, including interest on debt incurred for construction of State Railways and Payment of surplus profits on Guaranteed Railways. To the growth of other heads of receipt we may look for an equivalent to the interest charges on account of such capital outlay as that for defence works. Apart from war or famine there remains, so to speak, uncovered, the future growth of expenditure connected with exchange, a source of gravest anxiety regarding which I have no desire to modify the remarks recorded last year. This item has increased from £4,411,437 in the Accounts of 1885-86 to £5,500,500 in the Estimates for the year 1887-88. It is impossible to foresee what will be the future increase; but it may be said that, so far as an unfavourable exchange is due to larger drawings by the Secretary of State owing to increased purchases of material for railway construction, the ratio of increase will be lessened in proportion as the railways now in course of active construction by the State approach completion. It must also be remembered that the net surplus of railway receipts will become more considerable, on the one hand as the lines now in course of construction are opened and as capital at present unproductive yields returns, and on the other hand as the expenditure remaining on account of construction diminishes. In both these directions some set-off may be looked for against increasing charges on account of exchange. The excess military expenditure

on account of Upper Burma will disappear, it may be hoped, in next year's estimates. But the Civil expenditure will probably, for the next two or three years, be in excess of the revenues of that Province, and so long as this proves to be the case, it must continue to be of the nature of an extraordinary charge, for which some special provision such as that of this year may have to be made. Apart from the question of silver, there would seem, therefore, to be no grounds for anxiety greater than those here indicated. Much caution is needed for the present, because we cannot look forward to relief through the immediate increase of our net receipts in any material degree from the opening of new railways, or the slackening of construction; and because in proportion as we utilise our surplus revenues for administrative needs we draw upon resources which form the first reserve in the event of an outbreak of famine. But, (excepting silver), among the elements of calculation which I have enumerated there are as many favourable to increase of revenue as to growth of expenditure; and it may be added that while the latter, such as we know them to be, will gradually, from the nature of the case, become less onerous, the former are expansive and elastic. It may be added in this connection that £53,343,790 India 4 per cent. sterling stock are redeemable in 1888, and that, on the redemption of this stock, some relief to the finances may be expected.

Necessity of explanation regarding course pursued in respect of Provincial Contracts and Famine Insurance Grant.

21. I now go on to explain the considerations by which the Government has been guided in dealing with the revision of the Provincial Contracts and the Famine Insurance Grant, measures which occupy a prominent place in connection with the Budget of 1887-88, and in regard to which its policy will be fully stated. The decision taken in regard to these two heads has largely contributed to bring about the balance between receipts and expenditure. The former has added to the Imperial Revenues a sum of about £550,000 annually for the next five years; the latter, though a measure temporary in character, has decreased the charges against Revenue by the sum of £1,248,000. I hope not to be tedious if I examine at some length the character of the financial relations established between the Government of India and the Local Governments by the successive arrangements which have been concluded since 1870, as well as the nature of the obligations imposed upon the Government under the present form of the Famine Insurance scheme. It is necessary to do this in order to explain why the Government has felt free to avail itself of the resources existing in either of these directions. It was inevitable that, on the expiry of the five years' term of the late contracts, at a time when the finances of the Government of India are subjected to excessive strain, the assignments made to Provincial Governments for a fresh term of years to enable them to meet the charges of provincial administration should be reviewed with special regard to economy. The result of the arrangements concluded between the Provincial Governments and the Government of India has been to reduce the Provincial revenues at the time existing, and the circumstances in which reductions have been made, no less than the system under which they have been made, may have been temporarily lost sight of. In a Resolution published in the *Government Gazette* of 28th January 1887, the Government of India has already stated, in general terms, the principles by which it was guided in the arrangements recently concluded with Provincial Governments. I shall have occasion to return presently to that Resolution; but my object at present is to recal the past history of the measures which have been the outcome of what is known as the policy of decentralisation, and to prove that our procedure in the late revisions has been identical with the procedure laid down in past times. I believe that if we had dealt with the question in any manner other than that in which we have disposed of it, we should have made ourselves justly liable to the charge of introducing

Proposed review of past measures in connection with provincial finance.

elements into the policy destructive to its stability, and inconsistent with the security of the finances of the Government of India, which are the only serious guarantee for the independence of Provincial finance.

Object of the following remarks stated.

22. I shall, in the first place, recal the fact that in 1870 it was as much the aim of the Government of India to strengthen its own finances as to improve the relations existing in financial matters between itself and Provincial Governments. To that end, I shall explain, the Government of India not only required Provincial Governments to make good from their own resources the balance between the expenditure allotted to them and the funds assigned to meet this expenditure, but, at a later date, when the matter had passed into a further stage, it reserved to itself, with certain exceptions, all increase of revenue accruing during the term of what are known as the "Contracts." It will be then shown that the Government of India has refused to recognise any claim against it to furnish funds except those allotted simultaneously with given heads of expenditure to meet the further growth of expenditure, in the branches of administration assigned to Local Governments; and that, on the contrary, it has repeatedly referred to its discharge from all obligations under this head as one of the principal objects which it has had in view. While the Government of India has left to Local Governments the use of their share in the increase, during the contract term, of the revenues assigned, it will be explained that it has, in specific terms, and on successive occasions,—in 1882, as in previous years—laid down and acted upon its claim to review and revise its share in the common revenues when the term of contract expired. It has been compelled again, on the present occasion, to act in accordance with this last reserve, because, important though they unquestionably are, the interests of the Local Governments in matters of finance are second to those of the Supreme Government, upon which rests the sole responsibility for the maintenance of the financial credit of India. The only question, therefore, which can arise out of the measures recently taken in connection with provincial finance is in connection with the extent to which the Government of India has used its powers. On this point the necessary information will be given, and the resources left at the disposal of Provincial Governments will be stated.

23. I propose to shew that the following four positions, in pursuance of which we conducted the late revisions, have in past years been established in the course of the arrangements connected with the Provincial Contracts. They are as follows:

Enumeration of four positions established in past years in connection with Provincial Finance.

First: That the amount of the funds assigned to Provincial Governments need not exceed, or equal, the amount of the expenditure assigned at the time when the contracts are made; Provincial Governments being expected to provide by their own resources the difference between the assigned revenue and expenditure.

Second: That the growth of provincial expenditure during the term of a contract must be met from growth of provincial revenues, except in cases where considerable expenditure is undertaken by Local Governments to meet the wishes of the Government of India, and to carry into execution projects which are pressed upon it by that Government.

Third: That the Imperial Government reserves its claim, at the expiry of a term of contract, to such share as the circumstances of the time may make necessary in the increase of revenues which have accrued to the Province during the term of the contract, but which were reserved to the Provincial Government during such term.

Fourth: That the power of enforcing reduction, on the occasion of a new Contract, of the assignments of revenue made at the previous contract, is a condition implied in the system of Provincial Contracts, and has been uniformly acted on.

24. The orders in accordance with which these four several conditions have been laid down more or less overlap one another in point of time, and it is not very easy precisely to separate the circumstances in which each was determined. But they may be grouped more or less exactly round the successive arrangements of 1870, 1877, and 1882, and it is in that order that I will take them. I begin with 1870. The Resolution of December 14th, 1870, which was the first embodiment of the views and intentions of the Government of India on this subject, commenced by declaring that it was desirable to enlarge the powers and responsibilities of the Governments of Presidencies and Provinces, in respect to the public expenditure in some of the Civil Departments. It developed the reasons which had led the Government of Lord Mayo to that decision; and in paragraph 8 it indicated the liability to which, under its provisions, Provincial Governments would be required to subscribe in order to obtain the enlargement of powers and responsibility which it was the object of the Government of India to assure to them;

Measures of 1870 in regard to the first of the above four positions.

"It would have been satisfactory had His Excellency in Council been able to propose the enlargement of the power and responsibility of the Local Governments without charging upon local resources any part of the existing Imperial expenditure. This cannot be done; but it has been determined to make as small a demand upon these resources as possible. At the same time, it should be remembered that the relief of the Imperial finances has been a principal object in the discussion of such measures on former occasions."

Resolution of December 14, 1870.

That paragraph shews the important reserve as to the relief of the Imperial Finances with which, at its inception, the system of decentralisation was accompanied. The grants assigned, with certain branches of expenditure, to the several Local Governments were less than the grants made in the previous year for the same services; the balance was to be found, whether by economy or by local taxation, by Local Governments themselves. It was declared to be impossible to introduce the system without making an initial demand on the resources of Local Governments, though it was desired that the demand should be as small as possible. The amount by which the expenditure of the several branches of the administration assigned exceeded the revenues allotted to meet it was £330,800, or 6 per cent. on the whole arrangement. It was expected that the Local Governments would furnish themselves, not only with this sum, but, which is of no less importance, with all further sums necessary to meet the growth of expenditure in the departments assigned to them. In the course of his Financial Statement for 1871-72, Sir R. Temple wrote—

Reserves established therein, and reductions made in funds assigned for expenditure.

Sir R. Temple.

"The Local Governments are to have a fixed annual allotment from the General Exchequer for these particular Services, and are to appropriate as Local Income all Receipts connected therewith. They are to regulate (subject to certain General Rules) all the Expenditure on those Services. If the existing income, namely, Imperial Allotment *plus* Departmental Receipts, shall suffice for the requirements of that Expenditure, then that is well; if it shall not suffice, then the Local Governments are not to apply to the Government of India for increased Grants. They must raise what they need by Local Taxation, or by such like means (subject to our central control) if they fairly can. But if they find that they cannot fairly manage this, then they must necessarily do without the increased expenditure. However much the necessity for doing without the increase may be regretted, there is no help for it. This is the only way of following the good old rule of cutting coat according to cloth. However important progress and improvement may be, financial safety is more important still.

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"These allotments have been fixed on the basis of the Budget Grants for 1870-71 (after the deduction of the £331,038 rateably distributed). The objections which might be urged in detail against this mode of fixing the allotments have not, indeed, been overlooked. But certainly any other method that could be devised would have stirred up controversies and difficulties which might never be determined, and which would have caused an indefinite postponement of the whole measure.

"If it were urged, too, that the Grants for 1870-71, having been very economically fixed, afford too low a standard for future Allotments, we should reply that these Grants were really as much as we could possibly afford; and that we are not likely to be able to afford more for some time to come.

* * * * * * * *

"How the several Local Governments will deal with their respective shares in the retrenchment of £331,038 from the grants of 1871-72, and how they will provide whatever additional sums may be required for the finance of the services now entrusted to them, is more than I can say, at present. It is, however, clear that they have, to some extent, already made up, or are making up, their quotas of the retrenchment by savings and reductions of expenditure—a method, in my opinion, the most satisfactory of all."

Lord Mayo, on the 18th March 1871, said:—

Lord Mayo.

"Then under the *eight* Heads, it is proposed to entrust administration, under a few general conditions, to Provincial Governments, and that a fixed contribution will be made from Imperial Revenue every year. I shall have something to say, hereafter, as to the amount of that contribution. It is intended by the Supreme Government (and I think that there should be no doubt on this point) that that sum should for some time, at all events, be a fixed sum. It is impossible to prophesy or say, at present, what can be done in the far future; but I should be misleading the Local Governments if I were not to say that it is our opinion that these sums are now fixed at an amount which cannot be exceeded for, at least, a number of years. I think it desirable that this should be perfectly understood, because one of our objects is the attainment of as great an amount of financial certainty as is possible. We believe that, in justice to other public claims which are certain hereafter to be made on Imperial Revenue, in view of increased charges for the payment of Interest and other objects, we cannot without recourse to large additional Imperial Taxation increase this sum as now fixed to any very considerable amount We know that, if it is necessary, the sums which have been hitherto allotted for this purpose can be increased by Local Taxation in a manner much less burdensome and much less offensive to the people than they could be by Imperial Taxation. If it is necessary or desirable to spend money, that money must come from some source. It is possible that the wants of the Local Governments may increase, and I dare say they will; but if they do, we believe, after the most mature consideration, that these wants can better be supplied within the limits of the Provinces themselves, than they can be by adding to the Imperial Taxation of the Empire and the general burdens of the people."

Remarks on the above extracts.

25. It is evident from these extracts that in the minds of those who introduced the Resolution of 1870, and the policy which it embodied, the assignments of revenue to Local Governments were not to be necessarily equal to the present expenditure in the several branches of administration assigned to them. The system introduced in 1870 has been since that date developed, and on three subsequent occasions, *viz.*, in 1877, in 1879, and in 1882, new arrangements have been entered into with Local Governments. We shall see that in 1877, when the system was developed, the practice adopted in 1870 was followed, and that on the second, as on the first occasion, Local Governments were expected to make good for themselves the excess of assigned expenditure over assigned revenue. Financial circumstances, on the latter of the three occasions referred to, *viz.*, in 1882, enabled the Supreme Government to deal at its discretion on terms exceptionally favourable to some of the Local Governments; but it has never in any way intimated that, in the future exercise of such discretion, it would follow the precedent of 1882 rather than that of 1870. If, on the present occasion, the assignments of revenue under specific heads of expenditure have been reduced, it has been done only in the proportion which the enquiries of the Finance Committee have shewn that expenditure itself could be cut down.

Second position established in past years.

26. I pass now to the second of the four heads indicated in a preceding paragraph, *viz.*, that the growth of provincial expenditure during the term of a contract must be met from Provincial revenue, so far as considerable expenditure is not undertaken by Local Governments to meet the wishes of the Government of India, and to carry into execution projects pressed upon them by that Government. The Government of India has at all times, as, for example, in the extracts already quoted, declined to recognise its liability for any addition to the assignments made to Provincial Governments, on the ground of the increase of provincial expenditure in the departments assigned. Not infrequently during the recent discussions in respect of the revised contracts, there has been much misconception as to the claims of Provincial Governments for assignments of revenue sufficient to meet, not existing expenditure only, but increases of expenditure contemplated by Local Governments during the ensuing five years of the contract. The following explanation will shew that any such claims have never been on previous occasions, whether in 1870 or subsequent to 1870, in any way recognised, and that to have admitted them now would have been quite inconsistent with the spirit of the whole system.

Modifications introduced in 1877 into the system.

27. It is necessary to say here that in 1877, the next occasion on which the provincial arrangements came under consideration, an important advance was made in the system of decentralization. The advance was in two directions *firstly*, some additional heads of expenditure were transferred; and *secondly*, some heads of receipt were made wholly or partially provincial, the amount of which took the place of a portion of the fixed assignment of 1870. Before discussing the latter, which was the more important, I will notice the advance made in the way of transferring additional heads of expenditure, an extension of the system which was carried out in precisely the same direction and on the same lines as the measure of 1870, which has been above dealt with.

Reductions made in funds assigned for expenditure in 1877.

28. In calculating the amounts for the several heads of the expenditure then for the first time made provincial, the figures were taken as nearly as possible at what were believed at the time to be the normal amounts. But from the total of the expenditure under the new heads then for the first time transferred a retrenchment of about 5 per cent. was made. In the case of the North-Western Provinces the amount of this retrenchment was ₹3,54,000; in other words, the Local Government was expected to undertake the management of the new expenditure with an initial grant about 3½ lakhs less than the Imperial grants hitherto assigned for the services. The difference in the assigned departments between the total expenditure after this reduction and the Provincial receipts was to be the net Imperial assignment to the Provincial Government, which was to make good, by such methods as it thought fit, the deduction of 5 per cent. above indicated. In Oudh the retrenchment for the newly transferred services was also at 5 per cent., amounting to ₹73,000. In Bengal the 5 per cent. retrenchment was similarly made, amounting to ₹5,90,000. Sir John Strachey, in his Financial Statement of March 1877, thus described the result of the arrangements made with the North-Western Provinces, Oudh, and Bengal:—

"Altogether the immediate saving to the Imperial Treasury by the arrangements entered into with Bengal, the North-Western Provinces, and Oudh is £101,780, beside guarantee of normal increments to the transferred revenues amounting to £44 000. The estimates of the year are thus better by £145,700 than they otherwise would have been. I hope that, when it becomes possible to enter into similar arrangements in other Provinces, equally satisfactory results may be obtained."

In the course of the year 1877-78 similar arrangements were concluded with the Governments of the Central Provinces, Bombay, and the Punjab. The retrenchments made from the newly transferred heads were respectively, in the case of each Province, ₹90,000, ₹73,000, and ₹2,41,000. Besides the direct retrenchments referred to above, the Imperial Government also benefited by the arrangement made in some Provinces for the transfer of productive public works to Provincial control, and by guarantees of increased revenue under some of the transferred heads. The total benefit to the Imperial Finances was stated to be about £400,000 in the Financial Statement for 1878-79 (para. 21):—

"The measures taken during the past year for increasing the powers and responsibilities of the Local Governments, the nature of which was described in the Financial Statement for 1877-78, will, it is believed, when they are complete, improve the financial position of the Government of India by an annual sum of nearly £400,000. No part of this improvement is due to fresh taxation. It is the result of the administrative changes and improvements to which the policy of decentralization has led. The original measures taken in 1870 by the Government of Lord Mayo had previously led to a saving of £330,000, and this policy, which has given increased efficiency to almost every branch of the Administration, has thus added to the Imperial Revenues a sum of about £700,000 a year, without the imposition of any fresh burdens on the people. These measures of decentralization have now been more or less completely carried out in Bengal, in the North-Western Provinces and Oudh, in the Punjab, the Central Provinces, and in Bombay, and in all cases with the complete approval of the Local Governments. The only great province in regard to which no satisfactory arrangement has hitherto been found practicable is Madras."

Further changes effected in 1877. Transfer of Revenue.

29. The second and more important advance made in 1877 was, as I have said, the transfer to Provincial Governments of Revenue. In 1870, the only Receipts which were made Provincial were the departmental receipts corresponding to the head of expenditure transferred. These were comparatively unimportant in amount. All the main heads of Revenue were retained as Imperial. In 1877, the Local Governments were given an interest in some of the main heads of Revenue. Sir John Strachey, in his Financial Statement of March 15, 1877, said (para. 5)—

Sir John Strachey.

"The weak point in those measures (the measures of 1870) was this, that, while they transferred to the Local Governments the responsibility for meeting charges which had an undoubted tendency to increase, the income of which the Local Governments had to dispose, although not quite a fixed amount, had little room for development. The difficulty has perhaps not, hitherto, been generally felt to a serious extent, because it has been met by economy and good management: it must, however, be felt hereafter; and, for this and for still more important reasons, I have always maintained that the system of Provincial Assignments established in 1871 ought to be applied not only to expenditure but to income. What we have to do is, not to give to the Local Governments fresh powers of taxation, but, on the contrary, to do all that we can to render fresh taxation unnecessary, and to give to those Governments direct inducements to improve those sources of existing revenue which depend for their productiveness on good administration.

"How is this better administration to be obtained? The answer seems to me simple: it can be obtained in one way only; not by any action which gentlemen of the Financial Department, or any other Department of the Supreme Government, can take while sitting hundreds or thousands of miles away in their offices in Calcutta or Simla; not by examining figures and writing circulars; but by giving to the Local Governments, which have in their hands the actual working of these great branches of the revenue, a direct and, so to speak, a personal interest in efficient management. It may be very wrong, but it is true, and will continue to be true while human nature remains what it is, that the local authorities take little interest in looking after the financial affairs of that abstraction, the Supreme Government, compared with the interest which they take in matters which immediately affect the people whom they have to govern. When Local Governments feel that good administration of the Excise and Stamps and other branches of revenue will give to them, and not only to the Government of India, increased income and increased means of carrying out the improvements which they have at heart, then, and not till then, we shall get the good administration which we desire; and with it, I am satisfied, we shall obtain a stronger and more real power of control on the part of the Central Government than we can now exercise."

Reserves with which the transfer of revenue was accompanied.

30. It is not necessary to dwell on the reasons which led to the adoption of the measures of 1877 further than to call attention to the safeguards to the Imperial Revenues with which the change was accompanied. In the first place, an amount, corresponding to the average at which the revenues transferred had increased in the past, was, as a rule, reserved during the currency of the contract to Imperial Revenues. In the second place, the right of the Imperial Revenues was also laid down to share during the period of the contract, in accordance with the terms thereof, in any increase over and above what was estimated to be the figure of average increase, which might be caused by the greater care in the control and management of the revenues. In the case of Bengal, the Local Government was allowed to retain during the term of the contract the whole increase in consideration of the fact that a considerable burden was then being imposed on that Province in order to guarantee to the Imperial Revenues the interest on the capital spent on the construction of canals and railways.

Remarks on the above.

31. It will be seen, therefore, that in 1877, as in 1870, the funds assigned from the Imperial to the Provincial Governments fell short of the scale of expenditure existing at the time of transfer; and the balance had to be made good from their own resources by Provincial Governments. It will also be observed that not only was no provision made by the Imperial Government for the assignment of any further grant to meet increase of expenditure during the term of the contract, but a guarantee was taken from Provincial Governments for the payment during the term of contract to the Imperial Government of increased revenues under certain heads. For increase of expenditure over the initial scale the Local Governments had to depend only on such improvement over and above the estimated ordinary increase in the revenues made provincial as they might by good management be able to secure. In later times the Provincial Governments have been allotted a share in all increase whatever of the assigned revenues.

Fixing of definite term of Contract.

32. In addition to the two safeguards to the Imperial Revenues abovementioned a third was the fixing of a term for the duration of the contracts. The periods fixed for the duration of the contracts of 1877 from 1887-88 were as under:—

North-Western Provinces	Two years.
Oudh	One year.
Bengal	Five years.
Bombay	Five „
Central Provinces	Three „
Punjab	Three „

The contracts with Burma and Assam were made for five years from 1878-79. The above periods were subsequently either extended or shortened, with the consent of the Local Governments, so as to end in March 31, 1882.

Third and fourth positions established in past years.

33. All the contracts of 1877 were therefore made for definite limited periods, at the close of which the terms were to be open to revision, and in particular the division of the increase of revenue under the transferred heads between Imperial or Provincial was to be re-adjusted. This last mentioned condition attached to the transfer of receipts to Provincial Governments brings us to the third and fourth of the four positions to which I have referred as having been established between the Government of India and Provincial Governments, *viz.*, the claim of the former on the expiry of the contract to a share in the increased revenue enjoyed by Provincial Governments during the term of a contract, and the liability of the latter to a reduction in the amount of Revenue assigned to them under the contract preceding. In 1877 it was declared to be the intention of the Imperial Government under the Provincial system to revise the terms of a contract on conditions which would be financially less lucrative to a Local Government if, on the expiry of the period fixed for the contract, circumstances

should so require. To show that this was an essential condition attached to the Provincial system from the time when main heads of receipt were first made provincial, I quote two paragraphs from the letters embodying the contract made in 1877 with the North-Western Provinces and Bengal.

First, as to the North-Western Provinces—

Case of the North-West Provinces, 1877.

"The conditions to be annexed to the proposed transfer to the Local Government of the Revenue from *Excise*, *Stamps*, and *Law and Justice* are as follows. These items of Revenue have, for some time past, grown satisfactorily, year by year: the net Revenue in 1875-76 from these sources, throughout India, was more by R52,20,000 than the corresponding net Revenue in 1870-71: the Government of India is not in a position to part with this normal growth of these Revenues. On the other hand, while it is, perhaps, too much to expect that these Revenues should continue, without more special attention than is now bestowed upon them, to increase at the rate of upwards of R10,00,000 a year, excellent results may, doubtless, be anticipated from the added care of the Local Governments when they have a particular interest in the development of these Revenues. In the North-Western Provinces, however, these Revenues have grown less, and fluctuated more, than elsewhere; and the Government of India will, therefore, be satisfied if, for the next two years, the Government of the North-Western Provinces will give to the Imperial Treasury half of any net increase that may result from its management of these Revenues: the Government of India undertaking, on its part, to bear half of any deficit that may appear. At the end of two years this arrangement will be open to revision. While the Government of India is most desirous that the Local Government should share largely in any increase of Revenue to which improved administration may lead, it is evidently reasonable and necessary that the Imperial Revenues should share in this increase. It must also be understood, as already stated, that the Government of India does not propose to surrender any portion of that normal growth of these Revenues which might have been expected to continue if no change of system had been made. (*Government of India No. 852, dated 10th February, 1877, to Government, North-Western Provinces.*)

Secondly, as to Bengal:—

Case of Bengal, 1877.

The revenue from *Excise*, *Stamps*, and *Law and Justice* will be thus surrendered for the next five years: thereafter, the whole arrangement will be subject to revision; and the Governor General in Council must then probably claim for the Imperial Revenues a share of any improvement which may ensue under the management of the Local Government in excess of the stipulated annual increments belonging to the Imperial Treasury. While the Government of India is most desirous that the Local Government should benefit largely by any increase of revenue to which improved administration may lead, it is evidently reasonable and necessary that the Imperial Revenues should eventually share in such increases. But, inasmuch as a considerable burden is being now imposed upon the Province of Bengal, in order to guarantee to the Imperial Revenues the interest on the capital spent in Bengal on the construction of canals and railways, the Government of India has consented, for the present, to abstain from claiming any part of the further increase which may be expected to these revenues in consequence of the greater attention that they will now doubtless receive from the Local Government. (*Government of India No. 1899, dated 29th March, 1877, to the Government of Bengal.*)

34. The quotations which I shall make in noticing the contracts of 1882 will show that the principle was re-affirmed and acted on in that year; the last occasion on which, previously to the present year, the contracts have come under revision.

Expansion of the system in 1879 in the case of Burma and Assam.

35. The arrangements with Burma and Assam, it may be added here, were not completed till later in March 1879. They involved a further expansion of the system. The new feature in these two contracts was that the equilibrium between the Provincial revenue and expenditure was secured, not by the grant of a lump assignment to make good the difference between the expenditure and revenue made Provincial, but by the grant of a share in the reserved Imperial revenues—one-fifth of net Land Revenue in Assam and one-sixth of Land Revenue, Forest Revenue, Rice Duty, and Salt receipts in Burma. In other respects these contracts were similar to those of 1877-78 with other Governments.

Proceedings of 1882.

36. We come now to 1882. The arrangements then made were embodied in Resolutions dated 30th September 1881 and 17th January 1882. The principles on which the settlement of 1881-82 was effected may be best described in the words of the Resolution of September 30, 1881:—

"In the first place, it is now proposed to apply to the whole of India the principle upon which the most recent settlement, namely, that with Burma in 1879, was framed. That principle is that, instead of giving Local Governments a fixed sum of money to make good any excess of provincialised expenditure over provincialised receipts, a certain proportion of the Imperial revenue of each Province should be devoted to this object. Certain heads, as few in number as possible, are wholly, or with minute local exceptions only, reserved as Imperial; others are divided, in proportions for the most part equal, between Imperial and Provincial; the rest are wholly, or with minute local exceptions only, made Provincial. The balance of transfers, being against the Local Governments, is rectified for each Province by a fixed percentage on its Land Revenue (otherwise reserved as Imperial), except in Burma where the percentage is extended to the Imperial rice export duty and salt revenue also. The advantage of this system over that which now generally prevails is that the Provincial Governments will be given a direct interest, not only in the provincialised revenue, but also in the most important item of Imperial revenue raised within their own Province."

37. In the contracts of 1882 the reservation of the estimated increase of receipts to Imperial was not separately continued. The reservations of the estimated increase and of the excess over and above the increase estimated were run together by providing in certain proportions for a division of the actual receipts between Imperial and Provincial.

38. It will be remembered that in 1881-82 the finances were considered to be in such a flourishing condition that measures were adopted having for their end the remission of large amounts at that time yielded by taxation. The sum remitted when the Budget of 1882-83 was brought forward was nearly £3,000,000. In these circumstances it was to be anticipated that the Provinces would be enabled to share in the general prosperity. The revenues assigned to them were equivalent to the expenditure, as at that time existing, and additional grants were in some cases allowed. In the Provincial Statement of 1882-83, the general result of the new Contracts was summed up to the following effect. The Imperial Government might have resumed £470,000 a year as being in excess of what was needed to cover Provincial expenditure. Of this sum it gave back to the Provincial Government £77,900 for improving the position of the Subordinate Civil Services, for general purposes in the Central Provinces, &c.; £20,000 to the Madras Government for Provincial Public Works, and £326,000 to the North-Western Provinces and Oudh, of which £10,000 was for additional kanungos in Oudh, and the remainder (£316,000) was in the form of remission of taxation. It further remitted a lump sum of £360,000 equivalent to £72,000 a year for five years, on account of the first year of the new settlements by means of a transfer to the Provincial Accounts of Bengal (£285,000), Burma (£20,000), and the North-Western Provinces (£55,000) to be effected before the close of the current year 1881-82. The total grants and remissions amounted to £496,000 a year. The net result was a loss to the Imperial Government of £26,000 for five years.

39. While the Imperial Government considered itself justified, in the state of its finances as then existing, in remitting £326,000 provincial taxation in the North-Western Provinces and Oudh,—taxation which had for its object the provision of wages to village accountants, a new charge which from that time the Government voluntarily transferred to its own shoulders,—it was careful both in its declarations and in its practice to maintain its right at the end of the five years' term, then commencing, to reconsider in its own favour the assignments to Provincial Governments. In the following words it deliberately repeated the reserves which it had established in 1877: "It is to be distinctly

Reserves embodied in Resolution dated 17th January 1882:

understood," the Government of India wrote in its Resolution dated 17th January 1882, "that the Imperial Government reserves to itself, on the expiration of the term, the power to revise the settlement, and to withdraw from any Local Government such portion of its grant as cannot then be continued without injustice to other Provinces whose means are straitened, or limitation of Imperial undertakings which need early development. To the Local Governments such revision will afford no cause for complaint, because the inducements now offered for entering into an agreement are the freedom to administer their own resources and to apply at will (subject to the general standing orders) any increase reaped during the period of settlement alone. On the other hand, while the Local Governments will undertake, for the term of the settlement, all ordinary fluctuations in their revenues and expenditure, and to make such increases in the latter as may be necessary on the existing basis of administration, due allowance will be made, by modification of the fixed percentage of land revenue or otherwise, for any material alterations in the nature of their income, resulting from legislation or organic change of financial system effected for Imperial reasons."

40. This reserve was again laid down in addressing the Bengal Government:—

in letter to Bengal Government dated 14th January 1882:

"The Regular Estimate being thus recognised as the basis, the question as to the terms upon which the new settlement is to be effected may next be considered. The principle that a Local Government is not entitled to receive, as of right or even in equity, a continuation during a new settlement of the whole increase in its Provincialised receipts which has occurred during the preceding one, is beyond serious dispute. By the nature of the case all such settlements are provisional, and must always be so. The financial administration of India is necessarily a whole. For the sake of diminution of friction and other well-known objects which need not be specified, the Imperial Government delegates a share in this administration to Local Governments. It makes a rough calculation that a certain portion of the general income, together with the increment thereon, will suffice to meet the expenditure which it retains under its own control, and it hands the rest over to Governments, with the obligation to meet out of it certain necessary expenditure and with leave to spend in addition, and as they please, any increment in the assigned income which they can manage to create. But it cannot bind itself to this proportion for ever, because the calculation must necessarily be a rough one, and is liable to be vitiated by unforeseen failure of resources, or growth of charges, whether in the share of financial administration which it retains or in that which it delegates. An examination of the apportionment at convenient periods, and a re-adjustment of it in any particular found necessary, are indispensable. A surrender of the right to this would be analogous in nature and effects to the Permanent Settlement of Bengal. To the Local Government, such a periodical revision involves no hardship, because it has enjoyed, during the whole expired term, the freedom to administer its own resources and to apply at will any increase reaped from them, which were the inducements under which it entered into the contract." (*Secretary to Government of India, Financial Department, to Secretary to Government of Bengal, No. 284, dated 14th January, 1882.*)

41. In the Financial Statement for 1882-83 Sir Evelyn Baring expressed similar views:—

and in Financial Statement, 1882-83:

"I need hardly say that when the contracts, which are about to close, were made, the Government of India reserved to itself the right of revising them on expiry. It is, indeed, obvious, that in view of the manifold demands on the Imperial Treasury, and the necessity for affording relief to Provinces whose means are straitened, the Government of India cannot forego all its claims on the increments of Revenue which arise from the growing wealth and prosperity of the country. We have, however, wished to approach this question in a liberal spirit, and not to make any revision which will be favourable to the Imperial at the expense of the Provincial Revenues, except in cases where this course can be adopted without embarrassing Provincial Finance or checking the growth of the material prosperity of the Province."

42. Practical effect was given to these conditions by the ruling of the Government of India that the province of Bengal could, from the com-

Reductions of assignments in the case of Bengal and the North-West Provinces.

mencement of the year 1882-83, afford to relinquish to the Imperial Government its surplus of 30 lakhs of rupees per annum. An annual increment of 6 lakhs, and probably more, it was explained, would still remain to the Province; it would start, moreover, with the abnormally large balance (including the restored contribution) of 39½ lakhs of rupees. If this did not suffice for its expanding wants the resource of local taxation remained. It was subsequently arranged that the net reduction should be 20⅓ lakhs; the precise figure taken is, however, unimportant; what is important to the present purpose is to shew how, in 1881-82, both in the reserves which it laid down and in the effect which it at the time gave them, the Government of India re-affirmed and put into execution the principle that a Local Government is not entitled to receive as of right, or even in equity, a continuation during a "new Settlement of the whole increase in its Provincialised receipts which has occurred during the preceding one." The principle was also applied in the case of the North-Western Provinces and Oudh, from which province a sum of 13 lakhs was taken.

Resumé of preceding remarks.

43. The above *resumé* of the arrangements entered into between the Imperial and Provincial Governments during the last 17 years will, I hope, enable us to approach the examination of the arrangements recently effected with a clear understanding of the claims which, on the one hand, Provincial Governments may confidently put forward, and on the other of the reserves and limitations with which the Government of India, under the sense of its ultimate responsibility for the conduct of the Indian finances, has from the commencement thought it necessary to safeguard its concessions. It shews that at no time has the Government of India contemplated relaxing its control over the revenues when the period of resettlement came round. Although it has desired and still desires to give every possible encouragement and liberty of action to Provincial Governments during the currency of their contracts, it has never lost sight of the fact that the revenues assigned them are the revenues of India, though alienated for a term to Provincial uses with a view to their better and more economical administration. While allowing to the Provincial Governments considerable latitude and discretion in the disposal of the revenues assigned them, while ensuring them the revenues necessary to their expenditure, a guarantee against all serious difficulties, and a substantial share in the increase of the revenues allotted them during the period of the settlements, the Government of India has never admitted that on the expiry of such period the settlements must remain undisturbed, and that no regard should be paid in recasting them to the obligations, or to the financial prospects of one of the parties to the settlement. It may be urged that the necessity of exercising its powers of revision by the Government of India in a sense possibly favourable to itself lessens the interest of Provincial Governments in their finances, and diminishes the advantages of the present system. If this is so, it has been so since 1870; while in 1882, on the last occasion on which the contracts were renewed, the exercise of this power of revision, although less called for than at present, was made use of, and was specially cited as not lessening in any way the importance of the advantages which accrue to Local Governments from the system: "To the Local Governments such revision will afford no cause for complaint, because the inducements now offered for entering into an agreement are the freedom to administer their own resources, and to apply at will (subject to the general standing orders) any increase reaped during the period of settlement alone." In the present revision, the Government of India has proceeded upon lines fully indicated to Provincial Governments on the last occasion when the contracts were under consideration, and has exercised no powers other than those with which it is known and acknowledged to be provided. The circumstances of the time must decide the extent to which those powers

are, on any particular occasion, used; that is a secondary matter, on which the explanation about to be given as to the details of the recent revisions will throw light. But the truth is that concessions of the nature made in 1870 can only be made subject to the conditions by which the Government of India or Local Governments are bound, from the nature of the circumstances in which they severally exist. Any arrangement inconsistent with those conditions must break down; and no arrangement is more inconsistent, because more prejudicial to that elasticity of the Indian finances which is the sheet anchor of the whole, than one which should proscribe the Government of India from modifying from time to time the proportions of the general revenues allotted to Local Governments, or reserved to its own uses.

Advantages secured to Provincial Governments have been carefully maintained.

44. As the recent revision of the Provincial Contracts has been carried out, on the one hand, in accordance with the reserves and conditions in force, it follows, on the other, that nothing has been done which should lessen the advantages secured by the arrangements of 1870 and following years to Provincial Governments. The freedom of Provincial action within the limits of the revenues assigned; the exclusive claim of Local Governments to the enjoyment of a prescribed share in the increase of those revenues during a given term; and the absence of interference on the part of the Government of India, during the term of the contract, in the financial affairs of Local Governments; all the conditions, in other words, which have brought about the success of the system have been maintained. The question resolves itself to a mere consideration of the adequacy of the sums assigned on the present occasion for the conduct of Provincial Administration, and on this point there could be no better guide than the conclusions arrived at, after exhaustive enquiry, by the Finance Committee, weighed as they carefully have been by the Government of India, after receiving the criticisms of the Local Governments, and adopted only after all necessary allowances have been made with respect to the points where local Governments have shewn that the views of the Finance Committee were open to correction.

Provincial minimum reserve balances.

45. There remain two subjects to be noticed before passing to a consideration of the effect of the revision of contracts which have recently been brought to a conclusion. In the Financial Statement of 1884-85 it was mentioned that Her Majesty's Secretary of State had approved the proposals of the Government of India, that in order to guard against results of possible neglect, or of too sanguine expectations, a minimum reserve balance should be fixed for each Provincial Government or Administration. In other words, each Province or Administration was to keep to its credit a minimum sum to be drawn against in the event of pressure, such, for example, as the opening up of works in time of scarcity for the employment of public labour. The subject is thus explained in paragraph 8 of the Resolution of 17th January 1882:—

Remarks thereon in Resolution, 17th January 1882.

"The new terms on the subject of famine relief, contained in the Resolution, supersede any obligations which may have been imposed upon the Governments of the North-Western Provinces and Oudh, the Punjab, and the Central Provinces, of setting aside such amount as the Governor General in Council may direct, for the purpose of increasing the revenues available for defraying expenditure incurred, or to be incurred, for the relief and prevention of famine in their respective territories. Any amounts hitherto so set aside will hereafter be at the disposal of the Local Governments for ordinary Provincial expenditure. Moreover, as a consequence of the new principles laid down in the Resolution of 30th September last, and of the separate provision in the Imperial Budget of a permanent annual allotment of one crore and a half of rupees for "Famine Relief and Insurance" the Local Governments, while always needing a moderate reserve, over and above the mere "working balance," of sufficient amount to meet scarcity and distress not indisputably amounting to severe famine or other temporary exigencies, will no longer find it necessary to accumulate a great Provincial reserve fund, out of which the demands of severe famine could

in future be largely met. His Excellency in Council is of opinion that, subject to the moderate reserve just referred to, the Provincial resources can be best utilised by being invested to the full, from year to year, in works of a productive or protective character."

Amount to be maintained.

46. The total of the minimum balance for the eight Governments concerned amounted to £1,090,000; and that amount was accordingly a deduction from the effective balance left at their disposal for the ordinary purposes of administration when the contracts were made in 1882. It was admitted, when in 1883 the actual amount of the balance for each Government was fixed, that it would not be possible, in each case, that the Province should at once be able to attain the minimum figure then fixed; but where without undue sacrifice it would not at once be attained, every effort was to be made to reach it in the briefest time possible. With the exception of Burma and Bengal, the prescribed balances have been maintained, and in some cases there have formed considerable accumulation of balances, which, as will be presently shown, still exist in part to the credit of the several Governments possessed of them, and which were utilised in part by the Government of India at the opening of the present financial year, when the necessity of making continued provision for military operations in Burma and a further fall in exchange compelled it to have recourse to the powers which, in the event of necessity, had been reserved in regard to Provincial Revenues in 1881. This reserve is the first of the two points which I have above noted, as requiring to be dealt with before passing to the consideration of the new contracts.

47. In paragraph 5 of the Resolution of the Government of India of 30th September 1881, the previous and proposed arrangements are thus described—

Resolution, September 30, 1881, in respect to the claims of the Government of India on the reserve balances.

"Another important change which is contemplated requires somewhat fuller explanation. In the Resolution No. 3334, dated 14th December 1870, the Imperial Government, speaking broadly, announced a policy of divesting itself of both responsibility and control within certain limits, but a reservation was made (paragraph 17) of power to modify the resources granted, in the event of 'some fiscal misfortune, such as heavy loss in the opium revenue, or national disaster, such as war or severe famine.' On two occasions already within a decade this reservation has been acted on. On the occasion of the great famine of 1876-77 in Western and Southern India, the Supreme Government necessarily came to the rescue of the Local Governments in meeting the enormous outlay involved; but it directed that all Provincial and Local resources must be exhausted before Imperial aid could be supplied. This decision was unexceptionable in the sense in which it was meant; but it may have led to developments which were not altogether intended. The second occasion on which the reservation has been acted on is that of the Afghan war. The Local Governments were called upon, during the years 1879-80 and 1880-81, to contribute £670,000 from the resources made their own by the decentralisation policy, and in the Financial Statement of 1880-81 (paragraph 170) the hope was expressed that they had been able "to afford this timely help to the general finances with little apparent difficulty." The circumstances of the time were, without doubt, peculiar, and the strain upon the finances was undoubtedly severe. But the sudden suspension of improvements in progress, the starvation of public works, and the discouragement of care and economy by requiring a surrender of their results could not, in themselves, be otherwise than prejudicial.

"In modification, therefore, of the reservation hitherto in force, it is proposed to declare, on the one hand, that the Local Governments must look for no special aid from the Imperial Government except in the case of severe famine (and then only within limits to which allusion will presently be made); and on the other, that the Imperial Government will make no demand on them except in the case of disaster so abnormal as to exhaust the Imperial reserves and resources, and to necessitate a suspension of the entire machinery of public improvement throughout the empire."

Criticisms of the Secretary of State, 1882.

48. This condition, formulated in 1882, was accepted provisionally only by Her Majesty's Secretary of State. He wrote as follows:—

"The first point to which your letter refers is the suggestion which I made regarding the assistance to be rendered by the Local Administrations to the Central Government in the case of an abnormal strain on its resources. Your proposal was to declare that such assistance would not be required unless the Imperial reserves should be exhausted, and a suspension of the entire machinery of public improvement throughout the Empire were rendered necessary. As I thought it not desirable that your Government should have to prove the existence of such a state of affairs before requiring the assistance of the Local Administrations, I suggested that it would be sufficient to undertake not to call on them to surrender a portion of their revenues, unless you saw no other alternative than the imposition of taxes which were not considered expedient. To this Your Excellency replies that my despatch reached you too late to admit of your proposing such a condition pending the preliminary negotiations; and you enquire whether I still desire it to be promulgated, observing that you consider it highly inexpedient, save where absolutely unavoidable, to change any of the conditions on which the contracts with the Local Governments were concluded.

"You express an opinion that, though theoretically open to the objection taken to it, the original condition is not, in practice, likely to cause inconvenience; and I am willing, accordingly, to waive the question for the present, though I should desire to have it borne in mind when the time arrives for the next revision of the contracts, and that an explanation of this view should be given to the Provincial Governments."

Desire of Secretary of State in 1886 for modification of existing stipulations on the point.

49. At a later date, writing on July 29th, 1886, the Secretary of State again drew attention to the subject, and expressed a hope that, in the new arrangements which were to be made in 1887 with the Local Governments, some means would be devised by which, in the case of emergency, they might be called upon to contribute a proportionate share towards meeting the necessities of the Empire, according to some well-established principle.

50. It has been seen that the Government of India found it necessary to exercise the powers which it had reserved on previous occasions, and to avoid estimating for a deficit which threatened the Estimates of 1886-87 by utilising in part the accumulated balances of the Provinces when framing the Budget for that year. That deficit was due to the combined results of a further fall in exchange, and to military operations in Upper Burma. It did not amount to the abnormal disaster contemplated in 1882; but if, on the other hand, a call on Provincial balances was not necessary to avoid the necessity of taxation, that was not because taxation was not needed to produce equilibrium, but because, for reasons with which I am not now concerned, it would not have been expedient to impose the amount of taxation necessary to provide against deficit. The Government of India therefore, in the presence of the reserves with which the Secretary of State had agreed to the formula of 1882, considered itself justified in calling on Provincial Governments for some assistance in presence of the difficulties which threatened it in 1886. The action then taken by this Government was approved by the Secretary of State; but in expressing his concurrence he, for the second time, drew attention in the following words to the necessity of making some more satisfactory provision in the matter:—

Course pursued in 1886, in accordance with views of Secretary of State.

"I must, however, express a hope that, in the new arrangements which will be made next year with the Local Governments, some means will be devised by which, in the case of emergency, they may be called upon to contribute a proportionate share towards meeting the necessities of the Empire, according to some established principle."

It became necessary, therefore, for the Government of India to consider, in connection with the revision of the contracts on the present occasion, how the instructions of the Secretary of State were to be met.

Decision arrived at by the Government in this respect, and the grounds thereof.

51. Experience has shewn that when the Government of India has turned to the Provincial Governments for assistance, the only means by which it has been enabled to adjust its demand has been the power of each Provincial Government to pay. One Government may have spent large balances in productive works, or in civil buildings, or in increase of establishment; another, with smaller balances at its disposal, may have allowed them to accumulate; a third may find its revenues barely equal to its current expenditure. When the pressure comes, it is

from those who have balances to hand that assistance must be taken; and no arrangement can be devised which, in the contract term of five years, could equitably give relief to those who contribute, by a transfer of a share of the liability discharged by them to those who, from whatever cause, have been exempted. But the alternative to which at present recourse must be had is obviously inequitable. Whatever arrangement might be established, nothing is more to be regretted than the necessity of applying to Local Governments, during the term of the current contract, for aid from their accumulated revenues. The step is inconsistent with that sense of security during the term of the contracts which is no less essential to the success of the system than the growth of what may be termed mesne revenue. It has seemed therefore a lesser evil that large balances should not accrue than that the accumulation of large balances should expose provincial finances to claims for contributions. The Government has not modified the conditions in which it reserves to itself the right to claim assistance from Local Governments; but it has endeavoured, with the aid of the Finance Committee, to adjust more closely than has been hitherto possible the revenues assigned to the requirements of each Province; and further so to re-arrange the apportionment of the increase of revenue during the term of settlement between itself and Provincial Governments as to leave them a fair share in the increase of the revenues, but to lessen the probabilities of their being called upon for exceptional assistance.

52. In the new Provincial contracts, each Local Government will receive three-fourths of the increase in Stamp Revenue, and one-fourth of that in the Excise Revenue, the Government of India receiving one-fourth of the Stamp and three-fourths of the Excise Revenue, and the expenditure under the heads of Excise and Stamps will be divided between the Local Government and the Imperial Government in the same proportion in which the revenue is divided. In the case of the Land Revenue, in the four larger Governments, one-fourth of the future increase will be received by the Local Government and three-fourths by the Government of India. The shares assigned to Provincial Governments at the last contract varied somewhat; but broadly it may be said that Stamps and Excise were divided in equal proportions between the Imperial and the Local Governments, and that the Land Revenue was divided in proportions which were different in the different Provinces, and which were not fixed with reference to the necessity of securing each Province a particular share of the increase. It will be seen presently that, in the case of most of the Provincial Governments, substantial balances still exist at their credit; these balances have not been interfered with on the occasion of the present revision.

Share reserved to Provincial Governments in Stamp, Excise, and Land Revenue, in the new Contracts.

53. Reference has been already made to the Resolution of 28th January 1887, here quoted, and before leaving the subject attention may be called to paragraph 15 of that Resolution, dealing, as it does, with the second of the two points spoken of in paragraph 45 as remaining to be disposed of. Exception has been taken in 1886, as, in 1881, exception had previously been taken, to the fact that sums not provided in the Provincial Estimates of a given year cannot, without the sanction of the Government of India, be expended during that year. The balances are the balances of the Local Governments, it is said; why should they not spend them when they desire to spend them? The balances, it is true, are the balances of the Local Governments. But they are balances standing at their credit upon an account in which the payments have to be carefully and with great labour adjusted to the incomings. The Government of India relieves the Local Governments entirely of all responsibility for resource operations: of all concern in finding, at the time and place where they are wanted, the actual funds for carrying on their expenditure; and it is necessary to impose upon them the condition that notice shall be

Question as to the powers of Local Governments to dispose during the currency of a year of balances, expenditure from which has not been entered in their Estimates.

given before it is demanded that these balances be produced in hard cash at any given place. At the commencement of each financial year the Government of India ascertains the requirements of each Province as entered in its Estimates; it reckons up its own requirements for the coming year, and it makes provision for ways and means accordingly. But if a Local Government has neglected to enter in its Estimates considerable sums which, during the currency of the year, it finds that it desires to expend, it is obvious that the calculations of the Government of India, which were made on the data furnished to it in the Estimates, may be very seriously vitiated, and its ways and means may be subjected to no little derangement. All that is asked of Provincial Governments is, that they should forecast and enter their requirements in their Estimates, and this is merely requiring them to observe a well-known rule of public finance, a rule the importance of which local authorities may be led to overlook in consequence of their freedom from the responsibilities involved in providing for ways and means. All that is reserved by the Government of India is, that in the event of Provincial Governments failing to give the intimation required it will not undertake, as a matter of course, to find supplementary ways and means wherewith to meet, during the currency of a given year, the requirements of which it was not warned at the prescribed time.

54. I pass to an examination of the results of the recent revision. It should be premised that this revision has been preceded by enquiries on the part of the Finance Committee of a far more searching nature than those which accompanied previous settlements. The Committee had time and opportunities for enquiry which were beyond the reach of the Government of India on previous occasions, and the ability and local knowledge of the members of the Finance Committee enabled them to make the fullest use of the opportunities furnished them, and to throw light upon the details of Provincial administration which in the interests of efficient and economical government will be of the greatest use in future. If any of the new contracts prove difficult to work, there should be no difficulty in ascertaining where the weak point lies, and in disposing of it more summarily and effectively than was possible under former contracts.

Results of the recent revision of the Provincial Contracts.

55. The principal heads of revenue, under which increases have accrued to the Local Governments, are Land Revenue, Stamps and Excise. The following figures compare the standard at which the Land Revenue was calculated in 1882 and the standard which it is now estimated to have reached:—

Comparative Statement of Land Revenue in 1882 and 1887.

	Amount in 1882.	Amount in 1887.	Increase.	Provincial Proportion of assigned revenue.	Provincial Increase.
	£	£	£		£
Central Provinces	607,300	611,800	4,500	·49	2,200
Burma	1,140,000	1,154,200	14,200	·33	4,700
Assam	387,600	423,000	35,400	·63	22,300
Bengal	3,765,000	3,825,000	60,000	·32	19,200
North-Western Provinces	5,765,000	5,797,000	32,000	·25	8,000
Punjab	2,100,000	2,180,000	80,000	·41	32,800
Madras	4,510,000	4,536,700	26,700(a)	·29	7,750
Bombay	3,115,000	3,280,000	165,000	·60	99,000
TOTAL	21,389,900	21,807,700	417,800	...	195,950

(a) This cannot be taken as an accurate statement of the increase of Land Revenue in Madras, as the estimate £4,510,000 for 1882 includes at least £50,000 a year of arrears of which the collection has now come to an end.

56. Under Stamps and Excise, the following figures compare the totals of the revenue of 1881-82 and of 1886-87:—

Comparative Statement of Stamps and Excise, 1882 and 1887.

	1881-82.			1886-87.			Improvement.	
	Stamps.	Excise.	Total.	Stamps.	Excise.	Total.	Total.	Provincial Share.
	£	£	£	£	£	£	£	£
Central Provinces	113,505	185,748	299,253	140,000	250,000	390,000	91,000	45,500
Burma	78,456	218,525	296,981	93,800	221,600	315,400	18,400	9,200
Assam	62,250	195,634	257,884	77,500	223,000	300,500	42,600	21,300
Bengal	1,139,164	855,278	1,994,442	1,345,000	992,600	2,337,600	343,100	171,550
North-Western Provinces	535,570	369,114	904,684	625,000	540,000	1,165,000	260,300	130,150
Punjab	326,526	110,721	437,247	347,500	136,000	483,500	46,200	23,100
Madras	546,990	627,888	1,174,878	580,000	880,000	1,460,000	285,100	142,550
Bombay	421,536	549,839	971,375	458,000	910,500	1,368,500	397,100	198,550
Total	3,223,997	3,112,747	6,336,744	3,666,800	4,153,700	7,820,500	1,483,800	741,900

57. Under other heads there are similar though smaller increases of revenue, of which it is not necessary to give any detail; but of the whole increased resources of the Local Governments, a considerable amount has been appropriated during the currency of the expiring contracts to growing Provincial demands, and there remained to be dealt with only the balance, which, on investigation, was deemed to be not required for local needs. Leaving out of consideration the special contributions in 1886-87 from the Governments of the Central Provinces, Assam, Madras, and Bombay, the amount resumed is in all the annual sum of £640,100, and the following statement compares the resumption with the increase coming in under the main heads of Revenue:—

Comparative Statement of Annual Revenue, 1882—87, and effect of the recent revision on Provincial resources.

	Increase of annual resources under the principal Revenue Heads as estimated on comparison of 1882 and 1887.			Amount by which annual Provincial resources are reduced by revision.
	Land Revenue.	Stamps and Excise.	Total.	
	£	£	£	£
Central Provinces	2,200	45,500	47,700	15,600
Burma	4,700	9,200	13,900	.....
Assam	22,300	21,300	43,600	24,600
Bengal	19,200	171,550	190,750	103,600
North-Western Provinces	8,000	130,150	138,150	100,000
Punjab	32,800	23,400	55,000	.....
Madras	7,750	142,550	150,300	174,400
Bombay	99,000	198,550	297,550	221,900
Total	195,950	741,900	937,850	640,100

Assignment of increase of annual resources between 1882 and 1887 between Imperial and Provincial Governments.

58. The figure of £174,400 resumed in the case of Madras should be reduced, for purposes of comparison, by £50,000, which represents the resumption in the present arrangements, according to agreement between the Government of India and the Madras Government of a special grant made to the latter for special purposes and for a limited time, some time after the first contract was concluded. Besides this, as explained in the note under the first of the two statements on the preceding page, the annual increase of the Provincial share of Land Revenue in Madras is itself much understated in the above figures. Of the total increase, therefore, it may be said that less than two-thirds have gone to the Imperial and the rest to Provincial Governments.

59. It will be observed that no resumption has been made in the case of Lower Burma or of the Punjab. In the last case the revenues, for reasons which need not be dwelt upon here, but which have been pressed on the attention of the local Government, have not made the same advance as in other Provinces, and the Government of India has conceded during the term of the late contract an increase of about £30,000 to the original assignment. In Burma the contract of 1882 has not worked successfully; the expenditure soon began to overpass the limits of the revenue; and during the last three or four years the Government of India has had to supplement the provincial resources by grants of four or five lakhs a year. No new contract is made with Burma in the same sense as with other provinces, its present somewhat abnormal condition rendering it inadvisable to conclude at this time financial arrangements which will necessarily affect the administration for the next five years. The Government of India has added to the existing provincial resources of Burma a grant of four lakhs, which may be considered to represent its present condition of deficit, and another lakh out of the surplus it has obtained from the revision of the contracts of other provinces. During the ensuing year, it is hoped that the terms of a new contract, to commence from 1888-89, may be concluded.

No resumption of Revenue in the case of Lower Burma and the Punjab.

60. By the revision of the Provincial Contracts therefore the financial position of the Government of India has been improved by £640,100, subject to the deduction of £10,000 conceded to Burma, and also to some other reservations, which will not, however, greatly diminish the ultimate measure of the gain. Local Governments, on the other hand, will have the benefit of their allotted share in the increase of revenue during the term of the contract above the amounts estimated above, and, with some reserves, of the retrenchments of expenditure which have been suggested to them by the Finance Committee.

Amount of increase to Imperial Revenues through revision of Provincial Contracts.

61. The reservations to which, as just observed, the amount of £630,000 is subject are as follows. First of all, the break-down of an important aqueduct in the canals of the North-Western Provinces at present diminishes the irrigation revenue of that province of about £60,000 a year, and two years more will pass before by restoration of the aqueduct the revenue of the provinces reaches its proper standard. For the first year of the contract therefore the Government of India has to forego £60,000, for the second £50,000, and for the third £10,000 of the full demand of £630,000. To Bengal also special grants have to be made of £30,000 for the completion of the Orissa Coast Canal, and a further amount for the purchase of a new Pilot Brig. On these and other accounts therefore the gross amount of £630,000 may be said to be liable to deduction of an amount which spread over the five years of the contract may average £60,000 or £70,000 a year.

Deductions from the above increase.

62. The comparative statement of the results under the principal heads of Provincial expenditure which I now give will shew what is the amount at which under those heads expenditure has been calculated for the purposes of the new Provincial Contracts, and what was the scale in previous years. The comparison proves that, except as regards Public Works, there has been no reduction. It is obvious that if, as cannot be questioned, a revised scale of expenditure is necessary under the new contracts, it is in Original Public Works that it may, in the first place, be sought with the least inconvenience to administration.

Comparative expenditure under certain heads, 1882-83 and 1887-88.

In Land Revenue (District administrative charges)—

1882-83.	1883-84.	1884-85.	1885-86.	1886-87, (Revised).	New Contract.
£	£	£	£	£	£
2,464,946	2,670,234	2,688,012	2,691,676	2,712,400	2,789,100

This last figure includes Survey charges, aggregating £110,000, which have been transferred to Provincial Governments, and deducting these the scale of expenditure under the new contracts, stated for comparison with the former scale, would be £2,679,100.

Under the general administrative heads, *viz.*, Administration, Law, Justice, Police, and Marine, the figures are as follows:—

1882-83.	1883-84.	1884-85.	1885-86.	1886-87, (Revised).	New Contract.
£	£	£	£	£	£
6,232,766	6,351,171	6,473,199	6,496,452	6,578,300	6,534,600

In Medical, Scientific and Minor Departments, we have—

£	£	£	£	£	£
694,111	710,485	718,503	724,810	702,000	729,400

In Education—

£	£	£	£	£	£
733,579	757,997	801,202	795,089	840,800	803,600

But in addition to this last grant of £803,600, a further assignment has been made, in the case of Bombay, which enables it to increase its educational grants to Local Funds from £22,000 to £30,700; so that the grants under the new Contract should, for purposes of comparison with former figures, be stated at £812,300 rather than at £803,600.

The expenditure under Public Works shews considerable contemplated reduction. But, in judging of these reductions, it must be borne in mind that the first years of the late contract were those in which the refunds to Provincial Governments of the contributions made to the Government of India during the Afghan war, and the balances which had accumulated during the period of enforced economy necessitated by the continuance of that war, permitted a scale of expenditure very largely beyond what the normal annual Provincial resources could have provided. On the other hand, 1885-86 was a year of restricted expenditure, and was the commencement of the time of retrenchment in which we are likely for some time to find ourselves. For comparison, therefore, with the circumstances of the present time it gives a more appropriate standard than earlier years. The expenditure of the past five years and the assignment on which the new contract has been based are shewn below; but the latter amount takes no account of the further resources available from balances which, as I shall explain, stand to the credit of the majority of the Local Governments:—

£	£	£	£	£	£
2,304,798	2,131,812	2,001,168	1,708,305	1,963,900	1,604,100

Balances remaining to credit of Local Governments.

63. The following statement shews the balances of unspent revenue of past years which the various Provincial Governments will have at their credit on April 1st, 1887, and which are available for expenditure subject to the orders quoted in the Financial Statement for 1884-85, paragraph 109 requiring them not to reduce their available balances below a certain prescribed minimum:—

	Estimated Balance on April 1887.	Prescribed Minimum.	Available Excess.
	£	£	£
Central Provinces	162,600	80,000	82,600
Burma	...	60,000	...
Assam	60,400	50,000	10,400
Bengal	126,300	200,000	...
North-Western Provinces	330,400	200,000	130,400
Punjab	134,700	100,000	34,700
Madras	387,800	200,000	187,800
Bombay	496,800	200,000	296,000

64. We have also, in connexion with these proceedings, made a supplementary contract with the Central Provinces for the conduct of its settlement operations, a new and productive kind of expenditure which we should have had to provide for in any case. The grant is £40,000 the first year and £25,000 the last year, and averages £30,000. *Special grant to Central Provinces for settlement operations.*

65. The amount resumed during the first year of the contract may therefore be taken as follows:— *Amount resumed during first year of Contract.*

	£	£
Total amount		630,000
Deduct grants as follows:—		
To Bengal for Orissa Coast Canal	30,000	
For new Pilot Brig	10,000	
To North-Western Provinces, for deficiency of Irrigation Revenue	60,000	
To Central Provinces for Settlement	40,000	
		140,000
Net amount		490,000

66. The following statement showing an Imperial gain under Revenue heads of £215,000, and under Expenditure heads of £395,000 (Total £610,000) may be set forth as the general effect of the Revision upon the Imperial column in the Budget account of 1887-88; the omission of some smaller items accounts for the difference between this total and the whole amount of £630,000.

Revenue.	Imperial Share. Increased.	Decreased.
	£	£
Land Revenue	437,500	...
Stamps (share reduced from one-half to one-quarter)	...	810,000
Excise (share increased from one-half to three-quarters)	947,500	...
Salt Revenue of Burma Imperialized	5,000	...
Customs Revenue of Burma Imperialized	155,000	...
Assessed Taxes—divided in moieties	...	290,000
State Railway Gross Earnings—		
Nagpur-Chhattisgarh, Patna-Gya, Cawnpore-Achneyra } Imperialized	310,000	...
Eastern Bengal, Provincialized	...	540,000
TOTAL	1,855,000	1,640,000
Net Gain of Imperial Revenue	215,000	

Detail of Imperial gain under Revenue and Expenditure.

Expenditure.	Imperial Share. Increased.	Decreased.
	£	£
Land Revenue, entire provincialization of Survey and Settlement	...	145,000
Salt in Bombay Imperialized	90,000	...
Customs in Bombay do.	50,000	...
State Railways—		
Working Expenses—		
Provincialized	...	305,000
Imperialized	215,000	...
Interest—		
Provincialized	...	70,000
Imperialized	65,000	...
Irrigation Provincialized—		
Bengal	...	65,000
Madras	...	230,000
	420,000	815,000
Net gain to Imperial Account	395,000	

67. It has, I trust, been made clear, in the course of these pages, that in the

recent settlement of the contracts the Government of India has scrupulously maintained itself within the lines laid down in 1870, 1877, and in 1882. It has exercised no powers which were not then indicated; it has claimed no concession which it then abandoned. At a time of financial difficulty, it has been compelled to use its powers with more discretion than was necessary on the last occasion; but it has not had recourse to any which at that time were not exercised. If it has apportioned the assignments of revenue to the several Provinces on the basis of past experience and on an estimate of their immediate requirements rather than on a review of what are believed by local authorities to be the special claims or conditions or future needs of each Province, it has done so upon grounds laid down on previous occasions as being those only which the limits of its finances permit. The words of Lord Mayo and Sir John Strachey, in their speeches of April 6th, 1871, and July 27th, 1872, are as applicable now as they were at the time they were spoken. "Had we entered on a minute inquiry," Lord Mayo said, "as to the precise amount which should be given to each Government in proportion to their revenue and population, or in respect to the area or requirements of each Province, such an enquiry must last for a considerable time; and we were not at all convinced that, even if such an enquiry had been entered upon, the result would be more satisfactory than the basis which we adopted, *viz.*, that of grants for the past year. These grants have ever been made on the consideration only of our power to give, and of the wants of each Province; and I believe that any more minute enquiry than that would have only led to failure." "The Empire," Sir John Strachey added, "must be treated as a whole; not as a collection of separate and semi-independent States." It was necessary that, on the present occasion, the past history of the whole question should be traced and made clear, because it may be held, in view of the measures of economy associated with the late settlements, that in some indefinite way the Government of India has, on the present occasion, entered on a retrograde policy. So far is this from being the case, that the Government has sought, and is still engaged in the effort, further to increase the number of the branches of the administration the revenues and expenditure of which are assigned to Provincial Governments. The Government of India has dealt with the present occasion under the influence wholly of the considerations explained in the foregoing pages. One direction in which it seems possible that the system might with advantage be modified, should experience show that the new contracts work well, is in extending the term of five years, which at present prevails. It would be premature to express as yet any very positive opinion upon this point. It is one on which the experience gained during the contracts should enable definite conclusions to be formed, to which effect can be given at any time during the next five years.

Recapitulation.

Famine Insurance Grant.

68. The second measure, to which we have had recourse in order to maintain the equilibrium of our finances, has been the debiting to loan, either wholly or in part, of that portion of the expenditure incurred in the direct construction of railways, which in late years has ordinarily been charged to our revenues; and the withholding of the grant, which has been similarly assigned from revenues in reduction of the sum which it is necessary for us annually to borrow for the construction of railways. The entry under the head of Famine Insurance Grant has been greatly reduced, both in the Revised Estimates of 1886-87, and in the Budget Estimates of 1887-88; in the former it has not been necessary to devote to other expenditure the entire sum available under the head of Railways, but in the latter year (excepting the portion allotted to Irrigation), the grant has been entirely absorbed.

69. It is necessary in the first place to shew what has been effected by the

operation of the funds assigned from revenues to the construction of railways and the extinction of loan. The following paragraphs are repeated from the Financial Statement for 1886-87, the figures being altered so as to be brought up to date:—

"The portion of the revenue set aside to meet the cost, direct and indirect, of famine was first devoted to specific purposes, and shewn separately in the accounts, in the year 1881-82. From 1881-82 to the close of the current financial year 1886-87 the aggregate of the sums spent under Famine Relief and Insurance, comes to £7,946,928, which has been devoted to the following objects:—

	£
Famine Relief	114,836
Protective Railways	2,933,979
„ Irrigation	1,233,268
Reduction of Debt	3,664,845
TOTAL	7,946,928

"A more important question, however, than the specific allotment of the grant in recent years is the extent to which the Government has in practice succeeded in reducing the charge for debt since the policy of increasing the revenues for the purpose of meeting the cost of famine was first originated. The increase of the revenues necessarily improves the position of the finances *pro tanto*, but in judging of the general effect of the policy of Government many other considerations require to be taken into account. A deficit sooner or later increases the charge for debt, a surplus reduces it.

"The fall in exchange has tended steadily to increase the burden of the gold debt on the revenues of India; the construction of Productive Railways and Irrigation Works from Revenue practically reduces the burden of the ordinary debt. The vital question is whether the burden of the debt to balance which great Public Works of a permanent nature cannot be shewn, has increased or diminished. The publication of the accounts of past years in the new form enables us to answer this question with comparative ease.

"In 1877-78 the total interest charge on debt of all kinds stood as follows, including exchange:—

	£
Interest on ordinary debt uncovered by Public Works	4,799,448
„ on debt balanced by capital expenditure of a corresponding amount on Railways	703,753
„ on debt balanced by capital expenditure of a corresponding amount on great Irrigation Works	621,822
TOTAL	6,125,023

"For 1886-87 the account is as follows:—

Interest on ordinary debt uncovered by Public Works	3,943,600
„ on debt balanced by capital expenditure of a corresponding amount on Railways	3,189,200
„ on debt balanced by capital expenditure of a corresponding amount on great Irrigation Works	994,300
TOTAL	8,127,100

"These figures shew that, notwithstanding the fact that the fall in exchange has added largely to the burden of the interest charge on the gold debt of India, the charge for debt, which is uncovered by great Public Works, has been reduced since 1877-78 by £855,848."

70. It will in the next place be seen from the figures in the margin that since the commencement of the year 1877, when the Famine Insurance Scheme was introduced, there have been completed (apart from frontier lines, and from railways in Burma) either by the Imperial or Local Governments directly, or through the agency of construction and working Companies, 4,199¼ miles of State Railway, for the most part running through provinces exposed to famine. Of this mileage, 2,924¼ are under the control of the Central Government; 1,275¼ miles have been constructed in whole or in part from Imperial Funds and made over to the control of Provincial Governments, or have been constructed by the aid of Provincial balances. Besides this length actually completed, 1,254¼ are in course of active construction on behalf of the State by Companies, including 361 which will be opened within a few months. The total mileage, therefore, for construction of which, in one form or another, obligations have been incurred in pursuance of the policy of protection of the country against the risk or effects of famine since 1877, is 5,554. The years in which the Famine Insurance Grant has been employed in furthering the construction of Famine Railways, whether directly or indirectly, have contributed from that source the amount shewn in paragraph 69, *viz.*, £6,598,824 to the results above exhibited.

STATE RAILWAYS.
MILEAGE COMPLETED.

		31st December 1870.	31st March 1887.	Opened during the ten years.
(A.)—Imperial.				
Worked State	North-Western	766¾	1,567¾	
	Eastern Bengal	159	234½	
	Wardha Coal	18½	46½	
	Bilaspur-Etawah	...	37	
	Bengal-Central *	...	125¼	
	TOTAL	944¼	2,011¼	1,067
Worked by Companies.	East Indian	1,503¼	1,518½	
	Raiputana-Malwa	507½	1,413½	
	Sindia	...	74¾	
	Dhond-Manmad	...	145¾	
	Southern Mahratta	...	673½	
	Indian-Midland	...	42	
	TOTAL	2,010¾	3,868	1,857¼
(B.)—Provincial.				
Extension of Famine Railways since 1877. Worked by State.	Tirhoot	45	246	
	Northern-Bengal	...	286	
	Dacca	...	85½	
	Assam-Behar	...	37	
	Nagpur-Chhatisgarh	...	149	
	Amritsar-Pathankote	...	65	
	Cherra-Companygunj	...	7¾	
	Jorehaut	...	31¼	
		45	907¼	862¼
Worked by Companies.	Patna-Gya	...	57	
	Dildarnagar-Ghazipur	...	12	
	Bareilly-Phillibhit	...	36	
	Cawnpore-Achnera	29	253¼	
	Lucknow-Sitapur	...	83½	
	TOTAL	29	441¾	412¾
				4,199¼

MILEAGE UNDER CONSTRUCTION.

(a)—Imperial.			
State	Eastern Bengal	Will open early in 1887-88	2¼
	Bellary-Kistna		278
	Cuddupah-Nellore		84
Companies.	Southern Mahratta		92¼
	Indian-Midland		562¼
	Nagpur-Bengal, excluding conversion Nagpur-Chhatisgarh		110
	Bezwada to Frontier		32
			1,354¼
(b)—Provincial.			
State	Tirhoot		27
	Assam-Behar		118½
	Cherra-Companygunj		8
	Lucknow-Sitapur		40¼

* Worked by State on behalf of Company.

71. We are now in a position to approach the immediate question before us with adequate information as to the results achieved since 1877 with the aid of the Famine Insurance grant. The decision to which we have come has, from a purely Resource point of view, no importance whatever. Apart from peculiar considerations to which I will refer, it is admittedly a mere question of account. This is obvious on a moment's consideration. If for example, in 1886-87 we maintain the contribution from our revenues towards the construction of railways, our expenditure on account of administrative requirements exceeds our receipts by £1,049,400, and that is the deficit which we must provide from borrowed money. If, on the other hand we omit from the charges against Revenue this sum of £1,049,400 on account of railways, we have an equivalent sum available to meet administrative charges, and we have no deficit; but, in such case, we must debit an equivalent charge for construction of railways to loan. In either case it will be seen that the amount which we have to borrow is precisely the same; whether on the one hand we borrow on account of our railways, or, on the other hand, to make good the sum of a deficit. We have had to ask ourselves therefore—Is it more expedient to enter in our accounts under the head of Famine Insurance Grant the expenditure of late years customarily so shewn, and thereby to encounter the risk of exhibiting a deficit; or is it better to avoid or to lessen the amount of deficit, by debiting to loan the amounts hitherto debited to revenue under the head of Famine Insurance Grant? I do not think that, in ordinary circumstances, there could have been any hesitation in excluding grants for railway construction from charges against our revenues, when we have no surplus of revenue wherewith to meet them. But there are considerations connected in the present instance with this particular question, to which I have referred above, and which may lead some to think that, in following on the present occasion the more obvious course, we are evading obligations which were formerly undertaken, and are breaking faith with the public in a matter which preceding Governments have surrounded with certain pledges and guarantees. It is necessary that I should explain why the Government has come to the decision which I have stated, and the reasons for which it believes that any other would have been inconsistent with the public interests. *Nature of the question.*

72. No useful end would be gained for our present purpose by entering into a discussion of the views and objects with which the Famine Insurance Scheme was originally launched in 1877. During the nine years which have elapsed, experience has thrown its light on the merits of the scheme, which has passed through various phases. A variety of explanations have been given as to the modes in which it might be considered to be effective; but our immediate business is with that form alone in which we now find it, and in which, for the last five years, it has existed. The scheme aims at present (apart from the question of funds devoted to Irrigation, with which we do not propose to interfere) at providing from surplus revenues £500,000 annually for the construction of what are known as famine railways, and a further annual sum of £750,000 in reduction of the total sum which, under existing arrangements, we annually borrow for the completion of our famine railways. The scheme is therefore based on the assumption that we have a surplus. But a surplus cannot be used unless it exists; and if our current expenditure exceeds our revenue, the surplus is wanting. We have then before us the choice of three courses. We may impose fresh taxation or enforce retrenchments, in order to reproduce the required surplus; or we may put a stop altogether to the expenditure to which we have been devoting the surplus; or we may debit to Loan the expenditure which has been met from our surplus. So far as the first of these courses is concerned, it is well known that we have used and are likely for some considerable time to be engaged in every effort of which we are capable. What we have done in regard to Provincial finance has been explained in this Statement. A great body of enquiry and suggestion emanating from the Finance Committee and connected with expenditure in the Departments of the Government of India is before us, and will continue throughout at least the ensuing financial year to occupy our best attention. But whatever effort we may have made or may make in this direction will not produce the requisite surplus, either in 1886-87 or in 1887-88, and if it is considered necessary to provide the revenues required for the Famine Insurance Grant there is no way of providing them other than by increase of taxation. It is very desirable that we should have a surplus which we may employ in railway construction; but to raise fresh taxes, at present in order to create a *Present form of the Famine Insurance Grant alone to be dealt with.* *Surplus necessary to the assignment of the grant.*

surplus with the especial object of granting it to railway construction is a course to which there is obviously great objection. On whatever other points difference of opinion may exist, on the expediency of increasing taxation there is probably little or no disagreement. Whatever strength, moreover, there might be in the arguments for increase of taxation may be said to disappear before the consideration that loss of the requisite surplus does not arise from circumstances inherent in or inseparable from the condition of our finances themselves. We may, on the contrary, (with all necessary reserves as to the course of exchange,) hope that when the necessity ceases for making extraordinary provision for the operations in Upper Burma now on our hands, the surplus from which we desire to continue, directly or indirectly, to furnish funds in aid of railway construction will re-appear. In the circumstances inseparable from British rule in India, it will be probably admitted by all to be inexpedient to impose fresh taxation solely with the object of providing the surplus contemplated by the Famine Insurance scheme, during a period of deficit which may in great measure be traced to temporary war expenditure.

Provision of surplus by taxation inexpedient, and impracticable from retrenchment.

73. Assuming, therefore, that neither by retrenchment nor taxation is it practically possible to us to provide the desired surplus, there is the alternative of putting a stop altogether to expenditure to which that surplus has been applied. The expenditure, it is well known, is incurred in the construction of railways, having for their primary and special object the prevention of famine, or the mitigation of the disastrous consequences both to human life and to the public revenues arising from famine. To have checked the works in progress in 1886-87 and in 1887-88 because we could not furnish the necessary sums from revenue, and must in a corresponding measure have recourse to loan, would have been to subordinate our end to our means; and in the event of our being overtaken by a fresh famine such a decision would contribute to bring about, in greater measure, the evils which we are seeking to avoid. I have shewn that considerable progress has been of late years made in the construction, whether directly by Government or under guarantee, of famine railways. The necessity imposed, however, on the Government of vigorously pushing forward its scheme of frontier railways has in a measure interfered with the prosecution of famine lines; and it is the more important that the work now in course of execution on these lines should not be interrupted. There remains the third course, *viz.*, to debit temporarily to loan, until our surplus is reassured, the expenditure which, under the head of Famine Insurance, has been met from our surplus revenues. This is the alternative which the Government, on a careful review of all the circumstances of the case, has decided to adopt. Rejecting, for the reasons above given, the two former of the courses which have been indicated, the Government has decided to debit to loan, during the years 1886-87 and 1887-88, so much of the sums which, under the ordinary operation of the Famine Insurance scheme, would be provided from Revenue for purposes of railway expenditure as it required to meet charges of administration. But it is not on that account prepared to delay the execution of the projects in which it is at this time engaged. In 1886-87 we have taken £1,049,400 from the Famine Insurance Grant, and in 1887-88 £1,248,000, which amounts will practically be added to the annual borrowings otherwise necessary.

Discontinuance of railway construction to the amount furnished by the Famine Insurance grant—why unadvisable.

Course actually adopted, and reasons for adoption thereof.

74. There is a point of view from which it has been urged that the scheme of famine insurance continues to be in force, although we have no surplus, but a deficit. If we have not, for example, the surplus sum necessary for the direct operation of the scheme, we have at least the sums which, if they no longer provide surplus, diminish *pro tanto* our deficit, and therefore the amount which at the end of the year we should require to make good from loan. It may, in accordance with this line of reasoning, be contended that, although

Examination of argument for maintaining the Famine Insurance Grant in the Estimates, though there is no surplus.

financially considered it makes no difference what course we pursue, it would be desirable, although at the cost of a deficit, to continue to shew in our accounts the customary charges under the head of Famine Insurance Grant. The revenues especially raised in a state of surplus with the object of providing for the extinction of debt are, it may be said, although we are in deficit, still operating to diminish the increase of debt; by preserving, therefore, the entry in our accounts we obviate the charge of seeking to evade our engagements. If we examine carefully, however, this way of looking at the matter, we find that we gain no practical end by maintaining the Famine Insurance Grant on the grounds indicated, other than that of being in a position to affirm that because the Famine Insurance Grant, though not directly operative, operates indirectly in reduction of debt, it is retained in our Estimates. The question is whether, although no financial gain is to be got by so doing, it is desirable, under pain of shewing deficit, to prove that we may be considered as holding to the letter of what is believed to be our engagements. There are circumstances in which a bolder and more direct course of action, although it may at first sight expose us to misapprehension, is, in the interests of the tax-payer himself, preferable; among them, for example, the circumstances in which we now find ourselves. The more we become involved in deficit, the greater becomes the pressure on us for adopting means of putting an end to it; and it seems, to say the least, doubtful whether, in the absence of any financial gain, we shall be held by the tax-payer rigorously to that method of account which may be thought most consistent with our engagements, if the first result of our complying with his wishes is to bring him within appreciable distance of further taxation. The conclusion of the whole matter seems to be that when we have surplus revenues to devote to railway construction, we should so employ them; but that when we have no surplus revenues, and do not consider it desirable to adopt measures to procure them, we have, as a matter of fact, to fall back upon loan, for the construction of new railways, if we determine to proceed with them; and we shew the facts more accurately by removing the charge to the debt or capital part of our accounts, than by exhibiting it as actually met out of our revenue. The aim of the Government will be to obtain again as soon as possible the necessary surplus, or so much of it as may be available, and to devote it to the purposes to which, under the Famine Insurance scheme, it is assigned.

75. The Government of India, towards the close of 1885-86, when it was evident that a considerable deficit was impending in consequence of the war preparations which had been made in the course of that year, had occasion to consider the expediency of adopting the decision which it has since thought necessary to take. But it could not foresee, when the Revised Estimates of 1885-86 were framed, that the course of events would materially add, during two succeeding years, to our expenditure. Considerations, therefore, which apply to the circumstances of the present time were of less force when considered in connection with the situation as it appeared in 1885-86. It would have been inconvenient, because it would have exposed us to misconstruction, if we had hastened on the circumstances of a single exceptional year to make a change in our accounts. An important element in the treatment of this question has been the greater or less period during which we might expect to be in deficit. Arrangements, therefore, which it was decided not to adopt in the presence of what seemed the temporary difficulties in 1885-86, required to be reviewed and modified, when the strain upon our finances becomes, from circumstances at that time unforeseen, more prolonged. To have left matters alone for a succession of two or three years might have led, as has been explained, to misconception as to the true nature of our financial position, and to the probability of the extent and importance of its difficulties being exaggerated.

Reasons for not adopting in 1885-86 the decision now taken.

76. The following figures give the results, so far as the Revised Estimates shew, of the assessment of the Income Tax, to which I now turn:

	1885-86.	1886-87, Budget.	1886-87, Revised.	1887-88
	£	£	£	£
India	106	274,200	197,000	200,400
Central Provinces	23,207	38,400	38,400	40,000
Burma	...	...	...	
Assam	5	18,000	10,000	20,000
Bengal	153,385	360,000	361,400	370,600
North-Western Provinces	119,320	205,000	220,000	231,000
Punjab	37,090	90,000	93,900	99,000
Madras	43,368	130,000	123,400	126,000
Bombay	125,638	342,500	295,000	319,000
TOTAL	503,034	1,458,100	1,348,100	1,406,000

77. It will be seen that the receipts are £1,348,100 against an estimate of £1,458,100, the difference being mainly due to a decision of the Secretary of State by which Income Tax is assessed on the surplus profits of Guaranteed Railways and not on their net earnings. The Budget Estimate for 1886-87 included £185,600 under Assessed Taxes for Income Tax on net earnings of Guaranteed and other Railways, but in the Revised Estimates £14,800 only are taken as Income Tax on surplus profits of Guaranteed Railways, the difference, £170,800, may therefore be said to have been written off in 1886-87. As, however, the share of the Government in the Income Tax on the net earnings of the Guaranteed and State Railways is £131,980, the loss on account of Income Tax as the figures below shew is merely nominal to this extent; the real loss is merely the excess of £53,620, the share of Income Tax falling upon Companies over the £14,806 which they have had to pay.

	Government.	Company.	TOTAL.
	£	£	£
East Indian	63,200	15,800	79,000
Oudh and Rohilkhand	5,000	.....	5,000
Madras	8,500	.....	8,500
South Indian	4,000	.....	4,000
Great Indian Peninsula	23,500	23,500	47,000
Bombay, Baroda and Central India	10,000	10,000	20,000
Rajputana-Malwa	16,000	4,000	20,000
Patna and Gya	688	172	860
Sindia	528	132	660
Ghazipur-Dildarnagar	64	16	80
Southern Mahratta	500	.....	500
	131,980	53,620	185,600

78. No further particulars can be given at present as to the working of the Tax, but care will be taken to obtain full reports during the ensuing year. It will be seen that in Bombay and Madras the decrease is rather considerable, but in the case of Bombay it is due to the ruling about railways above referred to. There will be some reduction next year in the expenditure on account of the working of the Tax which is shewn in the Budget Estimate of 1887-88 at £19,100, the total estimated cost being £33,600 against £52,700.

79. In the following statement are shewn the net gain and loss on State and Guaranteed Railways from 1885-86 to 1887-88, and the expenditure on Railways on State responsibility during the same period:—

Net Gain and Loss on State and Guaranteed Railways, from 1885-86 to 1887-88.

	Actuals, 1885-86.	Budget Estimate, 1886-87.	Revised Estimate, 1886-87.	Budget Estimate, 1887-88.	
STATE RAILWAYS.	£	£	£	£	*State and Guaranteed Railways.*
Net Revenue	5,252,756	5,489,900	5,681,400	5,729,000	
Less—Interest and annuity	4,661,916	5,849,800	5,922,000	6,145,900	
„ Surplus profits	195,957	217,500	245,000	241,500	
Net gain	394,883	—577,400	—485,600	—658,400	
GUARANTEED RAILWAYS.					
Net Revenue	3,725,075	3,133,500	3,552,500	3,515,000	
Less—Interest and surplus profits	4,628,836	4,008,400	4,244,800	4,240,300	
Net loss	903 761	874,900	692,300	725,300	
Net loss to State	508,878	1,452,300	1,177,900	1,383,700	

NOTE.—Excludes Mysore Railway.

Expenditure on Railways from 1885-86 to 1887-88 on State responsibility.

	Actuals, 1885-86.	Revised Estimate, 1886-87.	Budget Estimate, 1887-88.
(1)—DIRECTLY EXPENDED BY GOVERNMENT.	R	R	R
Expenditure on Railways not charged against Revenue	4,71,28,261	5,17,15,000	4,29,42,000
Construction of Protective Railways	50,00,000	20,00,000	..... *
Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	63,20,555	18,79,000	7 50,000
Total	5,84,48,816	5,55,94,000	4,36,92,000
(2).—EXPENDITURE BY COMPANIES ON THE RESPONSIBILITY OF GOVERNMENT.†			
Guaranteed Railways	1,67,25,362	59,61,000	1,66,97,000
Southern Mahratta Railway	1,22,43,684	1,65,09,000	78,23,500
Indian Midland Railway	80,98,585	1,63,27,000	2,32,42,500
Nagpur-Bengal Railway	.....	.....	75,00,000‡
Total	3,70,67,631	3,87,97,000	5,52,63,000
GRAND TOTAL	9,55,16,447	9,43,91,000	9,89,55,000

NOTE.—*This statement excludes the Mysore Railway.*

* The grant under this head has been suspended for 1887-88, a corresponding increase being allowed under the head "*Capital Expenditure on Railways not charged against Revenue.*"

† The final estimates of expenditure in England received from the India Office give the estimated outlay in a lump sum. An approximate distribution has been made here.

‡ This is a rough estimate of the outlay likely to be incurred by the Company during the year. It does not provide for the refund to the State of the outlay incurred to close of 1886-87, and it is not known on what terms the Company will take over the existing line.

Sterling has been converted at the rates used in the estimates in *all* the above figures.

80 The net loss of £485,600 in the Revised Estimates of 1886-87 has, in the Budget Estimate of 1887-88, increased to £658,400 on account of State Railways, the net loss on Guaranteed Railways being slightly increased also. As long as State Railways are being actively constructed net loss must be expected; this formed the subject of remarks in the Financial Statement of last year, which it is unnecessary to repeat. It may be hoped, however, that, with the opening of fresh railways and the gradual completion of those which it is desired to construct, each year will, in future, diminish the ratio of loss.

Army.

81. The Estimates for the Army Services in India are as follows:—

	Revised.	Budget.
Ordinary effective	12,047,930	12,423,607
Non-effective	860,770	866,303
	12,908,700	13,290,000
Add Burma	1,160,000	720,000
	14,068,700	14,010,000

The total Army Estimates, including English charges and exchange, are £19,197,000 against £19,070,600 in the Revised Estimates of 1886-87.

The Budget shews increase under the first head (effective) of £375,767, and under the second (non-effective) of £5,533. Of this increase the sum of £344,984 is part of the £656,900 mentioned in paragraph 36 of the Financial Statement for 1886-87 as being the sum then remaining to be provided for in connection with the increase to the Army.

Opium.

82. In respect to Opium there is little to be said beyond the fact that the crop this year, although apparently a good average, does not promise to be so exceptional as was the case last year, and the expenditure in India on account of opium has accordingly been reduced from £2,782,400 in the Revised Estimates to £2,504,000 in the Budget Estimate of the ensuing year. The reserve at the close of 1887 is expected to stand at 36,705 chests. The price during the ensuing year has been taken at R1,100 per chest. 4,750 chests will be sold each month during 1887; the amount to be sold in the first three months of 1888 will be notified hereafter.

Oscillations of exchange during 1886-87. Rate of exchange taken in 1887-88.

83. It is needless to dwell on the subject of silver. At the present time, a Royal Commission is appointed to inquire into the question, and, among other matters connected therewith, into the difficulties which the uncertainty in the ratio of silver to gold causes to the Indian Government. During the course of the year the instability of exchange was forcibly illustrated. From 1*s.* 6*d.*, the rate taken in the Budget, it had fallen five months later to 1*s.* 4¼*d.*, since when it rose to 1*s.* 6*d.*, and is now below 1*s.* 5¼*d.* It was estimated in the Budget of 1886-87 that £4,778,000 would be the net additional charge on account of exchange. It seemed probable shortly before the six months' estimates were prepared that little less than £1,750,000 would be added. The amount which has actually been charged is £5,252,600, an increase of £474,600. The rate of exchange taken for 1887-88 is 1*s.* 5½*d.*

84. The following passage from a memorandum on the loss to the Government of India from a fall in the rate of exchange, prepared last year at my request by Mr. Barbour, Secretary to the Government of India in the Financial Department, explains what would have been the direct effect upon the estimates of 1886-87 of a fall in exchange from 1*s.* 6*d.* to 1*s.* 5*d.* It will be seen that the conclusion is that the additional burden amounts to not less than R1,11,00,783. The calculation does not in any way whatever deal with the consideration of what may or may not be held to be the indirect advantage or disadvantage to the Indian Revenue of a fall in exchange, but confines itself to the direct effect upon the expenditure shewn in the estimates of a fall of from 1*s.* 6*d.* to 1*s.* 5*d.*

Direct effect on the Estimates of the fall of 1d. in Exchange.

"If the Government of India incurs an obligation to pay away every year a certain amount of gold, the extra number of rupees which it may have to give for this gold on any particular date as compared with the number of rupees it would have had to give if exchange had remained the same as when the obligation was incurred, appears to me to be the true measure of the loss by exchange. The Government of India contracts an obligation to find so much gold when that amount of gold can be procured for so many rupees. The relative value of gold and silver alters, and it finds that it takes a larger number of rupees to purchase the gold. The increase in the number of rupees required to meet an obligation contracted under different circumstances is the true measure of the real loss by exchange. To ascertain the total real loss in any year from the fall in exchange, it would be necessary to deal separately with each permanent gold obligation of the Government of India, and to ascertain the additional number of rupees required to meet it, as compared with the number of rupees required for that purpose when the obligation was first contracted. A calculation of this nature would be extremely elaborate and complicated, if not impossible; but we know that the loss by exchange must be very large, as the permanent gold obligations of the Government of India are of great magnitude, and the fall in the rate of exchange has been very great.

"There is, however, no special difficulty in calculating the additional burden imposed on the finances of India by any further fall in the rate of exchange, and if we know what the additional burden is when the rupee falls from (say) 1*s.* 6*d.* to 1*s.* 5*d.*, we shall have a sufficiently accurate means of determining the disturbing effect on Indian finance of fluctuations in the value of the rupee. For the purposes of the calculation in question it is only necessary to ascertain the total net amount of the permanent gold obligations of the Government of India on any date, and to calculate the extra number of rupees required to meet them when the rupee is worth 1*s.* 5*d.* as compared with the number required when exchange is at 1*s.* 6*d.* As the basis of the calculation, the Estimates of the current financial year 1886-87 may conveniently be taken, but in the first instance a few remarks may be made regarding the cost of stores purchased in England. When the rate of exchange is two shillings for the rupee, the Government of India can purchase stores for fewer rupees than it has to pay when the rate of exchange is 1*s.* 6*d.*, provided always that the price of stores does not vary with the rate of exchange. If it be the fact that the prices of English stores vary with the rate of exchange, the lower gold price of commodities in England is *pro tanto* a compensation for the fall in exchange. We know, as a fact, that the gold prices of commodities have fallen more than exchange has fallen, and that the Government of India now obtains English stores for fewer rupees than it used to pay when the rate of exchange was two shillings for the rupee. On the hypothesis that the same cause which has produced the fall in exchange has also produced the fall in gold prices, we may balance the gain from low gold prices against the loss by low exchange, and omit from our calculation the question of loss by exchange in the case of stores.

"The gold expenditure of the Government of India is shewn in the Estimates of 1886-87 at £14,512,900, and deducting the gold receipts (£178,900), we get a balance of £14,334,000 payable in gold. Before calculating the additional number of rupees that must be paid when a fall in the value of the rupee takes place, there should be deducted from this sum the amount payable on account of leave allowances and pensions fixed in rupees, as there is no increase to the number of rupees paid on account of them, no matter what the exchange value of the rupee may be. The cost of stores should also be deducted, if it be assumed that the fall in exchange is balanced by a fall in the gold price of stores. In some instances stores (*e.g.*, stamps) are provided under a contract extending over several years, and during the period of such contract there can be no reduction in the cost of these stores to Government. We will not, however,

include loss by exchange on these stores, because it may be held that, on the assumption as to gold prices already made, there will be a reduction in the gold payments under any new contract which may hereafter be made.

"The statement in the margin shews that, excluding the expenditure shewn under the Railway Revenue Account, the total sum to be deducted on these two accounts is £1,636,400, and the expenditure on which loss is incurred is thereby reduced to £12,697,600. Of this amount no less than £5,270,800 appears under the Railway Revenue Account, and the loss by exchange on it must, owing to the contract relations that exist between the Government and the different Railway Companies, be calculated separately. There remains the sum of £7,426,800 on which loss by exchange may be directly calculated. The loss on this amount due to a fall in the rate of exchange from 1*s.* 6*d.* to 1*s.* 5*d.* per rupee is ₹58,24,941. The loss on the Railway Revenue Account by this fall of 1*d.* in the rupee has been separately calculated; the details are given below.* The additional cost in rupees comes

STORES (EXCLUDING STORES PURCHASED ON ACCOUNT OF THE WORKING AND MAINTENANCE OF RAILWAYS).

	£
Land Revenue	200
Opium	1,600
Stamps	51,600
Forest	100
Post Office	[illegible]
Telegraph	[illegible]
Mint	[illegible]
General Administration	[illegible]
Law and Justice	[illegible]
Marine	[illegible]
Political	[illegible]
Scientific and Other Minor Departments	[illegible]
Stationery and Printing	88,300
Irrigation	[illegible]
Military Works	2,300
Public Works Stores	800
Army Stores	714,100
TOTAL	1,180,400

LEAVE ALLOWANCES AND PENSIONS.
(Approximate figures.)

	£
Telegraph Department	7,000
Leave Allowances fixed in rupees	180,000
Superannuation Allowances and Pensions	90,000
Public Works Leave Allowances	3[illegible],000
Army Leave Allowances	140,000
TOTAL	450,000
GRAND TOTAL	1,630,400

* Taking the items first on the expenditure side of the Budget for the year 1886-87 *as framed*, and revising the figures in accordance with a supposed fall of 1*d.*, the consequent loss is shown as follows:

	Original Figures.	Revised Figures.	Loss.
State Railways, Working Expenses—			
Imperial	4,868,500	4,011,070	(*a*)43,120
Provincial	700,000	701,500	(*a*)11,200
State Railways—Interest—			
Imperial	2,019,400	2,022,223	(*b*)2,823
Exchange	172,600	213,253	(*c*)40,653
Annuities in purchase of Railways (Exchange)	575,300	710,624	135,324
Interest on Capital deposited by Companies (Exchange)	103,000	127,235	24,235
Guaranteed Companies, surplus profits, &c.	497,500	495,150	(*d*)—2,350
Guaranteed Companies, Interest (Exchange)	896,900	1,107,894	210,994
Subsidized Companies, Interest (Exchange)	9,100	11,324	(*e*)7,224
		Total Loss	458,523

Turning to the Receipts, the only alteration is in—

XXVII.—*Guaranteed Companies Net Traffic Receipts*, under which the figure, £3,133,500, become £3,107,200—Loss £26,300.

The loss is due to the increased rupee price of stores issued to revenue, but as it is calculated on the difference between the actual rate of exchange and the contract rate, and as the difference is paid into the Civil Department, the loss is nominal only.

The total loss caused by a fall of exchange of 1*d.* below 1*s.* 6*d.* is therefore £458,523.

But of this £44,620 under Working expenses represents increased loss by exchange on English stores consumed during the year.

This loss is to a certain extent compensated by the greater purchasing value of the £ sterling.

If we may assume that prices fall sufficiently in England to cover the fall in exchange, the real loss would be reduced to £413,903.

(*a*) The increase represents the increased rupee value of stores issued on Revenue Account.

(*b*) The loss of £2,823 is due to the larger rupee debit to the Capital Account during the year calculated on outlay in England.

(*c*) The loss of £40,653 is due to the larger remittances to cover interest on the debentures of the East Indian Railway, the Eastern Bengal Railway, and the Sind, Punjab and Delhi Railway.

(*d*) This gain is consequent on the increased charge to working expenses.

(*e*) This loss may eventually be recovered from the Companies.

to ₹41,39,030, or to ₹45,85,230 if English gold prices do not fall in proportion to the fall in exchange.

"The pay of the European troops serving in India is fixed in sterling by Royal Warrant, but is paid in rupees, the amount of each sterling payment being converted into rupees at, approximately, the current rate of exchange. The calculation below * shows that the loss on this account due to a fall in exchange from 1*s.* 6*d.* to 1*s.* 5*d.* amounts to ₹11,36,812.

"There will also be found in the Estimates of 1886-87 under the head '31, Exchange' an item of expenditure amounting to ₹13,77,000. This item represents the net result in connection with exchange transactions on account of (1) Capital of Guaranteed Railways; (2) Capital of the Southern Mahratta and Indian Midland Railways; (3) Remittance on account of Railway stores, and Civil and Military transactions; and (4) the 4 per cent. Loan of 1854. The gain by exchange under (1) and (2) arises from the fact that capital provided in sterling by the Companies concerned is brought to account in rupees at certain contract rates, instead of at the actual rate of the year. The capital has also to be repaid at, practically, the contract rates, and the gain on the capital when received may be balanced against the probable loss when repaid, and the item omitted altogether from the calculation.

"The same course may be followed as regards (3). The loss or gain is mainly due to the actual rate of the year differing from the rate taken at the beginning of the year, and in a series of years we may take the loss to balance the gain. The loss under (4) is of a special nature, and arises from the fact that a loan of ₹1,18,81,000 raised in 1854 was, under the conditions on which it was raised, repayable in England at a fixed rate of exchange. The loss by exchange on the repayment is increased by the fall in the rate of exchange that has occurred this year, but similar transactions will not recur in the future, and it might be misleading to show any loss on this account in a calculation which is intended to bring out the permanent yearly loss to the Government of India by a fall in the rate of exchange from 1*s.* 6*d.* to 1*s.* 5*d.* per rupee.

"Taking the sum of the items given in paragraphs 9 and 10, it will be seen that the additional burden imposed on the finances of India by the fall in

* The pay of British soldiers in India is now issued at the rate of exchange fixed annually by Her Majesty's Government for the payment of troops serving in the colonies. For the year 1884-85, this rate of exchange was fixed at 1*s.* 8*d.* the rupee, which involved an addition of 12½ per cent. to the soldiers' pay and an estimated increase of ₹18,43,000 per annum to the military expenditure in India.

The rate of exchange for the conversion of the pay of British soldiers in India for 1885-86 was fixed at, 1*s.* 7½*d.* the rupee. The expense thus caused [*i.e.*, by the fall of one halfpenny the rupee] amount to ₹4,00,000.

The continued fall in 1886-87 to 1*s.* 7*d.* the rupee, being the rate fixed for the conversion of the soldiers pay, resulted in a further increase of ₹5,15,000 to the military estimates in India, a portion of which, however, is due to an increase in the establishment of British troops.

The addition made to the military estimates in India in consequence of falling rates of exchange has been as follows:—

Year.	Rate of exchange fixed for issue of soldiers' pay. Per rupee.	Increase to military estimates.
	s. *d.*	Rs.
1874-75	1 10½	6,40,000
1884-85	1 8	18,43,000
1885-86	1 7½	4,00,000
1886-87	1 7	5,15,000
	Total	33,98,000

The rate of exchange for next year, 1887-88, is not yet known, but, judging from the present market rates of exchange, a further increase to the military estimates on this account must be anticipated.

The total amount to be converted into rupees in 1886-87 was £1,449,437 sterling which, at 1*s.* 7*d.* per rupee, came to ₹1,83,08,678. At 1*s.* 6*d.* the total rupee payment would have come to ₹1,93,25,826, and at 1*s.* 5*d.* to ₹2,04,62,638.

exchange from 1*s.* 6*d.* to 1*s.* 5*d.* in the present day amounts to ₹1,11,00,783. If the gold price of stores should not fall, as assumed in the above calculation, a further sum of ₹13,72,004 would have to be added to the loss by exchange. It may be mentioned that no account has been taken of any possible loss, from a fall in exchange, on the purchase of stores used on Railway Capital Account.

"A further fall in exchange from 1*s.* 5*d.* to 1*s.* 4*d.* per rupee would more than double the loss, as the loss due to a fall from 1*s.* 5*d.* to 1*s.* 4*d.* is about one-eighth more than the loss due to a fall from 1*s.* 6*d.* to 1*s.* 5*d.*"

85. Passing to Salt, we find that the consumption during the eleven months ending with 31st January 1887 compares as follows with the corresponding figures of the previous year :—

Salt. Increase in consumption in 1886-87.

	Consumption, March 1st 1885 to 31st January 1886.	Consumption, March 1st 1886 to 31st January 1887.	Increase+ Decrease—.
	Maunds.	Maunds.	Maunds.
Bengal . .	9,382,000	9,374,000	— 8,000
Northern India .	4,996,000	6,213,000	+1,217,000
Bombay . .	6,282,000	5,878,000	— 404,000
Sind . .	206,000	210,000	— 4,000
Madras . .	6,965,000	7,097,000	+ 132,000
TOTAL .	27,831,000	28,772,000	+ 941,000

The increase in the eleven months of the last four years has been—

Eleven months from 1st March 1882 to 31st January 1883 . .					1,603,000
Ditto	ditto	ditto	ditto	1883-84 .	973,000
Ditto	ditto	ditto	ditto	1884-85 .	693,000
Ditto	ditto	ditto	ditto	1885-86 .	64,000
Ditto	ditto	ditto	ditto	1886-87 .	941,000

86. The Provincial figures for the last four years are as follows :—

	1st March 1882 to 31st January 1883.	Increase+ Decrease—.	1st March 1883 to 31st January 1884.	Increase+ Decrease—.	1st March 1884 to 31st January 1885.	Increase+ Decrease—.	1st March 1885 to 31st January 1886.	Increase+ Decrease—.	1st March 1886 to 31st January 1887.	Increase+ Decrease—.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Bengal . . .	8,723,000	+516,000	8,850,000	+127,000	9,398,000	+548,000	9,382,000	−16,000	9,374,000	−8,000
Northern India . .	6,112,000	−66,000	6,459,000	+347,000	6,581,000	+122,000	4,996,000	−1,585,000	6,213,000	+1,217,000
Bombay . . .	4,695,000	+334,000	4,789,000	+94,000	4,810,000	+21,000	6,282,000	+1,472,000	5,878,000	−404,000
Sindh	166,000	+18,000	176,000	+10,000	189,000	+13,000	206,000	+17,000	210,000	+4,000
Madras . . .	6,405,000	+801,000	6,800,000	+395,000	6,789,000	−11,000	6,965,000	+176,000	7,097,000	+132,000
TOTAL .	25,101,000	+1,603,000	27,074,000	+973,000	27,767,000	+693,000	27,831,000	+64,000	28,772,000	+941,000

87. It will be seen that the check in the consumption of salt which was pointed out in the Financial Statement last year, has proved to be, as was at the time surmised, temporary. The total increase in the period of four years from the year 1882 when the salt duty was lowered has been for the eleven months from 1st March to 31st January from 26,101,000 in 1882-83 to 28,772,000 maunds in 1886-87; an increase of 2,671,000 maunds for the eleven months, or (at ₹2 per maund) of ₹53,42,000 or £534,200 conventional sterling, or, say, £583,000 for twelve months. The annual amount of Revenue abandoned when the Salt Tax was lowered was estimated, it will be remembered, at £1,400,000.

88. The net import of gold into India has continued to fall off very greatly in 1886-87; silver also shewing decrease, even compared with ordinary preceding years :—

Imports of gold and silver.

YEAR.	GOLD.		
	Imports.	Exports.	Net imports.
	₹	₹	₹
1881-82	4,85,63,920	1,24,078	4,84,39,842
1882-83	5,09,51,354	16,42,639	4,93,08,715
1883-84	5,46,94,568	69,517	5,46,25,051
1884-85	4,77,81,724	10,62,359	4,67,19,365
1885-86	3,09,15,409	32,86,062	2,76,29,347
1886-87 (10 months) . . .	1,99,48,131	63,63,771	1,35,84,360

YEAR.	SILVER.		
	Imports.	Exports.	Net imports.
	₹	₹	₹
1881-82	6,46,63,889	1,08,73,390	5,37,90,499
1882-83	8,35,80,218	87,77,949	7,48,02,269
1883-84	7,40,85,065	1,00,33,554	6,40,51,511
1884-85	9,11,00,254	1,86,43,941	7,24,56,313
1885-86	12,38,62,599	77,96,314	11,60,66,285
1886-87 (10 months) . . .	6,27,47,044	1,01,98,011	5,25,49,033

89. On the 31st March 1886, the number of depositors in District and Presidency Savings Banks was 80,718 with £2,471,180 at their credit. On the corresponding date of the previous year there were 95,366 depositors, the balance at whose credit was £3,058,998, or showing a decrease on 31st March 1886 of 14,648 depositors and £587,818 in the balance at their credit. The decrease in the number of depositors occurred as under—

Savings Banks.

	Europeans and Eurasians.	Natives.	Total.
31st March 1885	20,330	75,036	95,366
„ 1886	17,270	63,448	80,718
	−3,060	11,588	14,648

and was due to the abolition, under the orders of Government,* of the District Savings Banks at the close of the year 1885-86, with a view to their absorption in the Post Office Banks. To facilitate this measure it was arranged that from the date of the order no new accounts should be received in the District Savings Banks, and that depositors who had accounts therein should be encouraged to transfer their balances to the Post Office Banks as soon as possible. Many depositors availed themselves of this offer, and sums held in District Savings Banks were gradually made over to the Post Office Banks.

* Financial Department Resolution No. 33, dated 4th January 1886.

Post Office Savings Banks.

90. From the statement below it will be noticed that the number of accounts and the balance at credit of depositors rose from 122,599 accounts, and £1,344,200 on the 31st March 1885 to 155,009 accounts, and £2,254,590 on the same date of the following year, or more by 32,410 accounts and £910,390 at their credit. The proportion in which this increase occurred among Europeans and Eurasians and Natives of the country is shown below:—

	Number of Accounts.			Balance at Credit of Depositors.		
	Europeans and Eurasians.	Natives.	Total.	Europeans and Eurasians.	Natives.	Total.
	No.	No.	No.	£	£	£
On 31st March 1885 .	13,355	109,244	122,599	233,500	1,110,700	1,344,200
„ „ 1886 .	20,213	134,796	155,009	441,856	1,812,734	2,254,590
Increase .	6,858	25,552	32,410	208,356	702,034	910,390

The above improvement was due partly to the transfer from the District Banks, as explained previously, and to the Postal Department having begun to receive deposits at the rural Post Offices, thereby extending operations into parts of the country where heretofore the people had no facilities for investing their small earnings.

The balances in the Presidency Savings Banks have been declining for some years, in consequence probably of the greater convenience offered by the Post Office; and it has been decided that, while in the Presidency towns they may be continued, the Banks opened in the interior of Madras and Bombay should be superseded from June 1886 by those belonging to the Post Office.

The total balances in Savings Banks of all classes on the 31st March 1886 was £5,081,183.

Post Office Life Insurance.

91. The Director General of the Post Offices' report on the operations of the Postal Life Insurance scheme for the year 1885-86, which is the second complete year of its existence, shows that 170 new policies were issued, representing a total assured amount of ₹1,91,850, as compared with 398 policies, aggregating ₹5,63,225 taken out during the 14 months ending with the 31st March 1885.

The abstract below contrasts the progress of the scheme in the years 1884-85 and 1885-86:—

	To 31st March 1885.	To 31st March 1886.
Number of lives insured .	398	568
Amount of insurance .	₹ 5,63,225	7,55,075
„ received in premia .	„ 14,890	39,567
„ of claims met .	„ 1,500	5,773

The statement shows that the total number of policies effected up to 31st March 1886 was 568 of the total value of ₹7,55,075 or an average of ₹1,330 for each policy. Deducting lapses or policies surrendered or cancelled, the aggregate amount assured stood at ₹7,04,125. Of the total number of policies effected 56 were for Europeans and Eurasians and 512 for Natives of the country. The scheme continued to make progress in the Postal Circles of Bengal, Madras, Bombay, and Assam. The number of policies taken out in these circles during, and to the end of the year 1885-86 are as under:—

	Bengal.	Madras.	Bombay.	Assam.
In 1885-86 .	40	35	36	15
To end of 1885-86 .	131	108	88	58

The table in the margin shews the distribution of policies among the principal classes of postal officials since the scheme was introduced, with the percentage of lives insured in each class. Out of a total of 38,829 employees, 568, or a little less than 1½ per cent., have availed themselves of the advantages of State Life Insurance, and more than 26,000 of these employees belong to the poorly paid class of postmen, runners, and boatmen.

	No. on 31st March 1886.	Number of Life Insurance Policies taken out.			Percentage of lives insured.
		Up to 31st March 1885.	During 1885-86.	Total.	
Superintendents and Inspectors .	346	38	7	45	13·
Postmasters, Sub-Postmasters, and Village Postmasters . .	4,677	123	64	187	3·99
Schoolmasters and Extraneous Agents	1,969	...	1	1	·05
Clerks	5,086	177	65	242	4·75
Postmen and Village Postmen .	13,826	44	23	67	·48
Road Establishment . . .	12,271	11	6	17	·13
Signallers, &c., in Combined Offices	654	5	4	9	1·37
	38,829	398	170	568	1·46

From 1st April 1886 to 31st December 1886, 106 additional policies were issued of the aggregate value of ₹92,400.

92. The following explanations cover the main causes of increase or decrease in 1886-87 and in the ensuing year. In the former case the comparison is between the Budget Estimates and the Revised Estimates of 1886-87; in the latter between the Budget Estimates of 1887-88 and the Revised Estimates of 1886-87:—

Comparison of Revised with Budget Estimates of 1886-87.

Revenue.	Increase. £	Decrease. £	Expenditure.	Increase. £	Decrease. £
Land Revenue . . .	...	149,800	Opium	134,400	...
Opium	...	328,700	Police	233,600	...
Salt	146,100	...	Marine	159,300	...
Excise	130,800	...	State Railways (Working Expenses) . . .	...	291,100
Assessed Taxes . . .	...	110,090	Guaranteed Companies .	109,500	...
State Railways— Gross Earnings . .	...	127,100	Army	804,600	...
Guaranteed Companies— Net Traffic Receipts .	419,000	...			

Revenue.

93. *Land Revenue (I)—Decrease £149,800.*—In Upper Burma alone the decrease is £304,600, and is due partly to the defective information on which the first estimates were based, and partly to the unsettled state of the country. In other provinces, the Land Revenue was, as will be seen from the Provincial figures, better than the Estimate.

Opium (II)—Decrease £328,700.—There is a decrease of £522,100 in the receipts from Behgal opium, and an increase of £197,500 in those from Malwa opium; besides small differences in the receipts from excise opium in other provinces. The Budget Estimate provided for a sale of 55,500 chests of Bengal opium at ₹1,300 a chest—£6,660,000, plus excise opium and miscellaneous receipts, £70,000, or a total of £6,730,000. The total number of chests sold during the year was 54,750, which resulted in a decrease of £513,000, owing to an average rate of ₹1,122-11-9 a chest having been realised. There is, besides, a net decrease of £9,100 on account of excise opium and miscellaneous receipts. The increase in Bombay is due to the number of chests of Malwa opium exported during the year having been somewhat larger than was anticipated in the Budget.

Salt (III)—Increase £146,100.—This occurs chiefly in Bombay and the Central Provinces, and is due to the more extended sale of Baragora salt during the first three months of the year, during which a high price was maintained on the Sambhar salt, as explained in paragraph 47 of last year's Statement.

Excise Increase—£130,800.—The increase of Excise revenue is general.

Assessed Taxes.—Decrease £110,000.—The decrease of £110,000 is chiefly due to the decision to levy Income-tax upon the surplus profits, and not upon the net earnings of the Guaranteed Railways. As explained in paragraph 77 the effect on the Government account was more nominal than real.

Railways.—Under this head State Railways show a decrease of £127,100, and Guaranteed an increase of £419,000.

The main factors on the first of these figures are:—

	£
East Indian Railway—Decrease	55,000
North-Western Railway—ditto	164,500
Rajputana-Malwa Railway, Imperial portion—Increase	32,500
Southern Mahratta Railway—Increase	22,500
Provincial Railways—increase	44,400

The decrease in the East Indian Railway receipts is due to the grain traffic during the earlier months of the year having been below the expectations formed when the Budget Estimates for the year were framed. The large decrease in the North-Western Railway is due to the falling off in the receipts from the carriage of materials for frontier railways and to a great falling off in the usual export wheat traffic from the Punjab. In the Southern Mahratta Railway, the increase is due to an increase in the open mileage.

Under Provincial State Railways the principal contributors to the increase are Burma Railway £25,000, Northern Bengal £30,000, Tirhoot £17,500.

In the Burma Railway the increase is due to the country having become quieter and to movement of troops to Upper Burma, and in the Northern Bengal Railway to general increase of traffic. The increase in the Tirhoot line is the result of the reduction of third class fares, the benefit of which is being gradually appreciated, and of the opening for traffic of a portion of the Kosi extension.

The increases under Guaranteed Railways (Net Traffic Receipts) are as follow:—

	Increase. £
Madras Railway	55,000
South Indian Railway	6,500
Bombay, Baroda and Central India Railway	25,000
Great Indian Peninsula Railway	270,000
Oudh and Rohilkhand Railway	62,500
TOTAL	419,000

£84,500 of this is due to the exclusion from working expenses of the charge for payment of Income-tax; the rest arises from improved traffic.

94. On the Expenditure side, the first noteworthy difference is—

Opium (4)—Increase £134,800.—This increase occurs almost wholly in Bengal, and is due to the outturn of the Benares Agency for the season 1885-86 having proved larger than was anticipated when the Budget Estimate was framed.

Police (20) and Marine (21).—The principal items here included are £195,000 on account of increased Police charges in Upper Burma, £139,000 under Marine, on account of transport charges connected with operations in Upper Burma.

Famine Relief.—Decrease £1,049,000.—It has been explained in paragraph 73 that the absence of a surplus has prevented our carrying out the intention, provided for in the Budget, of setting apart £749,000 for reduction of debt; and that, for the same reason, of the original grant of £500,000 for the

construction of Protective Railways, we can afford to give only £200,000 from Revenue.

State Railway Working Expenses (38) £291,100, counterbalanced by an increase, £109,500, for payments of surplus profits to *Guaranteed Railway Companies*, the necessary accompaniment of increased earnings. The principal items of the first are—East Indian Railway, £185,000, and North-Western Railway, £54,000. Of the first of these decreases about £79,000 is in consequence of the decision to levy Income-tax on the surplus profits instead of basing it on the net earnings, and including the amount in working expenses; £50,000 is due to the write-back to Capital of the value of stores issued to Revenue, but not used; and the balance to renewals of way and stock not having been carried out to the extent anticipated.

The decrease on the North-Western Railway is accounted for by the reduced traffic during the year already noticed on the receipt side.

Against the foregoing decreases, there is a large increase of £34,000 in the working expenses of the Eastern Bengal Railway caused by extensive renewals of permanent-way and repairs to rolling stock, &c.

The provincial State Railways also shew a small decrease in working expenses which occurs mostly on the Nagpur-Chhatisgarh Railway. This is due to a large provision for ballast not being required, as the expenditure on this head has been charged to Capital, to less outlay in repairing culverts, and to the return of materials to store.

Army, Effective, (46).—Increase £673,700. Non-effective, increase £21,400=Total £780,300.—This increase arose in consequence of the necessity for adding, during the year, to the garrison to be maintained in Upper Burma, and to the movements of troops there. The other principal items which have contributed to this increase are (1) the raising of two additional Goorkha Battalions; (2) purchase of mules for the Artillery; (3) provision of a greater number of medical officers and subordinates; and (4) additional purchases of land to meet military requirements. On the other hand there have been savings due to the postponement of the arrival of a portion of the sanctioned additional number of British troops, and also to the instructions issued in the early part of the year to ensure the observance of strict economy in all branches of the army.

95. The principal items of difference between the Budget Estimates of 1887-88 and the Revised Estimate of 1886-87 are:—

Revenue.	Increase. £	Decrease. £
Land Revenue	327,000	...
State Railways (gross earnings)	604,400	...
Military Works	...	152,400

Expenditure.	Increase. £	Decrease. £
Land Revenue	153,200	...
Opium	...	279,200
Police	463,800	...
Political	...	120,200
Construction of Railways	...	112,900
Railways—		
State Railways (working expenses)	353,300	...
Military Works	170,000	...

96. *Land Revenue (1)—Increase £327,100.*—Of this increase a sum of £209,900 is anticipated from Upper Burma and the balance from Bombay. The increase in the latter case is due to a considerable extent to the postponement, till next year, of £50,000 due in 1886-87.

State Railways (Gross Earnings) (XXVI)—Increase £604,400.—This increase is general, and is due in many cases to increased open mileage. With the exception of the Northern Bengal Railway and a few other minor lines, all the railways are expected to earn more in 1887-88 than in the previous year.

The main increases are—

Rajputana-Malwa Railway	50,000
Umeria Colliery	21,500
Indian Midland Railway	23,100
Lucknow-Sitapur-Kheri Railway (Provincial)	26,200
Cuddapah-Nellore and Bellary-Kistna (new lines)	35,000
North-Western Railway	335,000
Southern Mahratta Railway	117,500
TOTAL	608,300

The largest of these—that on the North-Western Railway—is principally a recovery from the low figures of the current year, but is also partly due to the opening of the frontier lines.

It has already been explained that there is a considerable alteration in the distribution of the railways between Imperial and Provincial, and that the Provincial share of the increase under this head, which is £282,700, arises not from improvement of revenue upon Provincial Railways, but from the transfer to Provincial of the Eastern Bengal Railway, and the transfer to Imperial of some lines that have hitherto been Provincial.

The decrease of receipts under Military Works (XXXI) is due to the exceptional recovery in 1886-87 of £150,000 from His Highness the Maharaja Sindia on account of the Morar Cantonment and the Gwalior Fort.

Expenditure.

97. On the Expenditure side there is under *Land Revenue* (3) a net increase of expenditure of £153,600.

The chief increases occur in the following Provinces:—

	£
Central Provinces	21,600
Upper Burma	48,700
Punjab	13,200
Madras	43,700

In the Central Provinces and Punjab the increases are on account of extended settlement operations. In Madras, it is due to the proposed revision of subordinate revenue establishments. In Upper Burma the increase has been provided for in view of the anticipated realisation of revenue on the pacification of the province. As a good deal of expenditure under this head, which was formerly partly Imperial, has in the new Contracts been made wholly Provincial, the result on the whole is a diminution of Imperial expenditure, but an increase of Provincial by more than the whole £153,600.

Under *Opium* (4) we estimate for smaller expenditure by £270,200 than that of this year, as we do not anticipate the recurrence of the recent very favourable crops.

The changes in the expenditure under the remaining revenue heads are mostly transfers of expenditure between Imperial and Provincial.

Under *Civil Departments*, we have a gross increase of expenditure in India £407,400, which comes mainly under two heads—namely, Police (20), increase £463,800, almost entirely in Upper Burma (where the police is estimated to cost £737,000 altogether), and Political (25), decrease £116,300 owing to cessation of charges for the Afghan Boundary Commission and the Thibet Mission.

Under *Railway Revenue Aocount* we provide for a gross increase of £553,300 in State Railway working expenses (38) and £147,700 under State Railway interest account.

Of the former the principal increases are as follow:—East Indian Railway £70,000. (This apparent increase is explained by the write-back in 1886-87.)

North-Western Railway £380,000. (This is to provide for extensive renewals of permanent-way chiefly on the late Sind, Punjab and Delhi Railway and for working the Sind-Sagar State Railway and the Bolan and Sind-Pishin lines, which will be opened during the year.)

Southern Mahratta Railway £52,500. (In 1887-88 the line will probably be opened throughout.)

The increase, £170,000, on account of Military Works, is entirely on account of Upper Burma, where the expenditure is estimated at £300,000.

Ways and means.

98. In the Financial Statement for 1886-87, it was estimated that the year would open with a balance on the Indian Treasuries of £12,401,932, that the Secretary of State would draw (five sterling) £13,331,400 during the year, and that the balance of March 31st, 1887, would be £10,617,432. The actual opening balance was £12,754,478; Council Bills have fallen short considerably the total for the year being now put down at £12,000,000, and the closing balance at £13,016,578.

Commencing with this balance on 31st March 1887, we find that after providing for the contemplated amount of drawings £16,250,000, we are left at the end of the year with an estimated balance of only £5,604,678. This is due to the heavy expenditure on Capital outlay £3,953,800, and special defence works £130,300, not charged to Revenue, and to the heavy payments (net £1,673,200) we have to make to Railway Companies, against their payments into the Home Treasury.

We have been assisted in meeting the demands which will fall upon the Indian Treasuries next year by the circumstance that the Gwalior Council of State has intimated its desire, through the Agent to the Governor General, Sir Lepel Griffin, to invest three and a half crores of the late Maharaja's hoarded treasure in Government securities. We also propose to place in the market a loan of 200 lakhs; but it will be understood that according to the usual custom, no pledge is, or can be, given regarding the time or the amount of borrowing. It has been decided not to raise any sterling loan for Public Works during the year.

With these loans our balance at the end of the year is estimated at £11,104,678.

Of our other transactions, under the head of Ways and Means, it remains only to note that we expect to get £660,000 by Savings Banks' deposits, but about the same amount will be required on the disbursement side, for the advance promised to the Calcutta and Bombay Port Trusts, out of the last year's loan of £1,200,000.

99. The following is a summary of the chief points in the foregoing Statement.

The Accounts for 1885-86 shew the following:—

Recapitulation.

	£
Receipts	74,464,197
Expenditure	77,265,923
Deficit	2,801,726

The Revised Estimates of 1886-87 shew—

Revenue	76,071,700
Expenditure	76,071,200
Surplus	500

The Estimates for 1887-88 shew—

Revenue	77,460,200
Expenditure	77,443,500
Surplus	16,700

The deficit which would have otherwise occurred in the Revised Estimates of 1886-87 and the Estimates of 1887-88 has been met by transfer to loan charges against the Famine Insurance Grant the sum of £1,049,400 and £1,248,000 in those two years respectively.

The net charge in 1886-87, on account of Upper Burma Civil and Military Expenditure, is £1,741,400 and in 1887-88 £1,770,500.

The ultimate gain to the Imperial Government on the Provincial Contracts is £640,100, the gain on the estimates for the ensuing year, however, being £490,000 only. The recommendations of the Finance Committee in other directions cover a very wide field, and must for some considerable time continue to occupy the attention of the Government.

The Income Tax receipts in the Revised Estimates of 1886-87 are put at £1,348,100 against £1,458,100 in the Budget of that year; the difference being mainly due to a decision to assess the Income Tax on the surplus profits of Guaranteed Railways, and not on their net earnings. As the share of the Government in the Income Tax on the net earnings of the Guaranteed and State Railways is £131,980, the loss on account of Income Tax is merely nominal to this extent. The estimate for the next year on account of Income Tax is £1,406,000.

The net loss to the State on State and Guaranteed Railways in the Revised Estimates of 1886-87 is £1,177,900 and in the Budget Estimates of 1887-88 £1,383,700.

The Army Estimates for 1887-88, including Burma, amount to £19,197,000 against £19,070,600 in the Revised Estimates of the preceding year. £344,984 are included in the Estimates of 1887-88 as increased expenditure on account of additions to the strength of the Army.

The Opium prospects are good, but as they are not so exceptional as last year, the expenditure on account of opium has been reduced from £2,785,300 in the Revised Estimates to £2,506,100 in the Budget Estimates for next year. The reserve at the close of 1886-87 is expected to stand at 36,705 chests. The price during the ensuing year has been taken at R1,100 per chest. 4,750 chests will be sold each month during 1887-88; the amount to be sold in the first three months of 1887-88 will be notified hereafter.

The additional charge in the Revised Estimates of 1886-87 on account of Exchange is £474,600. Exchange for 1887-88 has been taken at 17½*d.*

The consumption of Salt has increased, in the eleven months ending with January 31, 1887, by 941,000 maunds.

The import, both of gold and silver, has decreased, the former having fallen to £135,84,360 for 10 months of 1886-87 from £27,629,347 in 1885-86 (12 months), £46,719,365 in 1884-85 (12 months), and £54,625,051 in 1883-84 (12 months).

The District and Post Office Savings Banks have been amalgamated. The total balances in Savings Banks of all classes on 31st March 1886 was £5,081,183.

The Post Office Life Insurance Scheme makes progress.

The opening balance of 1887-88 in India is expected to be £13,016,578 and the closing balance £11,104,678. Provision has been made for drawings by the Secretary of State to the amount of £16,250,000 (true sterling).

The annual loan for Public Works will amount to 5½ crores, and will be raised in India. Of this amount 3½ will be obtained by the investment in Government securities, at the desire of the Gwalior Council of Regency, of treasure hoarded by the late Maharaja Scindiah. No Public Works Sterling Loan will be raised this year.

A. COLVIN.

March 26, 1887.

APPENDIX.

ACCOUNTS AND ESTIMATES.

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General Statement of the Accounts and Estimates of the Revenue and Expenditure and Receipts and Disbursements of the Government of India, in India and in England.

[£1 is recorded for every 10 rupees, in respect of transactions *in India*, including those of "Exchange."] **Figures nearest to 100 in columns for Estimates.**

	For detail *vide* Statement.	RECEIPTS. Accounts, 1885-86.	Budget Estimate, 1886-87.	Revised Estimate, 1886-87.	Budget Estimate, 1887-88.
Revenue—		£	£	£	£
Principal Heads of Revenue—					
Land Revenue	...	22,592,371	22,700,300	22,010,500	22,937,600
Opium	...	8,042,515	9,227,600	8,898,000	8,893,300
Salt	...	6,345,128	6,392,500	6,538,000	6,604,600
Stamps	...	3,663,174	3,694,400	3,721,100	3,716,200
Excise	...	4,152,136	4,134,800	4,265,600	4,225,400
Other Heads	A	6,747,001	7,715,500	7,631,000	7,751,600
TOTAL, PRINCIPAL HEADS	A	52,442,325	53,925,100	53,665,700	54,128,700
Interest	„	698,982	644,200	680,900	686,500
Post Office, Telegraph, and Mint	„	1,965,860	1,914,100	1,970,700	2,025,300
Receipts by Civil Departments	„	1,427,406	1,433,800	1,454,200	1,425,300
Miscellaneous	„	1,077,809	703,100	831,400	1,177,000
Railways	„	13,684,084	13,975,000	14,260,900	14,892,500
Irrigation	„	1,588,278	1,621,600	1,594,800	1,688,000
Buildings and Roads	„	615,581	680,100	690,800	539,500
Receipts by Military Departments	„	693,872	841,700	910,300	897,400
TOTAL REVENUE	...	74,404,197	75,798,700	76,071,700	77,460,200
Extraordinary Receipts—					
Assets of the Bengal Civil Fund credited to Government by charge to Unfunded Debt in accordance with Act 45 and 46 Vic., Cap. 45 . . 1,908,469					
Ditto Madras Civil Fund do. . 2,257,000					
Ditto Bombay City Police Supervision Fund do. . 30,930		4,196,399	...	...	...
Debt, Deposits, and Advances—					
Permanent Debt (net Incurred)		3,584,979	9,415,400	9,737,700	2,000,500
Unfunded Debt (net Incurred)	C	...	478,200	710,600	4,213,100
Deposits and Advances (net)	„	3,392,707	733,500	628,200	...
Loans to Municipalities, Native States, &c. (net Recoveries)	„	102,720	...	72,500	...
Capital of Railway Companies (net Receipts)	„	4,150,924	...	...	...
Remittances (net)	„	410,512	...	1,078,300	...
Secretary of State's Bills drawn	„	10,292,692	13,331,400	12,000,000	16,250,000
TOTAL RECEIPTS	...	100,595,190	99,757,200	100,299,000	109,923,800
Balance on 1st April—India	...	12,540,532	12,401,932	12,754,478	13,016,578
England	...	2,249,378	4,777,978	4,726,585	2,077,085
GRAND TOTAL £	...	115,385,100	116,937,110	117,780,063	115,017,463

FORT WILLIAM,
DEPT. OF FINANCE AND COMMERCE;
The 26th March 1887.

E. W. KELLNER,
Deputy Comptroller General.

	For detail *vide* Statement.	DISBURSEMENTS. Accounts, 1885-86.	Budget Estimate, 1886-87.	Revised Estimate, 1886-87.	Budget Estimate, 1887-88.
Expenditure—		£	£	£	£
Direct Demands on the Revenues	B	9,805,278	9,675,200	9,786,000	9,650,600
Interest	„	4,330,861	4,250,300	4,307,700	4,412,200
Post Office, Telegraph, and Mint	„	2,292,961	2,227,500	2,171,800	2,261,500
Salaries and Expenses of Civil Departments	„	12,243,689	12,354,900	12,650,100	13,179,700
Miscellaneous Civil Charges	„	4,634,598	4,848,600	4,723,000	4,856,200
Famine Relief and Insurance	„	1,500,000	1,361,300	311,900	94,500
Construction of Railways (Charged against Revenue in addition to that under Famine Insurance)	„	632,055	109,200	187,900	75,000
Railway Revenue Account	„	14,415,797	15,696,700	15,700,600	16,481,900
Irrigation	„	2,303,747	2,352,900	2,396,400	2,441,300
Buildings and Roads	„	4,485,276	5,449,300	5,342,500	5,553,200
Army Services	„	20,097,779	18,266,000	19,070,600	19,197,000
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL	...	76,742,041	76,591,900	76,648,500	78,203,100
Add—Provincial Surpluses: that is, portion of Allotments to Provincial Governments not spent by them in the year	End of B	731,242	...	+ 54,800	...
Deduct—Provincial Deficits: that is, portion of Provincial Expenditure defrayed from Provincial balances	„	—207,360	—975,400	—632,100	—759,600
TOTAL EXPENDITURE CHARGED AGAINST REVENUE	...	77,265,923	75,616,500	76,071,200	77,443,500
Expenditure not charged to Revenue—					
Capital Outlay on Railways and Irrigation Works	End of B	5,275,364	5,427,100	5,802,500	4,994,200
Special Defence Works	„	...	441,700	305,200	474,600
Capital charge invoked in redemption of liabilities	...	1,086,045	4,844,200	4,914,500	...
Debt, Deposits, and Advances—					
Unfunded Debt (net discharged)		3,283,959	...	...	...
Deposits and Advances (net)	C	...	...	...	1,160,800
Loans to Municipalities, Native States, &c. (net Payments)	„	...	897,600	...	677,200
Capital of Railway Companies (net Payments)	„	...	3,162,000	3,644,900	656,200
Remittances (net)	„	...	135,400	...	85,000
Secretary of State's Bills paid	„	10,992,746	13,331,400	11,948,100	16,250,000
TOTAL DISBURSEMENTS	...	97,904,037	103,855,900	102,686,400	101,741,500
Balance on 31st March—India	...	12,754,478	10,617,432	13,016,578	11,104,678
England	...	4,726,585	2,462,778	2,077,085	2,171,285
GRAND TOTAL £	...	115,385,100	116,937,110	117,780,063	115,017,463
		£	£	£	£
Revenue		74,464,197	75,798,700	76,071,700	77,460,200
Expenditure chargeable thereon		77,265,923	75,616,500	76,071,200	77,443,500
Surplus (+) or Deficit (—)		—2,801,726	+182,200	+500	+16,700

E. GAY,
Offg. Comptroller General.

J. WESTLAND,
Offg. Secretary to the Government of India.

No. A.—*STATEMENT of the REVENUE of INDIA, in India and in England.*

[£1 is recorded for every 10 rupees, in respect of transactions *in India*, including those of "Exchange."] *Figures nearest to 100 in columns for Estimates.*

HEADS OF REVENUE.	ACCOUNTS, 1885-86. India. Imperial.	India. Provincial and Local.	England.	Exchange.*	Total.	REVISED ESTIMATE, 1886-87. India. Imperial.	India. Provincial and Local.	England.	Exchange. 1-5⅛d.	Total.	Increase+ Decrease— of Revised, as compared with Budget Estimates, 1886-87.	BUDGET ESTIMATE, 1887-88. India. Imperial.	India. Provincial and Local.	England.	Exchange. 1-5⅛d.	Total.	Increase+ Decrease— of Budget, 1887-88, as compared with Revised Estimates, 1886-87.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Principal Heads of Revenue—																	
I.—Land Revenue	13,450,572	9,141,799	...	...	22,592,371	13,964,600	8,645,900	...	...	22,610,500	−149,800	14,156,000	8,781,600	...	...	22,937,600	+327,100
II.—Opium	8,942,515	...	...	...	8,942,515	8,898,900	...	...	...	8,898,900	−328,700	8,893,300	...	...	...	8,893,300	−5,600
III.—Salt	6,317,754	27,374	...	...	6,345,128	6,505,000	33,600	...	...	6,538,600	+146,100	6,577,800	26,800	...	...	6,604,600	+66,000
IV.—Stamps	1,851,387	1,811,787	...	...	3,663,174	1,883,500	1,837,600	...	...	3,721,100	+26,700	1,074,200	2,642,000	...	...	3,716,200	−4,900
V.—Excise	2,105,266	2,046,870	...	...	4,152,136	2,164,900	2,100,700	...	...	4,265,600	+130,800	3,096,000	1,129,400	...	...	4,225,400	−40,200
VI.—Provincial Rates	1,032	2,958,083	...	...	2,960,315	1,300	2,942,300	...	...	2,943,600	+34,500	800	2,956,700	...	...	2,957,500	+13,900
VII.—Customs	1,020,624	179,352	...	...	1,199,976	1,043,700	168,200	...	...	1,211,900	+38,700	1,217,600	15,100	...	...	1,232,700	+20,800
VIII.—Assessed Taxes	251,599	251,435	...	..	503,034	1,095,000	253,100	...	...	1,348,100	−110,000	833,700	572,300	...	...	1,406,000	+57,900
IX.—Forest	490,683	594,015	832	262	1,086,092	525,500	613,100	...	...	1,138,600	−14,700	521,800	608,900	...	...	1,130,700	−7,900
X.—Registration	154,697	153,309	...	...	308,006	149,900	148,000	...	...	297,900	−11,900	152,100	150,600	...	...	302,700	+4,800
XI.—Tributes from Native States	689,578	...	...	...	689,578	690,900	...	...	...	690,900	−21,100	722,000	...	...	...	722,000	+31,100
TOTAL	35,276,607	17,164,624	832	262	52,442,325	36,523,200	16,742,500	...	...	53,665,700	−259,400	37,245,300	16,883,400	...		54,128,700	+463,000
XII.—Interest	654,146	32,824	9,136	2,876	698,982	593,300	32,800	40,000	14,800	680,900	+36,700	640,900	31,900	10,000	3,700	686,500	+5,600
Post Office, Telegraph, and Mint—																	
XIII.—Post Office	1,108,849	4,237	...	...	1,113,086	1,161,700	4,600	...	...	1,166,300	+9,200	1,210,900	5,400	...	...	1,216,300	+50,000
XIV.—Telegraph	581,357	374	35,560	11,193	628,484	640,700	300	9,500	3,500	654,000	+78,100	628,700	300	7,000	2,600	638,600	−15,400
XV.—Mint	224,290	...	...	...	224,290	156,400	...	...	...	156,400	−24,700	170,400	...	...	...	170,400	+14,000
TOTAL	1,914,496	4,611	35,560	11,193	1,565,60	1,958,800	4,900	9,500	3,500	1,976,700	+62,600	2,010,000	5,700	7,000	2,600	2,025,300	+48,600
Receipts by Civil Departments—																	
XVI.—Law and Justice { Courts	14,858	273,608	...	..	288,466	20,300	281,800	...	...	302,100	+6,100	22,200	275,700	...	...	297,900	−4,200
XVI.—Law and Justice { Jails	40,141	249,102	...	...	289,243	45,900	256,200	...	...	302,100	+22,100	40,500	253,000	...	...	293,500	−8,600
XVII.—Police	6,331	314,680	...	...	321,011	10,700	311,200	...	...	321,900	−300	11,900	312,000	...	...	323,900	+2,000
XVIII.—Marine	86,040	114,392	...	...	200,432	57,600	112,900	...	...	170,500	−14,300	57,700	115,600	...	...	173,300	+2,800
XIX.—Education	1,030	199,710	...	...	200,740	1,300	203,700	...	...	205,000	+1,200	1,300	197,400	...	...	198,700	−6,300
XX.—Medical	1	50,978	2,537	799	54,315	100	55,000	2,500	900	58,500	+700	...	53,500	2,200	800	56,500	−2,000
XXI.—Scientific and other Minor Departments	13,254	59,765	137	43	73,199	35,800	57,500	600	200	94,100	+4,900	23,100	56,600	1,300	500	81,500	−12,600
TOTAL	161,655	1,262,235	2,674	842	1,427,406	171,700	1,278,300	3,100	1,100	1,454,200	+20,400	156,700	1,263,800	3,500	1,300	1,425,300	−28,900
Miscellaneous—																	
XXII.—Receipts in aid of Superannuation, &c.	221,587	30,146	125,330	39,450	416,513	231,300	32,800	102,600	38,100	404,800	+11,700	228,500	31,700	96,400	35,800	392,400	−12,400
XXIII.—Stationery and Printing	7,121	48,509	...	...	55,690	53,900	44,000	...	...	97,900	+26,400	54,600	42,600	...	...	97,200	−700
XXIV.—Exchange	264,378	...	...	...	264,378	...	...	...	...	...	...	365,400	...	...	...	365,400	+365,400
XXV.—Miscellaneous	69,673	263,276	6,297	1,982	341,228	78,300	247,700	2,000	700	328,700	+30,200	74,100	244,500	2,500	900	322,000	−6,700
TOTAL	562,759	341,991	131,627	41,432	1,077,809	363,500	324,500	104,600	38,800	831,400	+68,300	722,600	318,800	98,900	36,700	1,177,000	+345,600
Railways—																	
XXVI.—State Railways (gross Earnings)	8,988,902	969,686	230	72	9,958,890	9,627,000	1,087,100	200	100	10,714,400	−127,100	9,948,700	1,369,800	200	100	11,318,800	+604,400
XXVII.—Guaranteed Companies (net Traffic Receipts)	3,725,075	...	...	...	3,725,075	3,552,500	...	...	...	3,552,500	+419,000	3,515,000	...	...	...	3,515,000	−37,500
XXVIII.—Subsidized Companies (Repayment of Advances of Interest)	...	119	...	...	119	...	...	...	...	...	...	58,700	...	...	...	58,700	+58,700
TOTAL	12,713,977	969,805	230	72	13,684,084	13,179,500	1,087,100	200	100	14,266,900	+291,900	13,522,400	1,369,800	200	100	14,892,500	+625,600
Irrigation—																	
XXIX.—Major Works: Direct Receipts	267,902	596,871	...	...	864,773	313,700	577,400	...	...	891,100	−30,200	374,900	584,300	...	...	959,200	+68,100
Portion of Land Revenue due to Irrigation	562,607	...	...	...	562,607	558,300	...	...	...	558,300	+2,600	576,500	...	...	...	576,500	+18,200
XXX.—Minor Works and Navigation	29,956	130,942	...	...	160,898	31,600	113,800	...	...	145,400	+800	27,700	124,600	...	...	90,300	+6,900
TOTAL	860,465	727,813	...	...	1,588,278	903,600	691,200	...	...	1,594,800	−26,800	979,100	708,900	...	...	1,688,000	+93,200
Buildings and Roads—																	
XXXI.—Military Works	41,158	...	...	...	41,158	188,800	...	...	...	188,800	+700	36,400	...	...	...	36,400	−152,400
XXXII.—Civil Works	7,238	541,217	19,751	6,217	574,423	9,500	462,300	22,000	8,200	502,000	+10,000	9,700	462,300	22,700	8,400	503,100	+1,100
TOTAL	48,396	541,217	19,751	6,217	615,581	198,300	462,300	22,000	8,200	690,800	+10,700	46,100	462,300	22,700	8,400	539,500	−151,300
Receipts by Military Departments—																	
XXXIII.—Army: Effective	838,810	...	56,168	17,680	912,658	797,200	...	48,000	17,800	863,000	+74,100	800,900	...	30,000	11,200	842,100	−20,900
Non-effective	47,143	...	3,096	975	*51,214	41,500	...	4,200	1,600	47,300	−5,500	49,100	...	4,500	1,700	55,300	+8,000
TOTAL	885,953	...	59,264	18,655	963,872	838,700	...	52,200	19,400	910,300	+68,600	850,000	...	34,500	12,900	897,400	−12,900
TOTAL REVENUES	53,078,454	21,045,120	259,074	81,549	74,464,197	55,130,600	20,623,600	231,600	85,900	76,071,700	+273,000	56,173,100	21,044,600	176,800	65,700	77,460,200	+1,388,500

* The columns headed "Exchange" show, under the several heads of Revenue and Expenditure which include transactions in Exchange, the Exchange thereon calculated in accordance with the average Rate obtained for Bills and Telegraphic Transfers sold during the year.

B.—*STATEMENT of the EXPENDITURE chargeable on the Revenues of India, in India and in England.*

[£1 is recorded for every 10 rupees, in respect of transactions *in India*, including those of "Exchange."] *Figures nearest to 100 in columns for Estimates.*

HEADS OF EXPENDITURE.	ACCOUNTS, 1885-86. India. Imperial.	India. Provincial and Local.	England.	Exchange.†	Total.	REVISED ESTIMATE, 1886-87. India. Imperial.	India. Provincial and Local.
	£	£	£	£	£	£	£
Direct Demands on the Revenues—							
1.—Refunds and Drawbacks	128,715	77,459	...	...	206,174	136,600	72,800
2.—Assignments and Compensations	584,507	811,970	..	...	1,396,537	559,200	813,300
Charges in respect of Collection, *viz.*:—							
3.—Land Revenue	277,760	3,136,095	332	105	3,414,292	338,400	3,175,800
4.—Opium (including cost of Production)	3,051,481	..	4,710	1,483	3,057,674	2,783,400	...
5.—Salt (including cost of Production)	307,341	93,013	1,722	512	401,018	308,500	94,500
6.—Stamps	21,097	92,150	48,543	15,280	147,070	21,300	63,100
7.—Excise	61,404	61,443	886	79	124,372	58,000	58,700
8.—Provincial Rates	...	47,057	...	...	47,057	...	47,000
9.—Customs	...	130,719	...	...	130,719	...	133,400
10.—Assessed Taxes	6,370	6,002	...	...	12,471	40,200	6,500
11.—Forest	301,559	375,550	2,950	929	680,988	317,500	415,100
12.—Registration	93,011	92,395	...	...	185,406	93,200	92,200
TOTAL	4,834,274	4,893,243	59,143	18,618	9,805,278	4,741,900	4,974,400
Interest—							
13.—Interest on Debt* other than that charged to Railways and Irrigation Works	663,650	...	2,428,048	764,563	3,857,161	381,700	...
14.—Interest on other Obligations	470,498	2,814	295	93	473,700	361,000	2,700
TOTAL	1,134,148	2,814	2,429,243	764,656	4,330,861	742,700	2,700
Office, Telegraph, and Mint—							
15.—Post Office	1,056,820	107,541	105,139	33,095	1,302,604	1,079,500	109,400
16.—Telegraph	520,011	574	267,861	84,315	872,761	573,700	500
17.—Mint	88,327	...	22,262	7,007	117,596	70,300	...
TOTAL	1,665,167	108,115	395,262	124,417	2,292,961	1,723,500	109,900
Salaries and Expenses of Civil Departments—							
18.—General Administration	626,710	760,964	262,582	82,653	1,732,909	621,800	772,700
19.—Law and Justice { Courts	25,328	2,435,143	1,109	349	2,461,929	50,300	2,581,900
19.—Law and Justice { Jails	140,441	749,914	...	...	890,355	130,300	641,100
20.—Police	95,142	2,737,382	...	...	2,832,724	417,700	2,833,800
21.—Marine (including River Navigation)	209,268	127,201	143,166	45,065	524,700	374,500	128,800
22.—Education	16,219	1,226,377	381	120	1,243,097	15,200	1,276,500
23.—Ecclesiastical	163,045	...	609	192	163,846	160,000	...
24.—Medical	16,091	720,082	8,667	2,728	747,568	21,000	724,600
25.—Political	1,107,387	134	32,859	10,343	1,150,723	709,300	200
26.—Scientific and other Minor Departments	265,814	188,316	16,511	5,197	475,838	280,700	153,200
TOTAL	2,665,445	8,965,713	465,884	146,647	12,243,689	2,794,500	9,112,800
Miscellaneous Civil Charges—							
27.—Territorial and Political Pensions	623,736	...	22,062	6,944	652,742	634,500	...
28.—Civil Furlough and Absentee Allowances	4,589	...	196,191	61,755	262,535	4,100	...
29.—Superannuation Allowances and Pensions	347,213	574,460	1,506,051	474,062	2,901,789	93,300	599,500
30.—Stationery and Printing	28,329	384,368	74,537	23,462	510,696	47,100	381,600
31.—Exchange	...	...	...	...	...	48,000	...
32.—Miscellaneous	50,802	214,782	31,378	9,877	306,839	83,800	206,800
TOTAL	1,054,669	1,173,610	1,830,219	576,100	4,634,598	910,800	1,187,900
Famine Relief and Insurance—							
33.—Famine Relief	3	40,658	...	...	40,695	...	600
34.—Construction of Protective Railways	589,000	...	...	...	589,000	200,000	...
35.—Construction of Protective Irrigation Works	186,807	...	..	...	186,807	111,300	...
36.—Reduction of Debt	683,498	...	...	...	683,498	...	...
TOTAL	1,459,342	40,658	...	...	1,500,000	311,300	600
Carried over	12,813,045	15,184,153	5,179,751	1,630,438	34,807,387	11,224,700	15,388,300

ESTIMATE, 1886-87. England.	Exchange.†	Total.	Increase+ Decrease− of Revised as compared with Budget Estimate, 1886-87.	BUDGET ESTIMATE, 1887-88. India. Imperial.	India. Provincial and Local.	England.	Exchange.	Total.	Increase+ Decrease− of Budget, 1887-88, as compared with Revised Estimate, 1886-87.
£	£	£	£	£	£	£	£	£	£
...	...	209,400	+ 2,400	135,300	66,900	...	...	202,200	−7,200
...	...	1,372,500	+ 71,500	552,500	815,100	...	...	1,367,600	−4,900
1,000	400	3,515,600	−73,200	265,300	3,402,500	700	300	3,668,800	+ 153,200
2,000	900	2,785,300	+ 134,800	2,504,000	...	1,500	600	2,506,100	− 279,200
100	...	483,100	−13,500	467,500	1,500	100	...	469,100	−14,000
44,900	16,700	148,000	−5,300	−6,600	91,600	67,700	25,100	177,800	+ 29,800
200	100	117,600	+ 11,800	86,600	32,000	200	100	118,900	+ 1,300
...	...	47,000	+ 400	...	47,200	...	...	47,200	+ 200
...	...	133,400	...	49,800	85,300	...	...	135,100	+ 1,700
...	...	52,700	−6,000	18,600	15,000	...	...	33,600	−19,100
2,500	900	736,000	−6,300	326,000	409,000	1,900	700	737,600	+ 1,600
...	...	185,400	−5,800	93,800	92,800	...	...	186,600	+ 1,200
50,700	19,000	9,786,000	+ 110,800	4,492,800	5,058,900	72,100	26,800	9,650,600	−135,400
2,597,200	964,700	3,943,600	+ 57,500	418,100	...	2,630,100	976,900	4,025,100	+ 81,500
300	100	364,100	−100	383,800	2,600	500	200	387,100	+ 23,000
2,597,500	964,800	4,307,700	+ 57,400	801,900	2,600	2,630,600	977,100	4,412,200	+ 104,500
118,200	43,000	1,351,000	−3,000	1,100,200	112,300	110,800	41,200	1,364,500	+ 13,500
121,300	45,100	740,600	−39,300	622,900	500	136,700	50,800	810,900	+ 70,300
7,200	2,700	80,200	−13,400	79,000	...	5,200	1,900	86,100	+ 5,900
246,700	91,700	2,171,800	−55,700	1,802,100	112,800	252,700	93,900	2,261,500	+ 89,700
249,600	92,700	1,736,800	−7,300	604,000	768,000	246,700	91,600	1,710,300	−26,500
1,200	500	2,640,100	−24,700	88,300	2,608,500	2,000	700	2,699,500	+ 59,400
...	...	777,400	−28,000	158,200	657,400	...	...	815,600	+ 38,200
...	...	3,251,500	+ 233,600	833,900	2,881,400	...	...	3,715,300	+ 463,800
229,600	85,300	818,200	+ 159,300	278,500	138,000	326,700	121,300	864,500	+ 46,300
400	100	1,292,200	−34,300	14,800	1,303,300	900	300	1,319,300	+ 27,100
300	100	161,000	−11,800	171,500	...	300	100	171,900	+ 10,900
7,200	2,700	756,400	−32,200	44,700	748,300	7,400	2,800	803,200	+ 46,800
30,100	11,200	750,800	+ 68,900	592,800	400	27,300	10,100	630,600	−120,200
23,200	8,600	465,700	−28,300	268,200	154,500	19,500	7,300	449,500	−16,200
541,600	201,200	12,650,100	+ 295,200	3,054,900	9,259,800	630,800	234,200	13,179,700	+ 529,600
18,400	6,900	659,800	−14,500	638,200	...	27,200	10,100	675,500	+ 15,700
189,000	70,200	263,300	−36,300	5,400	...	217,000	80,600	303,000	+ 39,700
1,567,000	589,500	2,869,300	+ 30,500	93,400	619,600	1,608,000	597,300	2,918,300	+ 49,000
90,700	33,500	552,900	−3,300	51,200	391,500	109,700	40,700	593,100	+ 40,200
...	...	48,000	−89,700	...	...	...	...	...	−48,000
28,500	10,600	329,700	−12,300	129,300	197,900	28,500	10,600	366,300	+ 36,600
1,913,600	710,700	4,723,000	−125,600	917,500	1,209,000	1,990,400	739,300	4,856,200	+ 133,200
...	...	600	−400	...	2,000	...	...	2,000	+ 1,400
...	...	200,000	−300,000	...	...	...	...	...	−200,000
...	...	111,300	...	92,500	...	...	...	92,500	−18,800
...	...	...	−749,000	...	...	...	...	...	...
...	...	311,900	−1,049,400	92,500	2,000	...	...	94,500	−217,400
5,350,100	1,987,400	33,950,500	−767,300	11,161,700	15,645,100	5,576,600	2,071,300	34,454,700	+ 504,200

ACCOUNTS, 1885-86. India.	England.	Exchange.	Total.
£	£	£	£
663,650	2,428,048	764,563	3,857,161
2,181,875	312,155	215,255	2,663,285
964,847	...	...	964,847
3,810,372	2,795,103	879,818	7,485,293

REVISED ESTIMATE, 1886-87. India.	England.	Exchange.	Total.	BUDGET ESTIMATE, 1887-88. India.	England.	Exchange.	Total.
£	£	£	£	£	£	£	£
381,700	2,597,300	964,700	3,943,600	418,100	2,630,100	976,900	4,025,100
2,413,000	566,000	210,200	3,189,200	2,560,700	532,500	205,200	2,308,100
994,300	...	...	994,300	1,024,900	...	...	1,024,900
3,789,000	3,163,200	1,174,900	8,127,100	4,003,800	3,162,600	1,182,100	8,358,100

The "Interest on Debt" is distributed as follows:—
Interest on Debt (other than that charged to Railways and Irrigation Works) as above
Under Railway Revenue Account
Under Irrigation
TOTAL

See foot-note to Statement No. 2.

B.—*STATEMENT of the EXPENDITURE chargeable on the*

[£1 is recorded for every 10 rupees, in respect of

HEADS OF EXPENDITURE.	ACCOUNTS, 1885-86.					REVISED
	INDIA.		England.	Exchange.*	TOTAL.	INDIA.
	Imperial.	Provincial and Local.				Imperial. / Provincial and Local.
	£	£	£	£	£	£ / £
Brought forward	12,813,039	15,184,153	5,179,751	1,630,438	34,807,381	11,224,700 / 15,388,300
37.—Construction of Railways (Charged against Revenue in addition to that under Famine Insurance)	500,000	132,055	...	...	632,055	... / 187,900
Railway Revenue Account—						
38.—State Railways: Working Expenses	4,212,521	689,571	...	...	4,902,092	4,608,000 / 670,000
Interest on Debt	1,800,820	381,055	366,155	115,255	2,663,285	2,017,100 / 395,900
Annuities in purchase of Railways	...	...	1,324,031	416,767	1,740,798	... / ...
Interest on Capital deposited by Companies	289	...	195,886	61,659	257,834	400 / ...
39.—Guaranteed Companies: Surplus Profits, Land and Supervision	476,682	...	...	...	476,682	607,000 / ...
Interest	49,767	...	3,180,735	1,001,205	4,231,707	11,000 / ...
40.—Subsidized Companies: Land, &c.	27,276	16,849	...	...	44,125	33,100 / 14,900
Advances of Interest	...	...	...	...	...	... / ...
41.—Miscellaneous Railway Expenditure	91,235	8,039	...	...	99,274	82,500 / 13,700
TOTAL	6,658,590	1,095,514	5,066,807	1,594,886	14,415,797	7,359,100 / 1,094,500
Irrigation—						
42.—Major Works: Working Expenses	266,014	327,136	...	...	593,150	287,400 / 355,200
Interest on Debt	486,558	478,289	...	...	964,847	507,400 / 486,900
43.—Minor Works and Navigation	512,471	232,689	449	141	745,750	501,500 / 195,500
TOTAL	1,265,043	1,038,114	449	141	2,303,747	1,356,300 / 1,037,600
Buildings and Roads—						
44.—Military Works	960,415	...	6,469	2,036	968,920	1,127,700 / ...
45.—Civil Works	350,452	3,071,402	71,877	22,625	3,516,356	599,600 / 3,492,600
TOTAL	1,310,867	3,071,402	78,346	24,661	4,485,276	1,727,300 / 3,492,600
Army Services—						
46.—Army: Effective	14,414,290	...	1,996,069	628,305	17,038,664	13,207,900 / ...
Non-Effective	832,798	...	1,693,311	533,006	3,059,115	860,800 / ...
TOTAL	15,247,088	...	3,689,380	1,161,311	20,097,779	14,068,700 / ...
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL	37,794,633	20,521,238	14,014,733	4,411,437	76,742,041	35,736,100 / 21,200,900
Add—Portion of Allotments to Provincial Governments not spent by them in the year	...	+731,242	...	...	+731,242	... / +54,800
Deduct—Portion of Provincial Expenditure defrayed from Provincial balances	...	−207,360	...	...	−207,360	... / −632,100
Total Expenditure charged against Revenue	37,794,633	21,045,120	14,014,733	4,411,437	77,265,923	... / 20,623,600

	ACCOUNTS, 1885-86.			
	India.	England.	Exchange (charged against Revenue.)	Total.
Expenditure not charged to Revenue—				
Capital Outlay Railways and Irrigation Works—				
47.—State Railways: Construction	£ 2,363,102	£ 1,787,175	£ 562,551	£ 4,712,828
48.—Irrigation Works	553,866	6,594	2,076	562,536
TOTAL	2,916,968	1,793,769	564,627	5,275,364
49.—SPECIAL DEFENCE WORKS	...	...	...	...
50.—CAPITAL CHARGE INVOLVED IN REDEMPTION OF LIABILITIES	...	1,086,045	...	1,086,045

* See foot-note to Statement A, p. 638.

Revenues of India, in India and in England—continued.

transactions *in India*, including those of "Exchange."] ***Figures nearest to 100 in columns for Estimates.***

ESTIMATE, 1886-87.			Increase + Decrease— of Revised, as compared with Budget Estimates, 1886-87.	BUDGET ESTIMATE, 1887-88.				Increase + Decrease— of Budget, 1887-88, as compared with Revised Estimates, 1886-87.
				INDIA.		England.	Exchange.	TOTAL.	
England.	Exchange.*	TOTAL.		Imperial.	Provincial and Local.				
£	£	£	£	£	£	£	£	£	£
5,350,100	1,987,400	33,950,500	−767,300	11,161,700	15,645,100	5,576,600	2,071,300	34,454,700	+504,200
...	...	187,900	+78,700	...	75,000	...	...	75,000	−112,900
...	...	5,278,000	−291,100	5,020,300	811,000	..	...	5,831,300	+553,300
566,000	210,200	3,189,200	+89,600	2,117,700	443,000	552,500	205,200	3,318,400	+129,200
1,677,700	623,100	2,300,800	−300	...	...	1,683,000	625,100	2,308,100	+7,300
343,700	127,600	471,700	+59,300	400	...	426,400	158,400	585,200	+113,500
...	...	607,000	+109,500	573,000	...	...	...	573,000	−34,000
2,697,000	1,001,700	3,709,700	+118,800	29,400	...	2,700,000	1,002,900	3,732,300	+22,600
...	...	48,000	−21,500	40,500	19,500	...	...	60,000	+12,000
...	...	...	−36,600	...	...	...	...	...	...
...	...	96,200	−23,800	70,000	3,600	...	...	73,600	−22,600
5,284,400	1,962,600	15,700,600	+3,900	7,851,300	1,277,100	5,361,900	1,991,600	16,481,900	+781,300
...	...	642,600	+30,900	291,700	354,200	...	...	645,900	+3,300
...	...	994,300	−3,500	513,700	511,200	...	...	1,024,900	+30,600
1,800	700	759,500	+16,100	271,400	498,800	200	100	770,500	+11,000
1,800	700	2,396,400	+43,500	1,076,800	1,364,200	200	100	2,441,300	+44,900
2,200	800	1,130,700	−24,700	1,298,100	...	1,900	700	1,300,700	+170,000
87,200	32,400	4,211,800	−82,100	691,600	3,442,800	86,100	32,000	4,252,500	+40,700
89,400	33,200	5,342,500	−106,800	1,989,700	3,442,800	88,000	32,700	5,553,200	+210,700
1,852,400	688,000	15,748,300	+673,700	13,143,700	...	1,886,200	700,600	15,730,500	−17,800
1,794,900	666,600	3,322,300	+130,900	866,300	...	1,896,000	704,200	3,466,500	+144,200
3,647,300	1,354,600	19,070,600	+804,600	14,010,000	...	3,782,200	1,404,800	19,197,000	+126,400
14,373,000	5,338,500	76,648,500	+56,600	36,089,500	21,804,200	14,808,900	5,500,500	78,203,100	+1,554,600
...	...	−577,300	+398,100	...	...	...	...	...	...
			...	....	−759,600	...	...	−759,600	−182,300
...	...	76,071,200	+454,700	...	21,044,600	...	...	77,443,500	+1,372,300

REVISED ESTIMATE, 1886-87.				BUDGET ESTIMATE, 1887-88.			
India.	England.	Exchange.	Total.	India.	England.	Exchange.	Total.
£	£	£	£	£	£	£	£
3,328,300	1,344,000	499,200	5,171,500	2,435,900	1,355,000	503,300	4,294,200
625,500	4,000	1,500	631,000	700,000	...	....	700,000
3,953,800	1,348,000	500,700	5,802,500	3,135,900	1,355,000	503,300	4,994,200
130,300	127,500	47,400	305,200	383,700	66,300	24,600	474,600
...	4,914,500	...	4,914,500	...	...	...	...

* See foot-note to Statement A, p. 638.

C.—*Statement of Receipts and Disbursements other than Revenue and Expenditure of the Government of India, in India and in England.*

[£1 is recorded for every 10 rupees, in respect of transactions *in India*, including those of "Exchange."] **Figures nearest to 100 in columns for Estimates.**

	Accounts, 1885-86.			Revised Estimate, 1886-87.			Budget Estimate, 1887-88.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	£	£	£	£	£	£	£	£	£
Revenue (from Statement No. 2)	74,123,574	259,074	74,382,648	75,754,200	231,600	75,985,800	77,217,700	176,800	77,394,500
Exchange added to Revenue	81,549	...	81,549	85,900	...	85,900	65,700	...	65,700
Extraordinary Receipts	4,196,399	...	4,196,399	...	...	...	...	...	...
Total	78,401,522	259,074	78,660,596	75,840,100	231,600	76,071,700	77,283,400	176,800	77,460,200
Permanent Debt incurred—									
Sterling Debt—									
3½ p. c. India Stock	...	1,086,045		...	4,914,500		...	...	
3 p. c. Stock	...	2,984,986		...	5,207,500		...	...	
Debenture and Debenture Stock	...	...		...	...		...	...	
Proposed Loan	...	...		...	...		...	...	
Rupee Debt—									
4 p. c. Rupee Loan	12	...		1,200,000	...		...	...	
Stock Notes	2,307	...		1,500	...		1,500	...	
Miscellaneous	...	...		...	...		...	...	
Proposed Loan	...	...		...	...		2,000,000	...	
Total	2,319	4,071,031	4,073,350	1,201,500	10,122,000	11,323,500	2,001,500	...	2,001,500
Net	...	...	3,584,979	...	...	9,737,700	...	...	2,000,500
Unfunded Debt—									
Temporary Loans	...	1,000,000		...	...		...	...	
Special Loans	...	...		...	...		3,500,000	...	
Treasury Notes	136,229	...		800	...		...	...	
Deposits of Service Funds	626,701	...		123,300	...		123,800	...	
Savings Bank Deposits	3,792,745	...		5,309,500	...		3,953,300	...	
Total	4,555,675	1,000,000	5,555,675	5,433,600	...	5,433,600	7,577,100	...	7,577,100
Net	...	...	0	...	...	710,600	...	...	4,213,100
Deposits and Advances—									
Balances of Provincial Allotments	731,242	...		54,800	...		...	...	
Commission for the Reduction of Debt	683,498	...		...	...		...	...	
Excluded Local Funds	829,812	...		630,500	...		632,500	...	
Political, Railway, and Military Prize Funds	56,997	...		36,600	...		37,200	...	
Departmental and Judicial Deposits	16,119,439	...		14,472,800	...		14,241,300	...	
Advances	12,249,963	3,795		6,544,600	6,800		6,252,500	70,900	
Suspense Accounts	136,031	...		21,600	...		9,300	...	
Exchange on Remittance Accounts, net	1,585,806	...		1,380,200	...		...	...	
Miscellaneous	40,588	250,285		70,700	9,800		39,100	...	
Total	32,433,376	254,080	32,687,456	23,211,800	16,600	23,228,400	21,211,900	70,900	21,282,800
Net	...	...	3,362,767	...	...	628,200	...	...	0
Carried over	115,392,892	5,584,185		105,687,000	10,370,200		108,073,900	247,700	...

	Accounts, 1885-86.			Revised Estimate, 1886-87.			Budget Estimate, 1887-88.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	£	£	£	£	£	£	£	£	£
Expenditure, Imperial and Provincial (from Statement No. 3)	58,315,871	14,014,733	72,330,604	56,937,000	14,373,000	71,310,000	57,893,700	14,808,900	72,702,600
Exchange, charged as Expenditure	4,411,437	...	4,411,437	5,338,500	...	5,338,500	5,500,500	...	5,500,500
Add—Provincial Surpluses, transferred to "Deposits"	731,242	...	731,242	54,800	...	54,800	...	...	...
Deduct—Provincial Deficits, charged against "Deposits"	—207,360	...	—207,360	—632,100	...	—632,100	—759,600	...	—759,600
Total	63,251,190	14,014,733	77,265,923	61,698,200	14,373,000	76,071,200	62,634,600	14,808,900	77,443,500
Expenditure not charged to Revenue—									
Capital outlay on Railways and Irrigation Works	2,916,968	1,793,769		3,953,800	1,348,000		3,135,900	1,355,000	
Special Defence Works	...	...		130,300	127,500		383,700	66,300	
Capital Charge involved in Redemption of Liabilities	...	1,086,045			4,914,500		...	...	
Add—Exchange on Expenditure not charged to Revenue	564,627	...		548,100	...		527,900	...	
	3,481,595	2,879,814	6,361,409	4,632,200	6,390,000	11,022,200	4,047,500	1,421,300	5,468,800
Permanent Debt discharged—									
Sterling Debt—									
East India Bonds	...	...		...	...		...	...	
India 5 p. c. Stock	...	5,000		...	...		...	...	
India 4 p. c. Debentures	...	1,000		...	...		...	...	
India 4 p. c. Stock	...	...		...	...		...	...	
East Indian Railway Debentures	...	...		...	...		...	...	
East Indian Railway Debenture Stock	...	...		...	...		...	...	
Eastern Bengal Railway Debentures	...	200		...	409,700		...	...	
Do. Debenture Stock	...	...		...	...		...	...	
Rupee Debt—									
4½ p. c. Loans	40,000	...		...	...		...	...	
4 p. c. Loans	384,034	...		2,100	...		...	...	
Loans under discharge	10,439	...		1,130,800	...		1,000	...	
Provincial Debentures	...	...		43,200	...		...	...	
Stock Notes	47,698	...		...	...		...	...	
Miscellaneous	...	...		...	...		...	...	
Total	482,171	6,200	488,371	1,176,100	409,700	1,585,800	1,000	...	1,000
Net	...	...	0	...	...	0	...	...	0
Unfunded Debt—									
Temporary Loans	...	1,000,000		...	...		...	...	
Special Loans	16,953	...		200	...		200	...	
Treasury Notes	2,970,141	...		3,000	...		...	...	
Deposits of Service Funds	1,423,197	30,712		70,500	...		70,700	...	
Savings Bank Deposits	3,398,031	...		4,649,300	...		3,293,100	...	
Total	7,808,922	1,030,712	8,839,634	4,723,000	...	4,723,000	3,364,000	...	3,364,000
Net	...	...	3,283,959	...	...	0	...	...	0
Deposits and Advances—									
Balances of Provincial Allotments	207,360	...		632,100	...		759,600	...	
Commission for the Reduction of Debt	150	...		...	...		...	...	
Excluded Local Funds	790,247	...		666,900	...		613,800	...	
Political, Railway, and Military Prize Funds	145,093	...		46,400	...		49,600	...	
Departmental and Judicial Deposits	16,052,409	...		14,443,700	...		14,210,200	...	
Advances	11,744,659	7,453		6,086,900	8,100		6,366,800	65,000	
Suspense Accounts	73,140	...		72,600	...		59,800	...	
Exchange on Remittance Accounts net	...	...		...	...		276,500	...	
Miscellaneous	271,078	3,100		43,500	...		42,300	...	
Total	29,284,136	10,553	29,294,689	22,592,100	8,100	22,600,200	22,378,600	65,000	22,443,600
Net	...	...	0	...	...	0	...	...	1,160,800
Carried over	104,308,014	17,942,012		94,821,600	21,180,800		92,425,700	16,295,200	

C.—*Statement of Receipts and Disbursements other than Revenue and Expenditure of the Govt. of India, in India and in England*—continued.

[£1 is recorded for every 10 rupees, in respect of transactions *in India*, including those of "Exchange."]

Figures nearest to 100 in columns for Estimates.

	Accounts, 1885-86.			Revised Estimate, 1886-87.			Budget Estimate, 1887-88.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	£	£	£	£	£	£	£	£	£
Brought forward	115,392,892	5,584,185		105,687,000	10,370,200		108,073,900	247,700	
Loans to Municipalities, Native States, &c.—	307,413	...	307,413	1,085,200	...	1,085,200	162,600	...	162,600
Net	...	...	102,720	...	...	72,500	...	...	
Capital Receipts from Railway Companies									
On account of Subscribed Capital	1,675	7,327,007		600	1,293,600		....	5,790,100	
Repayments	1,865,766	19,406		1,768,900	4,500		1,396,100	...	
Total	1,867,441	7,346,413	9,213,854	1,769,500	1,298,100	3,067,600	1,396,100	5,790,100	7,186,200
Net	...	...	4,150,924	...	...	0	...	...	0
Remittances—									
Inland Money Orders	9,312,382	...		10,186,800	...		11,200,000	...	
Other Local Remittances (net)	59,591	...		9,900	...		8,500	...	
Other Departmental Accounts	1,082,012	...		582,200	...		778,000	...	
Net Receipts by Civil Treasuries from—									
Post Office	927,652	...		2,193,200	...		844,400	...	
Guaranteed Railways	4,600,937	...		3,980,300	...		3,663,500	...	
Net Receipts from Civil Treasuries by—									
Telegraph	50,914	...		53,000	...		127,100	...	
Marine	429,318	...		349,900	...		205,200	...	
Military	13,589,210	...		12,701,800	...		12,700,300	...	
Public Works	5,597,820	...		6,663,600	...		5,167,200	...	
Remittance Account between England and India	1,848,840	1,070,194		2,254,300	228,400		1,193,700	153,500	
Total	37,498,676	1,070,194	38,568,870	38,975,000	228,400	39,203,400	36,016,900	153,500	36,170,400
Net	...	...	410,512	...	...	1,078,300	...	...	0
Secretary of State's Bills drawn	...	10,292,692	10,292,692	...	12,000,000	12,000,000	...	16,250,000	16,250,000
Total Receipts	155,066,422	24,293,484		147,516,700	23,896,700		145,649,500	22,441,300	
Opening Balance	12,540,532	2,249,378		12,754,478	4,726,585		13,016,578	2,077,085	
GRAND TOTAL	£ 167,606,954	26,542,862		160,271,178	28,623,285		158,666,078	24,518,385	

	Accounts, 1885-86.			Revised Estimate, 1886-87.			Budget Estimate, 1887-88.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	£	£	£	£	£	£	£	£	£
Brought forward	104,308,014	17,942,012	...	94,821,600	21,180,800	...	92,425,700	16,295,200	
Loans to Municipalities, Native States, &c.	204,693	...	204,693	1,012,700	...	1,012,700	839,800	...	839,800
Net	...	...			...	0	...	...	677,200
Payments to Railway Companies on Capital Account—									
For discharge of Debenture	...	285,500		...	1,417,800		...	2,017,300	
For Expenditure	2,868,054	1,909,376		3,616,200	1,678,500		3,069,300	2,755,800	
Total	2,868,054	2,194,876	5,062,930	3,616,200	3,096,300	6,712,500	3,069,300	4,773,100	7,842,400
Net	...	...	0	...	...	3,644,900	...	...	656,200
Remittances—									
Inland Money Orders	9,298,395	...		10,186,800	...		11,200,000	...	
Other Local Remittances (net)	...	...		...	...		...	...	
Other Departmental Accounts	1,072,706	...		581,700	...		778,200	...	
Net Payments into Civil Treasuries by—									
Post Office	912,521	...		2,193,200	...		844,400	...	
Guaranteed Railways	4,600,937	...		3,980,300	...		3,663,500	...	
Net Issues from Civil Treasuries to—									
Telegraph	51,060	...		53,000	...		127,100	...	
Marine	434,108	...		349,900	...		265,200	...	
Military	13,632,496	...		12,701,800	...		12,769,300	...	
Public Works	5,600,561	...		5,618,300	...		5,167,200	...	
Remittance Account between England and India	876,185	1,679,389		191,000	2,269,100		161,700	1,278,800	
Total	36,478,969	1,679,389	38,158,358	35,856,000	2,269,100	38,125,100	34,976,600	1,278,800	36,255,400
Net	...	...	0	...	...	0	...	...	85,000
Secretary of State's Bills paid	10,992,746	...	10,992,746	11,948,100	...	11,948,100	16,250,000	...	16,250,000
Total Disbursements	154,852,476	21,816,277		147,254,600	26,546,200		147,561,400	22,347,100	
Closing Balance	12,754,478	4,726,585		13,016,578	2,077,085		11,104,678	2,171,285	
GRAND TOTAL	£ 167,606,954	26,542,862		160,271,178	28,623,285		158,666,078	24,518,385	

FORT WILLIAM,
DEPT. OF FINANCE AND COMMERCE;
The 26th March 1887.

E. W. KELLNER,
Deputy Comptroller General.

E. GAY,
Offg. Comptroller General,

J. WESTLAND,
Offg. Secretary to the Government of India.

D.—*Account of Provincial and Local Savings charged to Revenue, and held at the disposal of Provincial Governments under their Provincial contracts.*

Provincial and Local Balances.

NOTE.—These balances do not include the Balances of Deposits and Advances upon Local Fund Accounts.

	India.	Central Provinces.	Burmah.	Assam.	Bengal.	N.-W. P. & Oudh.	Punjab.	Madras.	Bombay.	Total.
	£	£	£	£	£	£	£	£	£	£
Accounts, 1885-86.										
Balance at end of 1884-85(a)	8,336	348,125	39,800	77,011	302,380	655,532	207,504	612,005	527,339	2,850,032
Added in 1885-86	3,435	33,141	...	24,603	62,672	...	35,101	212,774	359,536	731,242
Spent in 1885-86	...	...	11,935	...	...	105,425	...	...	...	207,360
Balance at end of 1885-86	11,471	381,266	18,865	101,874	365,052	490,107	332,605	824,809	886,892	3,385,091
Revised Estimate, 1886-87.										
Balance at end of 1885-86 (by Accounts).	11,471	381,266	18,865	101,874	365,052	490,107	332,605	824,809	886,892	3,385,091
Added in 1886-87	...	...	2,100	...	...	...	...	52,700	...	54,800
Spent in 1886-87	900	159,800	...	36,700	82,200	139,900	22,400	...	193,500	632,100
Balance at end of 1886-87	10,571	221,766	20,965	65,174	282,852	350,207	310,205	877,509	696,392	2,805,791
Budget Estimate, 1887-88.										
Balance at end of 1886-87 (by Revised Estimate).	10,571	221,766	20,965	65,174	282,852	350,207	310,295	877,509	696,392	2,805,791
Added in 1887-88	...	...	...	...	...	...	...	...	...	...
Spent in 1887-88	200	94,900	9,100	51,200	124,100	170,900	85,600	40,800	185,700	759,600
Balance at end of 1887-88	10,371	126,866	11,865	13,974	158,752	179,307	224,695	836,709	512,692	2,046,191

(a) See Appropriation Report, Abstract D.

F. W. KELLNER,
Deputy Comptroller General.

E. GAY,
Offg. Comptroller General.

J. WESTLAND,
Offg. Secretary to the Government of India.

FORT WILLIAM,
DEPT. OF FINANCE AND COMMERCE
The 26th March 1887.

E.—*Statement of Net Revenue and Expenditure—England and India.*

Net Revenue.

Rs. 10 = £1. Figures to nearest 100.

	Accounts, 1885-86.					Revised Estimate, 1886-87.					Budget Estimate, 1887-88.				
	Gross Revenue.	Refunds and Drawbacks.	Total after deducting Refunds and Drawbacks.	Charges in respect of Collection.	Net Revenue.	Gross Revenue.	Refunds and Drawbacks.	Total after deducting Refunds and Drawbacks.	Charges in respect of Collection.	Net Revenue.	Gross Revenue.	Refunds and Drawbacks.	Total after deducting Refunds and Drawbacks.	Charges in respect of Collection.	Net Revenue.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Land Revenue	22,592,371	47,772	22,544,599	3,414,292	19,130,307	22,610,500	37,800	22,572,700	3,515,600	19,057,100	22,937,600	44,600	22,893,000	3,668,800	19,224,200
Opium	8,942,515	216	8,942,299	3,057,674	5,884,625	8,898,900	200	8,898,700	2,785,300	6,113,400	8,893,300	400	8,892,900	2,506,100	6,386,800
Salt	6,345,128	27,315	6,317,813	401,618	5,916,195	6,538,600	29,500	6,509,100	483,100	6,026,000	6,604,600	28,300	6,576,300	469,100	6,107,200
Stamps	3,663,174	45,449	3,617,725	147,970	3,469,755	3,721,100	48,100	3,673,000	148,000	3,525,000	3,716,200	44,900	3,671,300	177,800	3,493,500
Excise	4,152,136	26,099	4,126,037	124,372	4,001,665	4,265,600	29,200	4,236,400	117,600	4,118,800	4,225,400	24,800	4,200,600	118,900	4,081,700
Provincial Rates	2,960,315	5,600	2,954,715	47,057	2,907,658	2,943,600	5,600	2,938,000	47,000	2,891,000	2,957,500	4,400	2,953,100	47,200	2,905,900
Customs	1,199,976	32,406	1,167,570	130,719	1,036,851	1,211,900	30,300	1,181,600	133,400	1,048,200	1,232,700	30,600	1,202,100	135,100	1,067,000
Assessed Taxes	503,034	17,763	485,271	13,471	472,800	1,348,100	24,600	1,323,200	52,700	1,270,500	1,406,000	20,700	1,385,300	33,600	1,351,700
Forest	1,086,092	2,544	1,083,548	680,988	402,560	1,138,600	2,800	1,135,800	736,000	399,800	1,130,700	2,600	1,128,100	737,600	390,500
Registration	308,066	1,007	306,999	185,406	121,593	297,900	1,000	296,900	185,400	111,500	302,700	900	301,800	186,600	115,200
Tributes from Native States	689,578	3	689,575	...	689,575	690,900	...	690,900	...	690,900	722,000	...	722,000	...	722,000
	52,442,325	206,174	52,236,151	8,202,567	44,033,584	53,665,700	209,400	53,456,300	8,204,100	45,252,200	54,128,700	202,200	53,926,500	8,080,800	45,845,700
DEDUCT—Assignments and Compensations	...	...	...	...	1,396,537					1,372,500					1,367,600
TOTAL NET REVENUE	...	...	...	...	42,637,047					43,879,700					44,478,100

Net Expenditure.

	Accounts, 1885-86.			Revised Estimate, 1886-87.			Budget Estimate, 1887-88.		
	Gross Expenditure.	Receipts.	Net Expenditure.	Gross Expenditure.	Receipts.	Net Expenditure.	Gross Expenditure.	Receipts.	Net Expenditure.
	£	£	£	£	£	£	£	£	£
Interest	4,330,861	698,082	3,641,873	4,307,700	680,900	3,626,800	4,412,200	686,500	3,725,700
Post Office, Telegraph & Mint	2,292,961	1,965,860	327,101	2,171,800	1,976,700	195,100	2,261,500	2,025,300	230,200
Civil Departments	12,243,689	1,427,406	10,816,283	12,650,100	1,454,200	11,195,900	13,179,700	1,425,300	11,754,400
Miscellaneous Civil Charges	4,634,598	1,077,809	3,556,789	4,723,000	831,400	3,891,600	4,856,200	1,177,000	3,679,200
Famine Relief and Insurance	1,500,000	...	1,500,000	311,900	...	311,900	94,500	...	94,500
Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	632,055	...	632,055	187,900		187,900	75,000	...	75,000
Railways Revenue Account	14,415,797	13,684,084	731,719	15,700,600	14,266,900	1,433,700	16,481,900	14,892,500	1,589,400
Irrigation	2,303,747	1,588,278	715,469	2,396,400	1,594,800	801,600	2,441,300	1,688,000	753,300
Buildings and Roads	4,485,276	615,581	3,869,695	5,342,500	690,800	4,651,700	5,553,200	539,500	5,013,700
Army Services	20,097,779	963,872	19,133,907	19,070,600	910,300	18,160,300	19,197,000	897,400	18,299,600
	66,936,763	22,021,872	44,914,891	66,862,500	22,406,000	44,456,500	68,552,500	23,334,500	45,221,000
Provincial and Local Surpluses and Deficits	Surplus. +731,242	Deficit. —207,360	+523,882	Surplus. +54,800	Deficit. —632,100	—577,300	...	Deficit. —759,600	—759,600
TOTAL NET EXPENDITURE			45,438,773			43,879,200			44,461,400
Surplus (+) or Deficit (—)			—2,801,726			+500			+16,700
			42,637,047			43,879,700			44,478,100

FORT WILLIAM,
DEPT. OF FINANCE AND COMMERCE;
The 26th March 1887.

E. W. KELLNER,
Deputy Comptroller General.

E. GAY,
Offg. Comptroller General.

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF FEBRUARY 1887 PUBLISHED IN PAGE 576 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 26th MARCH 1887.

1	2	Quantities per Rupee in Seers of 80 Tolas.																
		3	4	5	6	7	8	9	10	11	12	13	14	15	16			
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Penniseteum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.			
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.				
Rajputana.	Dholepore	15 2	22 5	9 8	12 12	22 7	19 5	...	16 0	23 4	...	27 10	90 0	13 8				

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the Week ending 26th March 1887.

Except in the south of the Peninsula where the weather has been unsettled, the prevailing conditions have been on the whole similar to those of the preceding week.

High pressures in the Western Punjab, Sind and Rajputana, continued until the 23rd, when a rapid fall set in and increased during the next two days; resulting in the Punjab in a depression, at first slight, but afterwards developing to a well marked disturbance. This disturbance was accompanied by a cyclonic circulation of the winds throughout North-Western India, and slightly increased the amount of cloud, but brought no rain. In the Peninsula the barometric change was of the opposite character. On the 20th and 21st Deccan was the seat of the lowest pressure, but on the 22nd a brisk fall of the barometer accompanied by north-easterly winds and heavy rain took place in the extreme south. After the 22nd, the barometer rose briskly in the Peninsula and reached its highest about the same time that it reached its lowest in the Punjab. In Western Bengal and the Central Provinces there were indications at the close of the week of the formation of a small subsidiary barometric depression. Otherwise the barometric changes elsewhere call for little remark.

In the Karnatic the temperature was lower than in the preceding week, but with this exception, it has been everywhere higher. In the Western Punjab the rise amounted to 10° and in Sind to 7°. In general, and excepting a slight break on the 23rd, the temperature has steadily risen during the week and at its close the 10 A. M. readings exceeded that at the beginning—

At Mooltan	by 7°.	At Jeypore	by 5°.
„ Lahore	„ 8°.	„ Kurrachee	„ 1°.
„ Lucknow	„ 6°.	„ Secunderabad	„ 2°.
„ Allahabad	„ 8°.	„ Bellary	„ 3°.
„ Gaya	„ 12°.	„ Cuddapa	„ 1°.
„ Jubbulpore	„ 2°.	„ Madras	„ 0°.

The highest reading recorded during the week was 108° at Masulipatam, *viz.*, on the 26th. This was 1° higher than any recorded during the preceding seven days.

Notwithstanding the cyclonic circulation and rather cloudy weather, which prevailed at the close of the week in the North-West, the air all over Northern and Central India was much drier than usual. To the Peninsula, however, the storm, in the extreme south on the 22nd and 23rd, brought much moisture and the relative humidity of the Karnatic, Mysore, the Deccan and Konkan exceeded the normal.

There has been more rain in the past seven days than for many weeks past, but almost the whole fell in Southern India, to the south of a line running from Belgaum southeastward to Madras. South of that limit there was an average of two wet days at most stations. The largest total was $3\frac{3}{4}$ inches at Negapatam, the smallest 0·02 inch at Mercara.

The rainfall statement given below shows that the fall of the season is still deficient over Northern India except at one or two stations. At Peshawar, Rawalpindi, and Lahore it is serious.

Stations.	Actual rainfall since 1st November 1886.	Average rainfall since 1st November 1886.	Difference.
Multan	0·64	1·30	−0·66
Peshawar	1·79	5·30	−3·51
Murree	8·69	8·89	−0·20
Rawalpindi	4·79	7·96	−3·17
Lahore	0·61	3·00	−2·39
Simla	8·50	7·14	+1·36
Delhi	2·40	2·63	−0·23
Mussorie	8·78	9·04	−0·26
Roorkee	2·99	5·16	−2·17

Stations.	Actual rainfall since 1st November 1886.	Average rainfall since 1st November 1886.	Difference.
Meerut	2·68	3·17	—0·49
Bareilly	3·30	2·89	+0·41
Agra	1·06	1·44	—0·38
Lucknow	1·04	1·46	—0·42
Allahabad	4·31	1·55	+2·76
Darjeeling	3·40	3·35	+0·05
Calcutta	1·60	3·65	—2·05

The table of barometric, thermometric, and humidity anomalies shows that pressure has been below the average of the month throughout India. In the west of the Punjab, in Behar, the Berars, Sind, Guzerat and the Deccan, the deficiency is about a twentieth of an inch, and is less in some parts of the North-Western Provinces and Bengal. Temperature exceeds the general average of the month except in Northern Bengal and the Peninsula, where it is somewhat below the average. The humidity varies in the opposite direction, the means being above the average over the Peninsula and below it elsewhere.

Districts.	Difference of Barometer from mean, March 19th to 26th.	Difference of Temperature from mean, March 19th to 26th.	Difference of Humidity from mean, March 19th to 26th.	Total Rainfall in week, March 19th to, 26th.
Panjab, West	—·045	+6·8	—20	Nil
„ East	—·035	+4·1	—17	Nil
N.-W. Provinces—Trans-Gangetic	—·037	+3·7	—20	Nil
„ Cis-Gangetic	—·008	+3·6	—18	Nil
Behar	—·048	+1·2	+ 6	Nil
Northern Bengal	—·017	—1·1	— 1	Nil
Assam—Cachar	—·023	+1·2	— ·5	0·19(1)
Lower Bengal—Chutia Nagpur	—·024	+2·1	—12	Nil
Orissa—Northern Circars	—·037	+0·3	+ 4	0·47(2)
Central Provinces, South	—·035	+2·5	—13	0·02(3)
Berars—Khandesh	—·041	+4·1	— 2	Nil
Rajputana, Central India—Saugor and Narbudda	—·021	+2·4	— 9	Nil
Sind—Cutch	—·041	+5·5	—16	Nil
Guzerat	—·055	+3·8	—11	Nil
Konkan	—·038	—1·3	+ 1	0·02(4)
Deccan—Hyderabad	—·042	+0·3	+ 6	1·60(5)
Malabar	—·034	—0·2	0	0·95(6)
Mysore—Bellary	—·021	—0·1	+10	3·37(7)
Karnatic	—·036	—2·1	+11	8·28(8)
British Burma	—·038	+0·1	— 1	Nil
Ceylon	—·034	+0·1	— 3	1·61(9)

(1) Sibsagar, Silchar. (2) Cuttack only. (3) Seoni only. (4) Ratnagiri only.
(5) Belgaum, Secunderabad. (6) Mangalore, Mercara, Cochin. (7) Salem, Wellington Bangalore.
(8) Trichinopoly, Negapatam, Madura Coimbatore, Madras. (9) Colombo.

W. L. DALLAS,
Simla, the 29th March 1887. for *Meteorological Reporter to the Govt. of India.*

The following extract from a letter of the Superintendent of the Kailang Observatory, Lahoul, shows that the winter snow-fall has so far been light, to the north of the Rotang Pass:—

"Since the 1st October 1886 up to this (7th March) we have had scarcely 5 feet of snow, while during the same period the year before (1st October 1885 to 7th March 1886) about 8½ feet had fallen. At present the southern hill slopes in the neighbourhood of Kailang to the height of about 12,500 feet are completely free of snow and so are most of the fields. The station diary shows that fifteen years ago the winter (from 1872-73) was almost exactly the same. Then March and April were nearly dry months, but in May and June heavy falls of snow occurred."

METEOROLOGICAL OFFICE, INDIA,
Calcutta, the 1st April 1887.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEKS ENDING 24th AND 31st MARCH, 1887.

GENERAL REMARKS.—In the latter half of the fortnight under report rain fell in most parts of Madras, Bengal, and Assam. Slight falls have also occurred in a few districts in the North-Western Provinces and Oudh, the Punjab, and Burma. Elsewhere the country has been rainless during the period under report.

The *rabi* harvest continues in most parts of the country, and has been partly completed in Bombay, the Central Provinces, and Berar. Prospects are generally good, except in the Punjab, where the state of the crops is unfavourable, owing to the want of rain. In Rajputana harvesting has commenced in a few States.

The standing crops are generally fair in Madras, though in some districts blight and want of rain have caused slight damage to the crops.

In Mysore and Coorg the outlook is satisfactory.

The prospects of the spring rice are favourable in Bengal, and sowings for the early rice have commenced in Assam.

The collection of opium is in progress in Bengal and the North-Western Provinces, and a fair outturn is expected, except from Shahabad, where the crops were damaged by hail. The prospects of the crops in Central India and Rajputana are fair.

Cholera and small-pox are prevalent in parts of Madras, Bombay, Bengal, the North-Western Provinces, and Burma, but generally the public health is good.

Cattle-disease exists in some districts in Madras, Bombay, Bengal, and Assam.

Prices are still high in the Punjab, though they are falling in the Amritsar and Sialkot districts. Elsewhere they are steady.

REPORTS FOR THE WEEK ENDING 24th MARCH, 1887.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Mar. 23rd).		
Bellary	*Nil*	Standing crops generally fair, but white *cholum* withered and cotton affected by disease, very bad in two taluks. Harvest: sugarcane and *cholum* near average; other crops below average. Fever in one and cattle-disease decreasing in five taluks.
Kurnool	*Nil*	Standing crops fair. Harvest almost over, outturn below average. Fever in two, small-pox in five, and cattle-disease decreasing in four taluks.
Ganjam	·02	Small-pox in three, fever and cattle-disease prevalent; latter decreasing in two taluks.
Kistna	*Nil*	Standing crops generally good. Harvest: late dry grains, outturn below average. River below anicut. Fever slight. Cholera in seven taluks. Cattle-disease decreasing in one taluk.
Chingleput (Madras)	*Nil*	Standing crops in parts withering for want of rain. Harvest: paddy, outturn below average. Fever and cholera in places. Cattle-disease severe in three taluks
Coimbatore	*Nil*	Standing crops generally good, but in parts suffering from want of rain. Harvest: paddy, *ragi*, and *cholum*, outturn generally above average. Fever in one and small-pox in four taluks.
Tanjore	*Nil*	Standing crops generally good, but in parts indifferent owing to want of rain. Harvest wet and dry grains, outturn up to average. Cattle-disease in one taluk.
Madura	·03	Standing crops in parts withering for want of rain. Outturn, where harvested, unsatisfactory. Small-pox and cattle-disease in parts.
Malabar	*Nil*	Third crop cultivation progressing in three taluks. Fever in two and small-pox in eight taluks.
Travancore	*Nil*	Harvest of second crop paddy over. Small-pox and fever in places.
		General Remarks.—General prospects tolerably fair.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—(Mar. 23rd)		
Karachi	*Nil*	River at Kotri on 19th, 5 feet 6 inches against 4 feet 9 inches on same date last year. *Rabi* harvesting going on in eleven talukas. Crops injured by *mahl* insect in Manjhand and Ghorabari talukas. Fever in six and cattle-disease in two talukas. Wheat, red rice, and *bajri* in Karachi, 23, 30 and 32 and in Sehwan, 28, 38 and 40 pounds per rupee, respectively.
Hyderabad	*Nil*	Small-pox in one and fever in three talukas. River at Kotri on 21st, 5 feet 3 inches against 4 feet 8 inches on same date last year. Wheat 21, *bajri* 37½, *jowari* 40, white rice 18, and red rice 30 pounds per rupee.
Ahmedabad	*Nil*	Reaping of *rabi* crops continues. Public health good. Wheat 27 and *bajri* 30 pounds per rupee.
Baroda	*Nil*	Public health good. Harvesting of wheat and gram in progress. *Bajri* 31, wheat 19, and rice 24 pounds per rupee.
Surat	*Nil*	*Rabi* reaping continues. Fever and small-pox in Bardoli taluka. *Jowari* 39 and *nagli* 46 pounds per rupee.
Nasik	*Nil*	*Rabi* harvesting nearly completed. Threshing commenced in some places. Cattle-disease and small-pox in certain villages of Sinnar. A few cases of cholera at Yeola. Wheat 28¾, *bajri* 36¾, and rice 20¾ pounds per rupee. Public health generally good.
Colaba (Bombay)	*Nil*	Abnormal temperature 2° cool on 16th, 2° warm on 18th, 1° warm on 22nd, and *nil* on all other days. Vapour in air in defect of normal on 18th, and normal on all other days. Wind normal.
Poona	*Nil*	Wheat slightly injured in places in Sirur and Máwal talukas. Reaping almost completed and threshing in progress in Bhimthari talukas. Public health generally good. Slight cattle-disease in Indápur and Haveli talukas. *Bajri* 44 and *jowari* 58 pounds in the district, and *bajri* 34 and *jowari* 43 pounds per rupee in Poona City.
Ahmednagar	*Nil*	Reaping almost finished. Threshing commenced. Health good. *Bajri* 57 and *jowari* 73 pounds per rupee.
Sholapur	*Nil*	Reaping of *kharif* and *rabi* crops almost completed. Cattle-disease in parts of Sholapur taluka. Public health good. *Jowari* 65⅜ and *bajri* 55¼ pounds per rupee.
Dharwar	Hángal, ·40	Harvesting of wheat and gram nearly completed. Cotton-picking in progress. Scarcity of fodder in Nawalgund and of drinking water in Kod, Gadag, and Karajgi talukas. Public health generally good. Rice 25⅜ and *jowari* 58¾ pounds per rupee.
Kanara	*Nil*	Second rice crop harvest and sugarcane pressing in progress. Slight cattle-disease in Supa petha. Fever in two talukas. Public health good. Weather hot. Common rice in Karwar and in district average 13 seers per rupee.
Rajkot	*Nil*	Weather hot. Measles in Rajkot, Virpur, Godka, Gondal, Junagarh, Veráwal, Bagasra, and Mánakwára. Small-pox among cattle at Morvi and Kharva. Hoof-disease in cattle in the villages of Porbandar. Wheat 26, *bajri* 26, and *jowari* 33 pounds per rupee.
		General Remarks.—Slight rain in part of Dharwar. Reaping operations completed in eight and going on in other districts. Fever and cattle-disease in parts of ten, and small-pox in parts of six districts.
Bengal—(Mar. 22nd)		
Chittagong	*Nil*	Weather getting hot. Prospects fair. Lands being prepared for *aus*. Prices steady. Cholera and small-pox in north. Public health generally good.
Dacca	0·44	Prospects good. Pulses being gathered. Ploughing for *aus* and jute going on. Paddy being sown in lowlands. Public health good.
24-Pergunnahs	*Nil*	Prospects favourable. Almost all cold weather crops off the ground. Public health good.
Moorshedabad		Heavy rain. Weather cooler. Prospects good. Wheat being cut. Cholera in Jungypore sub-division. Public health good.
Rungpore	*Nil*	Sowing of *aus*, *chena*, and *kaon* in progress. Public health good.
Bhagulpore	*Nil*	Hail in Banka sub-division has damaged mango blossoms. *Rabi* harvest commencing. Outturn of linseed, *khesaree*, and peas good.
Purneah	*Nil*	Cold weather crops doing well. Agricultural operations slack at present. Health of people and cattle good. River low.
Patna	*Nil*	Reaping of *rabi* being pushed on. Castor seed and opium being gathered. Public health generally good.
Monghyr		Poppy prospects continue fair. Hailstorm of 13th has done some damage over a limited area.
Durbhanga	*Nil*	*Rabi* being harvested. Collection of opium in progress. Paddy, indigo, and *moong* being sown. Prices unchanged. Public health generally good.
Hazareebagh	*Nil*	Weather getting warm. *Rabi* being harvested, with fair outturn. All standing crops doing well. Public health good. Cattle-disease in some thanas.
Cuttack	0·38	Weather warm. *Dalua* rice in ear. Price of rice unchanged. Public health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Midnapore	0·85	*Boro* rice doing well. Cultivation of land begun. Public health good.
Shahabad		Severe storm of wind, hail, and rain on 13th damaged opium.
Khoolna	*Nil*	Weather warm. Prospects of *boro* rice favourable. Rain wanted for ploughing. Public health fair.
Dinagepore	Slight rain at Nawabganj and Parsa, none at head-quarters.	Land being prepared for *bhadoi* crop. Cattle-disease reported from Nemtabad and cholera from Atoári. Public health fair.
Pubna	*Nil*	Weather getting warm; cool at night. Average winter crops expected. Public health good.
Gya	*Nil*	*Rabi* being harvested and opium extracted. Fever and cholera in some stations.
Mozufferpore		Report of poppy very favourable.
Chumparun	*Nil*	*Rabi* being harvested. Opium collecting and indigo sowing in progress. Prices stationary. Public health fair.
Burdwan	*Nil*	Prospects fair. Public health good.
Sarun		Opium prospects good. Weather favourable.
		General Remarks.—Rain in Dacca, Moorshedabad, Dinagepore, Midnapore, and Cuttack. General agricultural prospects favourable. Cultivation of early rice and jute progressing, and in some districts sowing of early rice has begun. *Boro* rice doing well. Indigo is being sown. *Rabi* harvest proceeding with good outturn. Collection of opium going on well, but in Shahabad and Monghyr some damage done by rain and hail on the 13th. Public health generally good.
N.-W. Provinces and Oudh—(Mar. 23rd)		
Benares (Mar. 22nd)	*Nil*	Weather cooler. Harvesting of *rabi* in progress. Average outturn. Supplies plentiful. Prices fluctuating slightly. Cholera still continues, but less in the city; otherwise the public health is good, and no cases of cattle-disease are reported.
Ballia („ 21st)	*Nil*	Weather clear. *Rabi* crops being cut. Sugarcane sowings in progress. Prices steady. Public health good.
Gorakhpore(„ „)	*Nil*	Weather clear. Harvesting in full progress. Prices stationary. Health fair.
Fyzabad („ 22nd)	*Nil*	Weather seasonable. Harvesting and opium collections progressing well. Supplies ample. Prices easier. General health good.
Lucknow („ 21st)	*Nil*	Strong west wind. *Rabi* crops being harvested. New grain coming into the market. Opium collection continues, yield small. Prices lowering. Public health and condition of cattle good.
Rai Barelli („ „)	*Nil*	Weather clear. Strong westerly wind. Slight injury to *rabi* crops and opium by hailstorm of the 13th instant. Harvesting of *rabi* crops and collection of opium going on. Markets well supplied. Prices stationary. Cases of cholera reported from tehsil Dalmau. Condition of cattle good.
Partabgarh („ 22nd)	*Nil*	The *rabi* crops are being harvested all round, and the market is well stocked with grains. Opium collection too is now in rapid progress. Prices almost stationary. Health of people and cattle good.
Allahabad („ „)	*Nil*	Weather hot during day, but mornings and evenings still cool. Crops being harvested. Prospects good. Markets well supplied. Prices stationary. Health generally good. Cholera reported in places.
Cawnpore („ „)	*Nil*	Weather seasonable. *Rabi* being cut. Opium collections going on in some villages. Poppy of second and third sowings is stunted. Sowing of sugarcane, indigo, and extra crops commenced. Prices steady.
Banda („ „)	*Nil*	*Rabi* harvest in progress. Prices fluctuating. Sporadic cholera continues about Karwi. Cattle-disease in four villages.
Farakhabad („ „)	*Nil*	High westerly breeze. Reaping in progress. Outturn expected to be below average, owing to injury from frost last month. Poppy being lanced. Prices steady. Slight sickness, but not of an epidemic nature.
Sitapur („ „)	*Nil*	High westerly winds have prevailed during the week. Harvesting in progress, but outturn expected to be below average owing to frost. Poppy prospects remain good.
Bareilly („ „)	*Nil*	Harvest promises well. Prices easy. Health of men and cattle good.
Kumaon („ „)	*Nil*	Weather fine. *Rabi* crops making progress. Barley coming into ear. Prices stationary. General health fair. Cholera in parts of Káli Kumaon.
Agra („ „)	*Nil*	*Rabi* being cut. Prices falling slightly. Health good.
Jhansi („ 21st)	*Nil*	Weather getting warm. Harvesting going on. Markets well stocked. Small-pox in places. Condition of cattle good.
Meerut („ 22nd)	*Nil*	Westerly wind prevails. Peas and barley being cut, and ploughings for indigo commenced. Prices a little easier. No sickness.
		General Remarks.—Weather seasonable. Harvesting of *rabi* continues, and prospects are generally favourable. Opium collections in progress. Markets well stocked and prices fairly steady. With the exception of some cases of cholera reported from a few districts, the public health is good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—(Mar. 23rd)		
Delhi (Mar. 22nd)	*Nil*	Health good. Prices fluctuating. *Rabi* unfavourable.
Hissar	*Nil*	Health good. Prices slightly fallen. *Rabi* crops drying up.
Umballa	*Nil*	Health good. Prices high. *Rabi* bad.
Jullundur	*Nil*	Health good. Prices high. *Rabi* crops suffering for want of rain.
Amritsar	*Nil*	Health good. Prices falling. *Rabi* crops suffering for want of rain.
Sialkot	·60	Health good. Prices falling. *Rabi* crops injured by prevailing wind.
Ferozepore	*Nil*	Health good. Prices stationary. *Rabi* unfavourable.
Lahore	Slight rain	Health good. Prices slightly fallen. Prospects of *rabi* bad.
Rawalpindi	Slight rain	Health good. Prices rising. *Rabi* prospects average.
Multan	*Nil*	Health good. Prices stationary. *Rabi* crops suffering for want of rain.
Shahpur	Slight rain	Health good. Prices high and stationary. *Rabi* unfavourable.
Peshawar		Health fair. Prices fluctuating. Prospects of *rabi* poor.
		General Remarks.—Slight rain has fallen in the Sialkot, Lahore, Rawalpindi, and Shahpur districts, but is still much needed throughout the Province. Hail fell in Umballa district. Health good. Prices falling in the Hissar, Amritsar, Sialkot, and Lahore districts, but otherwise high and stationary. Crop prospects unfavourable.
Central Provinces—(Mar. 23rd)		
Nagpur	*Nil*	Weather cloudy and hot. *Rabi* threshing nearly completed. Fever, small-pox, and cattle-disease in places. Prices steady.
Jubbulpore	*Nil*	Weather very warm. *Rabi* harvest in progress. Health good. Prices very high.
Saugor	*Nil*	Weather clear and warm. *Rabi* harvest commenced. Cattle-disease in Saugor tehsil. Prices slightly falling.
Seoni	*Nil*	Weather cloudy and hot. *Rabi* harvest in progress. Slight Small-pox. Prices steady.
Hoshangabad	*Nil*	Weather warm. *Rabi* being harvested. Fever in places. Prices stationary.
Khandwa	*Nil*	Weather seasonable. *Rabi* reaping completed. Small-pox continues. Prices steady.
Raipur	*Nil*	Weather clear. *Rabi* harvest in progress. Cattle-disease prevalent. Rice 18 and wheat 22 seers per rupee.
Bilaspur	*Nil*	Weather cloudy and warm. *Rabi* harvest continues. Prospects favourable. Cattle-disease prevalent. Prices stationary.
Sambalpur (Mar. 19th)	·02	Weather cloudy and warm. Sugarcane being planted. Cholera in places. Rice 20 seers per rupee.
		General Remarks.—Weather rather cloudy and hot. *Rabi* harvest continues. Fever, small-pox, and cattle-disease in parts. Prices generally steady.
Burma—(Mar. 23rd) (For week ending Mar. 19th).		
Akyab	*Nil*	Some cases of cholera in town and district. One case of small-pox in town; otherwise public health and health of cattle good.
Bassein	*Nil*	Public health and health of cattle good.
Rangoon	*Nil*	One case of cholera in town; otherwise public health and health of cattle good.
Amherst (Moulmein)	*Nil*	A few cases of cholera in town; otherwise public health and health of cattle good.
Tavoy	·03 (Total rainfall to date ·28).	Public health and health of cattle good.
Pegu		Slight cholera in one township; otherwise public health and health of cattle good.
Henzada		Public health and health of cattle good.
Prome		Public health and health of cattle good.
Toungoo	*Nil*	Public health and health of cattle good.
Thayetmayo	*Nil*	Public health and health of cattle good.
Shewbo	*Nil* (Total rainfall to date ·54).	Health good. Paddy scarce. Prices high. Transplanting of spring crops continues in parts.
Mandalay	*Nil* (Total rainfall to date ·74).	Public health and health of cattle good. Ploughing of spring crops nearly finished. Food-supply sufficient and prices normal.
Minbu	*Nil* (Total rainfall to date ·34).	Health good. Paddy being all housed. Food-supply sufficient and prices normal.
Yamethen	*Nil* (Total rainfall to date 1·14).	Health good. Spring paddy ploughing progressing.
		General Remarks.—One case of cholera in Rangoon and several in Moulmein and Akyab, and in two other districts. One case of small-pox in Akyab town; otherwise health of people good. Slight cattle-disease in two districts. Reports received from six Upper Burma districts. Paddy scarce, and prices high in Shewbo; elsewhere supply sufficient and prices normal. Spring crop operations progressing.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Assam—(Mar. 23rd)		
Gauhati	*Nil*	Weather seasonable, but getting warm during day. Cholera reported in Kamalpur. Pressing of sugarcane finished. Sowing of *ahu* paddy commenced.
Sylhet	1·20	State and prospects of the crops good. Cattle-disease reported from Sunamganj.
Cachar	1·10	Days warm; nights cool. Ploughing and sowing of *dumai* crops progresses. Common rice 14 seers $8\frac{11}{20}$ chittacks per rupee. General health good.
Dibrugarh	*Nil*	Weather fair. Crushing of sugarcane and sowing of *ahu* progressing. Prospects good. Public health good.
Mysore and Coorg—(Mar. 22nd)		
Bangalore		In parts of the Tumkur district wet crops are withering for want of water; elsewhere crops are reported to be in good condition. Prospects of season fair. Public health good. Small-pox and cattle-disease prevalent in parts. Prices slightly fallen in Mysore district, and risen in Kolar, Chitaldroog, and Hassan districts.
Mysore		
Mercara		Prospects continue good. Prices stationary. Small-pox prevalent in parts of Kiggatnad taluk.
Berar and Hyderabad—(Mar. 23rd)		
Amraoti		Weather warm, cloudy occasionally. Threshing of *rabi* crops in progress. Wheat 20 and *jowari* 28 seers per rupee.
Akola		Weather hot. *Rabi* harvest continues.
Hyderabad	*Nil*	Reaping of *rabi* crops continues. *Rabi* crops prospering. General health of talukas fair. Prices—wheat $11\frac{3}{4}$, coarse rice 12, white *juar* 19, yellow *juar* 21, and *tur* $15\frac{3}{4}$ seers per current sicca rupee.
Central India States—(Mar. 23rd)		
Indore		Weather clear. Health good.
Morar (Gwalior)		Health and prospects good.
Sutna		Weather cool. Cholera continues in Sohawal State and parts of Rewah and Nagode. Prospects of crops fair.
Neemuch		Weather warm during day, mornings cool; nights pleasant.
Goona		Health and prospects good.
Agar		Opium prospects fair. Health good.
Sehore		Weather clear and cool. Prospects of opium and cereal crops fair.
Nowgong		Weather seasonable. Health good. Prices steady.
Bhopawur		Prospects good. Weather hot. Health good. Prices stationary.
Rajputana—		
Abu (Mar. 23rd)		Weather seasonable, though heat less than usual at this time of year; nights cold.
Sirohi („ 20th)		Tanks nearly dry. Wells good. Health good. Crops fair. Cold in mornings. Weather fine.
Marwar („ 19th)		Tanks half full. Health good. Crops ripening. Weather slightly cloudy; nights cool. Prices stationary.
Harowti („ „)		Mornings cool; days getting warm. Health and prospects good. Prices steady.
Jhallawar („ 21st)		Weather cool; north-east wind. Gram harvested. Small-pox in three pergunnahs.
Ajmere („ 22nd)		Tanks and wells diminishing. Health good, excepting few cases small-pox in villages. Slight fall in prices.
Jeypore („ „)		Weather seasonable. Crops poor.
Bhurtpore („ „)		Weather clear. Crops ripening. Prices steady.
Ulwur („ „)		Health good. Harvesting in progress. Prices rising.
Kherwara („ 20th)		Tanks and wells sinking, especially the former. Harvesting commenced. Health good. Prices same as before. Weather seasonable and somewhat windy.
Pertabgarh („ 19th)		Tanks quarter full. Health good. Wheat 15, *makai* 25, and gram 25 seers per rupee.
Kotah („ „)		Health good. Weather clear. Harvest commenced. Prices falling.
Bickanir („ „)		Health good. Prices stationary. Weather seasonable.
Kerowlee („ „)		Tanks dry; wells drying. Harvesting commenced. Small-pox continues. Prices rising. Days hot; nights cool. Prospects not good.
Dholpore („ „)		Tanks and wells drying. Harvesting commenced. Fever and small-pox prevail; health otherwise good. Prices rising. Weather getting warm.
Nepal—(Mar. 17th)		
Katmandu	Rainfall very slight	Fine spring weather. Prospects of crops fair. Prices high.

REPORT FOR THE WEEK ENDING 31st MARCH, 1887.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Mar. 30th)		
Bellary	. . . .	Standing crops generally fair, but white *cholum* withered, and cotton very poor in two taluks. Harvest sugarcane, yield full. Dry grains and castor oil seeds on the whole below average. Cattle-disease decreasing in three taluks.
Kurnool	. . . .	Standing crops fair. Harvest almost over, outturn below average. Fever in one, small-pox in five, and cattle-disease increasing in four taluks.
Ganjam	Average ·13	Severe hailstorm in one division. Fever in one and small-pox in two taluks.
Kistna	. . . .	Standing crops generally good. Harvest later dry crops, outturn below average. Slight fever. Cholera decreasing in five and cattle-disease increasing in two taluks.
Chingleput (Madras)	Average ·10	Standing crops fair, but in parts withered to some extent for want of rain. Harvest paddy, outturn below average. Small-pox and cholera in one and cattle-disease in two taluks.
Coimbatore	Average ·97	Standing crops generally good. Harvest paddy, *cholum*, and *ragi*, outturn generally above average. Fever and small-pox in two taluks.
Tanjore	Average 1·91	Standing crops generally good, but in parts indifferent owing to want of rain. Harvest wet and dry grains, outturn up to average. Cattle-disease increasing in four taluks.
Madura	Average 1·58	Harvest, outturn below average. Small-pox in two taluks. Cattle-disease increasing in one.
Malabar	Average ·20	Third crop cultivation progressing in three taluks. Fever in two and slight small-pox in nine taluks.
Travancore	2·00	Preparations for next cultivation begun. Small-pox and fever in places.
		General Remarks.—General prospects fair.
Bombay—(Mar. 30th)		
Karachi	*Nil*	River at Kotri on 29th, 5 feet 2 inches against 10 feet 10 inches on same date last year. *Rabi* harvesting going on throughout the district. Fever in six and cattle-disease in three talukas. One fresh case of small-pox in Ghorabari taluka. Wheat, red rice, and *bajri* in Karachi 22, 30 and 32 and in Sujawal 24, 50 and 40 pounds per rupee, respectively.
Hyderabad	*Nil*	*Kharif* harvesting still continues in two talukas. *Rabi* harvesting commenced in seven talukas. Fever in three, small-pox in one, and cattle-disease in three talukas. River at Kotri on 28th, 5 feet 2 inches against 10 feet 6 inches on same date last year. Wheat 22, *bajri* $37\frac{10}{16}$, *jowari* 40, white rice 20, and red rice 30 pounds per rupee.
Ahmedabad	*Nil*	*Rabi* reaping continues. Public health good. Small-pox among cattle in Dholka and Parantij. Wheat 28 and *bajri* 31 pounds per rupee.
Baroda	*Nil*	Public health good. *Rabi* reaping in progress. *Bajri* 30, wheat 17, and rice 23 pounds per rupee.
Surat	*Nil*	*Rabi* reaping continues. Fever and small-pox in Bardoli and small-pox in Chikhli taluka. *Jowari* 39 and *nagli* 44 pounds per rupee.
Colaba (Bombay)	*Nil*	Abnormal temperature 2° warm on 23rd, 1° warm on 24th, 25th and 29th, 1° cool on 26th and 27th, and *nil* on 28th. Vapour in air in excess of normal on 24th and 25th, and normal on all other days. Wind normal on 23rd. Abnormal wind southerly from 24th to 29th, and strong on 24th and 28th.
Poona	*Nil*	Wheat slightly injured by blight in places in Sirur and Mawal talukas. Reaping almost completed. Threshing of wheat and *jowari* in progress in Bhimthari taluka. Public health generally good. Slight cattle-disease in Indapur and Haveli talukas. *Bajri* 44 and *jowari* 58 pounds in the district, and *bajri* 34 and *jowari* 43 pounds per rupee in Poona City.
Ahmednagar	*Nil*	Reaping of *rabi* finished. Health good. *Bajri* 56 and *jowari* 68 pounds per rupee.
Sholapur	. . . .	Cattle-disease in parts of Sholapur taluka. Public health good. *Jowari* $64\frac{1}{4}$ and *bajri* $56\frac{1}{16}$ pounds per rupee
Dharwar	Ranibennur, ·05; Kod, ·09.	Reaping of late *jowari* commenced. Harvesting of wheat and gram nearly completed. Cotton-picking in progress. Scarcity of fodder in Nawalgund and of drinking-water in Gadag, Karajgi, and Kod talukas. Small-pox in Nawalgund taluka. Public health generally good. Rice $26\frac{1}{2}$ and *jowari* $59\frac{1}{4}$ pounds per rupee.
Kanara	*Nil*	Second crop rice harvest continues. Preparing ground for monsoon crop. Public health good. Weather cloudy and hot. Common rice in Karwar 13, and in district average $13\frac{1}{2}$ seers per rupee.
Rajkot	*Nil*	Weather hot. Measles in Rajkot, Godka, Katda, Sagani, Bagasra, and Manakwara. Small-pox among cattle at Morvi, and hoof-disease in cattle in the village of Porbandar. Wheat 26, *bajri* 26, and *jowari* 35 pounds per rupee.
		General Remarks.—Slight rain in parts of Belgaum and Dharwar. Reaping operations still going on in some districts. Fever in parts of seven, cattle-disease in parts of ten, and small-pox in parts of five districts.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—(Mar. 30th)		
Chittagong (Mar. 29th)	1·17	Weather hot. Lands being got ready for early rice. Winter crops being harvested. Prices steady. Cholera in some parts; otherwise public health good.
Dacca	1·29	Pulse being gathered. *Boro* paddy thriving. Prospects good. Lands being ploughed for early rice and jute. Public health good.
24-Pergunnahs (Calcutta).	0·18	Prospects favourable. Lands being ploughed for cultivation of sugarcane. Public health generally good, but sporadic cases of cholera reported.
Khoolna	2·35	Weather rough. Ploughing commenced. *Boro* paddy doing well: Public health fair.
Moorshedabad	Good rain, with hail	Weather cool for the season. *Rabi* crops being harvested. Sowing of *boro* paddy commenced. Cholera reported from Jungypore; otherwise public health good.
Pubna	1·20	Occasional rain. Prospects of crops good. Cholera in some villages in Serajgunge sub-division.
Dinagepore	Slight rain at Mabadebpore and Parsa; none at Head-Quarters.	Weather cloudy. Strong east wind. Cultivation of *bhadoi* rice and jute going on. Cholera reported from Parbatipore.
Rungpore	*Nil*	Cold weather crops being cut. *Aus*, *chena*, and *kaon* being sown. Public health fair.
Midnapore	0·56	Weather seasonable. Prospects fair. *Boro* will be slightly below average. Public health good
Burdwan	0·05	Prospects good. *Rabi* harvest fair. Public health good.
Bhagulpore	*Nil*	*Rabi* harvest generally commenced. Sugarcane being planted in south. Mango blossoms good. Public health good.
Monghyr	. . . .	Opium collections now at an end. Weighment will commence during first week of April.
Purneah	*Nil*	Prospects very good. Sowing of *bhadoi* commenced in Arrareah sub-division. Rivers low. Health of people and cattle good.
Durbhanga	*Nil*	*Rabi* harvest and collection of opium in progress. Paddy, *moong*, and indigo being sown. Public health generally good.
Mozufferpore	*Nil*	Gathering of opium nearly finished; an excellent outturn expected.
Patna	*Nil*	Harvesting of *rabi* crops continues. Sugarcane growing well. *Rahar* being reaped. Gathering of castor seed goes on. Report of poppy favourable. Public health generally good.
Gya	. . . .	*Rabi* being harvested. Opium collections nearly completed. A few cases of fever reported.
Shahabad	. . . .	After storm of 13th, weather favourable to opium; produce of good consistence expected. Loss by storm considerable. Season below average anticipated
Hazareebagh	*Nil*	Weather seasonable. *Rabi* crops being harvested, outturn fair. Opium all collected. Public health good.
		General Remarks.—Good rain in most districts of Bengal Proper. None in Behar and Chota Nagpore. Calcutta had very heavy showers last night and this morning. Ploughing in full progress, and in some districts early crops being sown. Prospects of *boro* rice favourable. *Rabi* harvest goes on with good outturn. Opium collections nearly finished, and except in Shahabad, a fair outturn generally expected. Public health generally good.
N.-W. Provinces and Oudh—(Mar. 30th)		
Benares (Mar. 29th)	*Nil*	Weather seasonable Harvesting of *rabi* continnes. Prospects favourable. Markets well supplied. Prices steady. The cholera in the city has abated to a very considerable extent, but a number of scattered cases have occurred in the district; otherwise the public health is good and there is no cattle-disease.
Ballia („ 28th)	. . . .	Sky clear. Harvesting of *rabi* going on. Sugarcane being watered. Markets well stocked. General health good.
Gorakhpore(„ „)	. . . .	Weather cloudy. Strong east wind. Harvesting in progress. Prices stationary. Health fair.
Fyzabad („ 29th)	Slight rain	Harvesting and opium collections progressing well. Supplies sufficient. Prices high. Health good.
Lucknow („ 28th)	. . . .	Wheat, peas, and gram being threshed. Opium collection continues. Markets well supplied. Prices varying. Public health good. No cattle-disease.
Rái Barelli („ „)	. . . .	Latter part of the week winds variable. *Rabi* crops being cut, but there is a great want of labourers. Opium being collected fast, and outturn promises well. Prices stationary. Cases of cholera reported from Dalmau tahsil; small-pox in tahsil Digbijaiganj. Condition of cattle good.
Partabgarh(„ 29th).	. . . .	Wind westerly, and weather occasionally cloudy during the week. Harvesting of the *rabi* crops nearly completed, outturn in tahsil Patti below the average. Prices falling. Isolated cases of cholera and small-pox reported.
Allahabad („ „)	*Nil*	Weather getting hotter daily. *Rabi* being harvested. Markets well supplied. Prices steady. Sporadic cholera still continues in parts; otherwise health generally good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
N.-W. Provinces and Oudh—*contd.*		
Cawnpore (Mar. 29th)	Slight rain in two tahsils.	Weather generally cloudy. Harvesting operations in progress. Opium collections in full swing. Frost injured poppy more than was supposed, damage about 5 per cent. of the entire poppy cultivation now reported. Prices almost stationary.
Farakhabad („ „)	. . . . .	Weather warm but cloudy. Reaping of *rabi* crops and lancing of poppy still in progress. Slight fever and a few cases of small-pox reported from a few tahsils. No cattle-disease.
Sitapur („ „)	A slight fall of rain at Sadr on 29th.	Easterly winds have prevailed during the week. Sky cloudy. Harvesting going on. Opium collection progressing. Prices stationary. Health good.
Bareilly („ „)	. . . . .	Harvest beginning to be cut promises well. Prices easy and tending to fall. Health of men and cattle good.
Banda („ „)	Slight rain on the night of the 28th.	Weather cloudy. *Rabi* harvest in progress. Prices rising. Cholera appears to have disappeared. Cattle-disease in a few villages. Condi ion of people good.
Kumaon („ „)	Slight rain.	Weather cloudy and unsettled for the last three days. Wheat coming into ear. Prices stationary. Public health fair. Cholera in Pergunnah Kali Kumaon. Cattle-disease on decrease.
Agra („ 28th)	Slight rain at Sadr on the night of 27th.	*Rabi* cutting going on. Prices steady. Health good.
Jhansi („ „)	. . . . .	Harvesting in progress. Prices almost stationary. Small-pox continues. Condition of cattle good.
Meerut („ „)	Slight rain in Meerut tahsil on 28th.	High winds prevalent. *Rabi* ripening fast. Barley and peas being cut. Cane being sown. Supplies sufficient. Prices unchanged. Health good.
		General Remarks.—Weather generally cloudy. Slight showers in a few districts. *Rabi* harvesting going on, and prospects favourable. Opium collections progressing well. Markets well stocked, and prices fairly steady. Cases of cholera and small-pox continue to be reported from some districts; otherwise the public health is good.
Punjab—(Mar. 30th)		
Delhi (Mar. 29th) .	. . . . .	Health good. Prices fluctuating. *Rabi* prospects unfavourable.
Hissar	. . . . .	Health good. Prices high, but stationary.
Umballa	. . . . .	Health good. Prices stationary. *Rabi* prospects unfavourable.
Jullundur . . .	. . . . .	Health good. Prices high. *Rabi* prospects very indifferent.
Amritsar . . .	. . . . .	Health good. Prices falling. *Rabi* crops suffering for want of rain.
Sialkot	. . . . .	Health good. Prices falling. *Rabi* crops injured by continued winds.
Ferozepore . . .	. . . . .	Health good. Prices stationary. State of *rabi* crops favourable on irrigated lands, elsewhere deplorable.
Lahore	. . . . .	Health good. Prices stationary. *Rabi* prospects bad.
Rawalpindi . . .	. . . . .	Health good. Prices rising. *Rabi* prospects average.
Multan	. . . . .	Health good. Prices stationary. *Rabi* crops on lands irrigated from wells in fair condition; elsewhere suffering for want of rain.
Dera Ismail Khan .	. . . . .	Health good. Prices rising. *Rabi* crops suffering for want of rain.
Peshawar . . .	. . . . .	Health good. Prices almost stationary. *Rabi* prospects very poor.
Shahpur	. . . . .	Health good. Prices high and rising. *Rabi* crops drying up for want of rain.
		General Remarks.—No rain fell last week, and crop prospects are generally unfavourable throughout the Province. Prices falling in the Amritsar and Sialkot districts; elsewhere high and stationary.
Centra Provinces—(Mar. 30th)		
Nagpur . . .	. . . . .	Weather hot and sultry. *Rabi* threshing completed. Small-pox prevalent. Prices steady.
Jubbulpore . . .	. . . . .	Weather very warm. *Rabi* harvest continues. Health good. Prices steady.
Saugor	. . . . .	Weather getting warm. *Rabi* harvest continues. Health good. Prices unchanged.
Seoni	. . . . .	Weather cloudy and hot. *Rabi* threshing in progress. *Kharif* ploughings commenced. Slight small-pox. Prices slightly fallen.
Hoshangabad . .	. . . . .	Weather warm. *Rabi* harvest almost completed. Fever prevalent. Prices stationary.
Khandwa	. . . . .	Weather seasonable. *Rabi* threshing in progress. Ninety-eight cases of small-pox, four fatal. Prices steady.
Bilaspur	. . . . .	Weather warm. *Rabi* harvest nearly completed. Prospects favourable. Sugarcane doing well. Cattle-disease prevalent. Prices stationary.
Raipur	. . . . .	Weather cloudy and hot. Threshing of *rabi* in progress. Small-pox in places. Prices unchanged.
Sambalpur (Mar. 26th)	. . . . .	Weather warm. Sugarcane planting is nearly finished. Health good. Prices rising.
		General Remarks.—Prospects remain unchanged. The harvesting of the *rabi* crops has been completed, except in the Northern districts, and threshing has made considerable progress.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—(Mar. 30th)		
Akyab (Mar. 26th)	*Nil* (Total rainfall to date ·49).	Some cases of cholera in town and district; otherwise public health and health of cattle good.
Bassein . . .	. . . .	Public health good. Eleven deaths from cattle-disease in one township.
Rangoon . . .	·10 (Total rainfall to date ·10).	Public health and health of cattle good.
Amherst (Moulmein) .	. . . .	Two deaths from cholera in town; otherwise public health and health of cattle good.
Tavoy . . .	·63 (Total rainfall to date ·91).	Public health and health of cattle good.
Pegu . . .	1·24 (Total rainfall to date 1·24).	Slight cholera in one township; otherwise public health and health of cattle good.
Henzada . . .	. . . .	Public health and health of cattle good.
Prome . . .	. . . .	Public health and health of cattle good.
Toungoo . . .	. . . .	Public health and health of cattle good.
Thayetmayo . .	. . . .	Public health and health of cattle good.
Kyaukse . . .	*Nil* (Total rainfall to date 1·56).	Public health good. Prospects of early crop fair.
Mandalay . . .	·08 (Total rainfall to date ·82).	Public health and health of cattle good. Ploughing for spring crop nearly finished. Food-supply sufficient, and prices normal.
		General Remarks.—A few cases of cholera in four districts, some cattle-disease in two others; public health otherwise good. Reports received from four districts of Upper Burma, Public health and health of cattle good. Spring crop prospects fair.
Assam (Mar. 30th)		
Gauhati (Mar. 29th)	1·71	Weather seasonable, windy, and rainy. Public health fair. No fresh cases of cholera reported. Sowing of *ahu* paddy in progress.
Cachar . . .	2·41	Weather cloudy, with rain. Ploughing and sowing of *dumai* crops continues. Common rice 14 seers 8 chittacks 3 kachas per rupee. Six deaths from cholera from Sadr, and 5 from Lakhipur reported. Cattle-disease broken out in Katigora; 83 buffaloes and 243 cows died.
Sylhet . . .	1·29	State and prospects of the crops good.
Dibrugarh . . .	·21	Weather very cold. Land being prepared for sugarcane. Crushing of sugarcane and sowing of *ahu* progressing. Prospects good. Public health good.
Mysore and Coorg—(Mar. 31st)		
Bangalore . . .	. . . .	Standing crops in good condition, except in parts of the Tumkur district. Prospects of season favourable. Public health good. Small-pox and cattle-disease continue in affected parts. Prices slightly fallen in the Kolar district.
Mysore . . .	. . . .	
Mercara . . .	·02	Prospects good. Small-pox still prevalent in parts of Kiggatnad. Prices stationary.
Berar and Hyderabad—(Mar. 30th)		
Amraoti . . .	. . . .	Weather clear and warm. *Rabi* crops almost threshed out. Ploughing for *kharif* commenced. Wheat 20 and *jowari* 28 seers per rupee.
Akola . . .	*Nil*	Weather getting warm. *Rabi* harvesting completed.
Hyderabad . . .	. . . .	*Rabi* crops continue to be harvested. *Tabi* crops progressing. General health fair. Prices—wheat 13½, coarse rice 12½, white *jowari* 17½, yellow *jowari* 19½, and *tur* 17½ seers per current sicca rupee.
Central India States—(Mar. 30th)		
Indore . . .	. . . .	Weather cool. Health good.
Morar (Gwalior) .	. . . .	Health and prospects good. Weather warm and cloudy.
Neemuch . . .	. . . .	Weather warm. Health good. Scarcity of water.
Goona	. . . .	Health and prospects good.
Sutna	. . . .	Weather warm. Prospects of crops fair. Cholera still continues at Sohawal, but is decreasing in Rewa State.
Agar	. . . .	Prospects fair. Health good.
Sehore . . .	. . . .	Weather getting warm. Cereal and opium crops good.
Nowgong . . .	. . . .	Weather seasonable. Cholera reported in one of the Chobe jagirs. Prices steady.
Bhopawar . . .	. . . .	Weather cool. Strong westerly winds. Opium crop and health good. Prices stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana—		
Abu (Mar. 30th)	*Nil*	Nights and days cold as yet. Weather windy.
Sirohi („ 27th)	*Nil*	Tanks dry; wells good. Health good. Crops nearly all cut. Weather fine and warm.
Marwar („ 26th)	*Nil*	Tanks almost half full. Health good. Crops ripening. Nights less cool. Prices stationary.
Kherwara („ 27th)	*Nil*	Tanks and wells sinking. Reaping of harvest progressing, outturn doubtful. Health good. Prices same as before. Weather seasonable, but very windy.
Pertabgarh („ 26th)	*Nil*	Tanks quarter full. Health good Wheat 15, *máka* 25, and gram 26 seers per rupee.
Meywar („ „)	*Nil*	Tanks and wells low. Health good. Prices stationary. Weather fair.
Harowti („ „)	*Nil*	Weather warm. Some chicken-pox; otherwise health good.
Jhallawar („ 28th)	*Nil*	Small-pox in three districts. Crops being harvested. High south-west wind. Some clouds.
Ajmere („ 29th)	*Nil*	Tanks and wells diminishing. High winds. Crops being reaped, outturn poor. Weather fair. Prices gradually falling.
Jeypore („ „)	*Nil*	Weather warm. Crops being cut.
Kerowlee („ 26th)	*Nil*	Tanks and wells drying. Harvesting continues. Small-pox prevalent; health otherwise good. Prices falling. Nights cool; days hot.
Dholpore („ „)	*Nil*	Tanks and wells drying. Harvesting progressing. Health good. Prices stationary. Weather getting hot.
Bhurtpore („ 29th)	*Nil*	Weather latterly cloudy. Reaping commenced. Health good. Prices steady.
Ulwur („ „)	*Nil*	Harvesting continues. Prices falling. Health good.
Kotah („ 26th)	*Nil*	Harvesting of opium and wheat progressing. Health good. Weather seasonable.
Bickanir („ „)	*Nil*	Fever in three districts. Prices rising. Weather seasonable.
Nepal (Mar. 24th)		
Katmandu . . .	*Nil*	Weather seasonable. Prospects fair.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF JANUARY, 1887.

No I.—As to Age and Sex.

	Demerara.				Total.		Grand Total.
	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	
Under 2 years	19	16	35	42·00 women to every 100 men.	19	16	35
From 2 to 10 years	50	41	91		50	41	91
„ 10 „ 20 „	246	74	320		246	74	320
„ 20 „ 30 „	367	180	547		367	180	547
„ 30 „ 40 „	44	22	66		44	22	66
„ 40 „ 50 „	...	...	...		...	...	...
Above 50 years	...	...	...		...	...	...
GRAND TOTAL	726	333	1,059		726	333	1,059

No. II.—As to places whence Emigrants came to Calcutta for embarkation.

	Demerara.			Total.		Grand Total.
Orissa	...	...	...	...	...	...
Western Bengal	1	4	5	1	4	5
Central ditto	2	1	3	2	1	3
Eastern ditto	1	...	1	1	...	1
Behar	135	76	211	135	76	211
North-Western Provinces	360	173	533	360	173	533
Oudh	201	63	264	201	63	264
Central India	6	2	8	6	2	8
Punjab	7	4	11	7	4	11
Nepal and Native Estates	11	7	18	11	7	18
Mixed, Madras and Bombay	2	3	5	2	3	5
GRAND TOTAL	726	333	1,059	726	333	1,059

No. III.—As to Caste and Religion.

Brahmins, high castes	153	70	223	153	70	223
Agriculturist	117	37	154	117	37	154
Artisans	152	55	207	152	55	207
Low castes	220	111	331	220	111	331
Musulmans	84	60	144	84	60	144
Christians	...	...	...	...	...	...
GRAND TOTAL	726	333	1,059	726	333	1,059

Memo.

	Male.	Female.	Total.
1. Hindus	642	273	915
2. Musulmans	84	60	144
3. Christians	...	...	...
TOTAL	726	333	1,059

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XLVII OF 1886-87.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 27th February, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 26th February, 1887. Total.	Per mile open.	Total Receipts from 1st April, 1885, to 27th Feb., 1886. Total.	Per mile open per week.	Total Receipts from 1st April, 1886, to 26th Feb., 1887. Total.	Per mile open per week.	Total Increase in 1886-87.	Total Decrease in 1886-87.
	Lines worked by Guaranteed Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
26th Feb., 1887	Oudh and Rohilkhand	680	1,46,674	216	686	1,46,909	214	51,61,311	175	59,79,420	185	8,18,109	...
26th ditto	Madras	861	1,74,765	203	831	1,52,050	184	69,15,351	169	72,97,282	185	3,81,931	...
26th ditto	South Indian	654	88,185	135	654	95,206	146	40,69,184	132	45,92,724	148	4,93,540	...
5th Mar., 1887	Great Indian Peninsula	1,504	8,53,638	566	1,504	7,87,440	523	3,25,29,652	455	3,52,61,910	494	27,32,258	...
26th Feb., 1887	Bombay, Baroda and Central India	461	2,88,349	625	461	2,28,000	495	1,16,53,822	531	1,19,80,693	548	3,26,871	...
	TOTAL	4,160	15,51,611	373	4,136	14,10,205	341	6,03,59,320	309	6,51,12,029	333	47,52,709	...
	State Lines worked by Guaranteed Companies.												
5th Mar., 1887	East Indian	1,515	10,24,229	676	1,515	10,26,619	678	4,44,27,525	589	4,22,93,270	589	...	1,34,255
5th ditto	Patna-Gya	57	9,694	170	57	9,986	175	4,41,032	162	4,87,541	180	46,509	...
5th ditto	Dildarnagar-Ghazipur	12	1,008	89	12	1,166	97	42,570	75	43,632	76	1,062	...
12th ditto	Sindia	75	9,419	126	75	9,141	122	3,32,946	94	3,64,800	103	31,854	...
5th ditto	Rajputana-Malwa (*a*)	1,664	4,54,506	273	1,664	3,85,000	231	1,55,17,540	196	1,57,62,511	200	2,44,971	...
5th ditto	Southern Mahratta	315	26,270	83	532	39,541	74	9,47,755	63	16,43,714	92	6,95,959	...
12th ditto	Indian Midland	...	...	...	42	5,769	137	...	...	1,31,201	66	1,31,201	...
5th ditto	Lucknow-Sitapur-Sihramau	...	...	...	56	3,456	62	...	...	(*b*) 48,416	59	48,416	...
	TOTAL	3,638	15,25,186	419	3,953	14,80,678	375	5,97,69,368	345	6,07,75,085	341	10,65,717	...
	State Lines worked by Government.												
5th Mar., 1887	Eastern Bengal	234	1,11,876	478	234	1,34,703	576	41,64,166	374	49,02,545	442	7,38,379	...
5th ditto	Nalhati	27	1,634	60	27	2,459	91	71,209	55	78,067	60	6,858	...
26th Feb., 1887	Northern Bengal	249	66,850	268	249	59,420	239	21,41,476	181	24,06,972	203	2,65,496	...
20th ditto	Kannia Dharla	37	3,862	104	37	3,052	82	1,18,030	67	1,17,665	67	...	1,265
5th Mar., 1887	Tirhoot	226	29,531	131	240	37,930	154	11,80,892	110	14,33,936	123	2,53,044	...
20th Feb., 1887	Wardha Coal	45	15,398	342	45	19,008	422	5,77,971	270	6,54,842	307	76,871	...
5th Mar., 1887	Nagpur and Chhattisgarh	149	42,621	286	149	24,897	167	12,80,422	181	11,35,569	161	...	1,44,853
26th Feb., 1887	Burma	327	70,254	233	327	1,09,135	334	20,14,361	138	24,15,727	153	4,01,366	...
12th ditto	Cherra-Companyganj	...	...	...	...	... (*c*)	...	...	...	(*d*) 1,473	8	1,473	...
12th Mar., 1887	North-Western (*e*)	1,869	5,67,882	304	1,989	4,19,902	211	2,65,25,813	298	2,12,34,727	225	...	52,91,086
26th Feb., 1887	Bareilly-Pilibhit	36	3,200	89	30	1,921	53	71,352	42	82,449	48	11,097	...
5th Mar., 1887	Dacca	86	8,852	103	86	8,088	94	1,06,258	34	2,49,240	61	1,42,982	...
26th Feb., 1887	Jorhat	30	600	20	30	802	27	31,327	22	35,931	25	4,604	...
5th Mar., 1887	Bilaspur-Etawah(Kutni-Umaria Section)	...	...	...	38	1,045	28	...	...	(*f*) 25,119	39	25,119	...
	TOTAL	3,315	9,28,580	280	3,493	8,22,362	235	3,82,84,177	243	3,47,74,262	211	...	35,09,915
GRAND TOTAL (GUARANTEED AND STATE)		11,113	40,05,377	360	11,582	37,13,245	321	15,83,52,865	301	16,06,61,376	298	23,08,511	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	8,14,56,066	155	7,96,41,954	148	...	...
NET RECEIPTS		...	...	...	...	...	...	7,68,96,799	146	8,10,19,422	150	41,22,623	...
	Assisted Companies.												
5th Mar., 1887	Bengal Central	125	11,882	95	125	13,335	107	4,79,625	81	5,34,357	90	54,732	...
26th Feb., 1887	Rohilkhand-Kumaon	67	7,227	108	67	3,807	57	2,26,231	71	2,66,933	84	40,702	...
19th ditto	Dibru-Sadiya (late Assam)	...	... (*c*)	...	...	... (*c*)	...	(*g*) 2,40,370	63	(*h*) 3,01,540	79	61,170	...
5th Mar., 1887	Bengal and North-Western	303	38,475	127	376	40,520	108	12,42,837	86	17,15,664	113	4,72,827	...
5th ditto	Tarakessur	22	5,829	264	22	7,480	340	2,25,048	213	2,20,893	200	...	4,155
	TOTAL	517	63,413	123	590	65,142	110	24,14,111	85	30,39,387	104	6,25,276	...
	Native States.												
26th Feb., 1887	Bhavnagar-Gondal	193	20,274	105	193	20,839	108	8,54,861	93	8,84,726	97	29,865	...
5th Mar., 1887	Jodhpore	64	4,545	71	64	4,700	73	1,65,693	55	2,01,320	67	35,627	...
26th Feb., 1887	Nizam's	121	20,631	171	208	24,413	117	10,52,160	183	13,29,607	135	2,77,447	...
5th Mar., 1887	Mysore	140	9,167	65	140	10,179	73	4,05,019	61	4,35,921	66	30,902	...
26th Feb., 1887	Rajpura-Patiala	16	2,119	132	16	1,068	67	49,980	66	53,027	70	3,047	...
19th ditto	Morvi	...	...	...	...	(*c*)	...	...	...	(*h*) 42,471	35	42,471	...
	TOTAL	534	56,736	106	621	61,199	99	25,27,713	99	29,47,072	93	4,19,339	...

(*a*) Including the Cawnpore-Achnera State Railway.
(*b*) Total Receipts from 16th November, 1886, to 26th February, 1887.
(*c*) Return not received.
(*d*) Total receipts from 16th June, 1886, to 12th February, 1887.
(*e*) Including the Amritsar-Pathankot State Railway.
(*f*) Total receipts from 31st October, 1886, to 26th February, 1887.
(*g*) Total receipts from 1st April, 1885, to 20th February, 1886.
(*h*) Total receipts from 1st April, 1886, to 19th February, 1887.

SIMLA,
The 24th March, 1887.

R. GARDINER, *Captain, R.E.*,
Offg. Under-Secretary.

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SUPPLEMENT TO

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No. 15.} CALCUTTA, SATURDAY, APRIL 9, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF MARCH 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Baira or Cumbu (*Penisetum typhoideum*).	Ragi or Mania (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunagra (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thûr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Madras.	Ganjam	10 5	...	14 10	15 8	...	...	26 6	...	...	...	...	215 13	13 13	
	Vizagapatam	14 0	...	9 0	10 3	23 13	23 13	23 3	...	...	...	...	93 5	14 0	
	Godavery	11 5	...	15 13	17 6	30 11	26 6	29 2	...	...	...	...	161 6	13 8	
	Kistna	9 5	...	13 8	14 11	18 11	...	31 6	...	...	...	...	145 13	14 10	
	Nellore	9 14	...	12 14	15 0	29 13	24 6	27 5	...	...	...	...	93 5	13 13	
	Cuddapah	13 3	...	12 6	15 13	25 5	29 0	27 0	...	...	...	...	140 0	14 6	
	Anantapur	11 8	...	13 6	16 3	33 0	25 6	31 0	...	...	...	...	64 13	12 8	
	Bellary	15 6	...	11 13	13 0	25 13	29 2	33 0	...	...	...	...	97 3	12 8	
	Kurnool	14 0	...	11 6	12 3	30 2	26 5	...	...	...	...	...	138 13	13 5	
	Madras	10 13	...	11 13	14 2	23 0	22 6	26 8	...	...	...	...	86 5	14 10	
	Chingleput	...	...	15 6	16 3	...	21 2	25 6	...	...	...	...	97 3	14 11	
	North Arcot	10 3	...	14 0	14 8	...	...	32 13	...	...	...	...	140 0	13 5	
	South Arcot	9 6	...	13 14	15 13	...	24 10	24 10	...	...	...	...	201 11	14 0	
	Tanjore	9 3	...	14 14	...	...	23 3	29 6	...	...	...	...	166 3	13 13	
	Trichinopoly	11 3	...	14 13	15 10	...	22 14	24 14	...	...	...	...	126 6	14 10	
	Madura	10 2	...	14 5	14 13	24 5	25 0	27 14	...	...	...	...	131 3	15 6	
	Tinnevelly	9 14	...	11 14	13 3	...	...	...	...	...	...	...	70 0	16 8	
	Coimbatore	12 5	...	13 8	14 8	22 10	25 6	26 3	...	...	...	...	121 8	14 2	
	Nilgiris	9 14	...	11 3	12 13	23 2	21 0	21 10	...	...	...	...	161 13	12 14	
	Salem	11 2	...	12 3	15 0	27 5	26 3	29 2	...	...	...	...	186 10	15 13	
	South Canara	9 6	...	13 10	16 0	...	...	21 13	...	...	...	...	126 6	16 0	
	Malabar	8 10	...	13 13	14 10	...	...	21 14	...	...	...	...	155 8	14 6	
Bombay.	Bombay	9 8	17 6	7 2	10 13	17 15	14 14	15 7	14 9	14 7	13 3	8 7	52 6	12 9	
	Daskrohi	11 8	20 0	6 8	13 0	19 0	15 0	...	...	15 0	20 0	10 0	80 0	16 8	
	Kaira	9 0	...	9 6	10 0	...	15 4	20 0	...	16 12	...	11 0	80 0	16 0	
	Surat	11 0	16 0	8 0	10 0	18 0	15 0	...	...	15 0	...	10 0	80 0	16 0	
	Broach	10 0	...	8 0	11 0	16 0	14 2½	...	...	16 0	...	11 0	120 0	14 2½	
	Tanna (Salsette)	9 0	...	8 0	10 0	14 0	14 6	...	...	12 5	...	8 0	71 2	13 5	
	Colába (Alibag)	10 12	...	7 4	11 4	...	13 0	...	...	12 12	...	8 2	100 0	12 0	
	Khandesh (Dhulia)	13 4	...	7 8	11 4	25 12	19 4	...	14 8	15 3	...	12 11	131 0	12 4	
	Násik	13 14	...	10 8	12 0	27 8	18 14	22 8	...	17 8	...	9 10	106 8	13 12	
	Ahmednagar	10 10	9 15	8 5	9 6	24 2	19 8	...	...	18 11	...	13 4	82 9	13 4	
	Poona (City)	11 6	9 0	9 13	11 0	21 12	16 2	16 6	...	17 6	...	13 3	60 13	12 13	
	Sholápur	13 13	23 2	11 7	11 10	28 7	25 12	...	24 6	20 1	...	13 5	80 0	13 0	
	Bijapur	16 6	16 6	7 1	9 12	27 0	27 3	...	...	17 5	...	15 3	80 0	12 2	
	Satara	11 6	...	9 9	11 7	22 10	20 11	...	...	19 8	...	14 7	116 8	14 9	
	Belgaum	17 0	15 0	11 0	12 0	22 0	25 0	27 0	...	17 0	...	17 0	62 0	14 0	
	Dharwar (Hubli)	17 0	...	10 0	11 0	28 0	23 0	38 0	...	19 0	...	9 0	80 0	10 0	
	Ratnágiri	10 9	...	9 4	13 6	14 15	14 11	20 0	...	14 11	...	10 14	120 0	14 4	
Sind.	Karachi	10 12	...	7 0	11 0	16 0	16 0	22 0	...	14 0	...	11 8	213 5½	13 0	
	Punch Mahals (Godhra)	9 3	...	8 4	11 7	...	17 4	24 5	...	16 0	24 10	10 8	160 0	16 0	
	Ahmedabad	8 0	...	6 3	8 0	11 3	10 3	...	...	11 3	...	5 9	65 5	32 0	
	Ahmednagar Cantonment	14 11	...	10 0	12 8	23 0	27 0	...	19 0	17 11	...	10 5	160 0	12 0	
	Baroda Camp (Sadar Bazar)	8 9	16 0	6 15	8 0	16 0	14 4½	18 4½	...	14 4½	...	10 14	80 0	13 11	
	Disa Cantonment	11 9	...	8 0	9 6	21 4	21 2	...	...	16 1	...	10 4	150 0	14 0	
	Nimach Cantonment	14 8	22 0	8 0	10 0	26 0	20 0	...	...	27 0	27 0	14 0	200 0	14 4	
	Nasirabad Cantonment	12 8	21 2	7 0	8 0	23 1	18 2	...	12 0	22 11¾	24 2½	13 0	90 0	15 8	
	Rajkot Station	12 6	...	6 8	9 0	16 8	12 8	...	...	15 8	...	7 8	80 0	40 0	
	Upper Sind Frontier	10 8	20 0	10 0	16 0	22 0	21 0	...	...	12 0	...	13 5	160 0	13 0*	
	Karachi	11 0	17 0	8 0	14 0	18 0	16 0	...	...	15 0	18 0	8 0	85 0	16 0	
	Haidarabad (Gidu Bunder)	9 8	15 0	8 0	19 8	21 8	18 8	...	...	17 8	...	...	125 0	14 8	
	Shikarpur	9 12	17 0	9 12	14 0	19 0	22 0	...	...	16 0	...	12 8	180 0	13 0	
	Sukkur	13 0	19 0	11 0	16 0	21 0	21 0	...	...	19 0	...	13 0	120 0	14 8	
	Thar & Parkar (Umarkot)	15 0	...	..	16 0	...	20 0	...	...	...	...	...	160 0	14 12	
Bengal.	*Western Districts.*														
	Burdwan	12 0	...	19 8	26 4	...	...	...	...	21 0	...	20 0	120 0	...	
	Bankoora	16 0	24 0	19 4	24 12	...	...	...	...	19 4	40 0	22 8	280 0	12 8*a*	
	Beerbhoom	16 8	...	18 0	24 0	...	...	...	...	20 0	...	15 0	160 0	12 0*b*	
	Midnapore	16 0	...	19 0	26 0	...	...	...	...	19 0	...	18 0	155 0	12 12*c*	
	Hooghly	11 8	...	10 0	18 0	...	...	...	...	20 0	...	14 0	120 0	13 0*d*	
	Howrah	12 8	...	13 8	16 8	...	...	...	...	20 0	...	13 8	90 0	12 0	
	Central Districts.														
	Calcutta	14 0	21 9	9 6	19 4	21 0	16 14	...	19 0	19 4	24 9	18 0	80 0	13 0	
	24-Pergunnahs	13 5	21 4	8 0	18 13	...	...	...	...	21 8	...	17 8	100 0	13 0*d1*	
	Nuddea	15 0	32 0	16 0	19 0	...	...	...	...	26 10	...	19 0	...	11 10½*e*	
	Khoolna	...	...	18 0	21 0	...	...	...	...	16 0	...	...	160 0	10 8*f*	
	Jessore	13 8	...	16 0	21 8	...	...	...	...	20 0	...	24 0	120 0	10 12*g*	
	Moorshedabad	15 0	...	16 0	23 0	...	...	...	...	26 0	40 0	21 0	160 0	12 0*h*	
	Dinagepore	11 12	22 0	21 0	26 0	...	...	...	...	20 0	...	...	160 0	12 0*i*	
	Rajshahye	16 8	45 0	17 4	22 8	...	...	...	...	26 4	...	16 0	240 0	12 0*j*	
	Rungpore	12 12	...	18 0	22 8	...	...	...	...	18 0	...	10 6	120 0	10 8*k*	
	Bogra	17 4	...	16 8	26 4	...	...	...	...	17 4	...	...	90 0	11 4	
	Pubna	18 0	...	8 0	24 0	...	...	...	...	22 8	...	24 0	200 0	11 4*l*	
	Darjeeling	8 0	10 0	5 0	14 0	...	...	13 0	...	11 0	22 0	8 0	120 0	9 0*m*	
	Jalpaiguri	10 0	20 0	14 0	25 0	...	...	...	...	18 0	...	...	128 0	11 0*n*	
	Eastern Districts.														
	Dacca	14 0	26 0	17 0	19 0	...	...	...	...	14 8	...	...	120 0	12 0*o*	
	Furreedpore	16 0	25 0	16 0	22 0	...	...	...	...	16 0	...	16 0	120 0	11 0*p*	
	Backergunge	...	...	16 0	18 0	...	...	...	...	16 0	...	14 0	120 0	12 0*q*	
	Mymensingh	10 8	...	13 4	16 0	...	...	...	...	16 0	...	25 0	...	12 0*r*	
	Chittagong	16 0	...	13 0	17 8	...	...	...	...	11 0	...	10 0	75 0	12 0	
	Noakholly	...	...	19 0	21 0	...	...	...	...	16 0	...	...	...	8 0*s*	
	Tipperah	11 6	...	15 15	20 3	...	...	...	...	13 12	...	10 4	...	12 0*t*	
	Chittagong Hill Tracts	...	...	12 4½	13 14½	...	...	...	...	...	...	...	320 0	8 0	
	Hill Tipperah	12 0	...	12 0	18 0	...	...	...	...	12 0	...	16 0	...	11 0	

* In common use.

In the prices-current statement for the fortnight ending 28th of February 1887, published at page 571 of the Supplement to the *Gazette of India* of the 26th March 1887, against Burdwan in column 5 "Rice, best sort" for 29 seers read 21 seers 12 chittacks, and in column 6 "Rice, common" for 33 seers 8 chittacks read 25 seers 2 chittacks.

a In Bishenpore sub-division retail price of salt 12 seers per rupee.

b In Rampore Hât sub-division retail price of salt 13 seers per rupee.

c In sub-divisions retail prices of salt per rupee were:—Contai 12-8 seers, and Tamlook 11 seers.

d In sub-divisions retail prices of salt per rupee were:—Serampore 13 seers and Jehanabad 13-8 seers.

d1 In sub-divisions retail prices of salt per rupee were:—Baraset and Bussirhat 12 seers, Diamond Harbour (at Kulpihat) 12-8 seers, Barrackpore 12-12 seers, and Dum-Dum 11 seers.

e In sub-divisions retail prices of salt per rupee were:—Kooshtea and Ranaghat 12-8 seers, Meherpore 12 seers and Chooadanga 13 seers.

f In Satkhira and Bagirhat sub-divisions retail price of salt 11 seers per rupee.

g In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, Magoora 10-12 seers and Bongong 13 seers.

h In sub-divisions retail prices of salt per rupee were:—Jungipore 13 seers and Kandi 12-8 seers.

i In Thakurgaon sub-divisions retail price of salt 10 seers per rupee.

j In sub-divisions retail prices of salt per rupee were:—Nattore 12 seers and Nowgong 10-8 seers.

k In sub-divisions retail prices of salt per rupee were:—Gaibanda 9-12 seers, Kurigram 11 seers and Nilphamari, 13 seers.

l In Seraigunge sub-division retail price of salt 12-4 seers per rupee.

m At Silliguri retail price of salt 10 seers per rupee.

n In Alipore sub-division (at Fallacotta) retail price of salt 10 seers per rupee.

o In sub-divisions retail prices of salt per rupee were:—Maniekgunge 11 seers, Moonsheegunge 10-12 seers and Naraingunge 11-12 seers.

p In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers and Madaripore 12-8 seers.

q In sub-divisions retail prices of salt per rupee were:—Patuakhali 9 seers, Perozepore 11 seers, and Bhola 10-8 seers.

r In sub-divisions retail prices of salt per rupee were:—Kishoregunge 9-2 seers, Attea 12 seers, Jamalpore 10-10 seers, Sherpore 10 seers and Netrokona 9 seers.

s In Fenny sub-division (at Panchgachia Hat) retail price of salt 9 seers per rupee.

t In sub-divisions retail prices of salt per rupee were:—Brahmunberiah 11 seers, and Chandpore 11-8 seers.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF MARCH 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, millet Italian millet (*Setaria italica*).	Chepna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
Bengal—*continued.*	*Behar.*	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
	Patna	16 0	32 0	11 8	24 0	26 0	26 0	26 0	20 0	28 0	30 0	27 0	120 0	11 8	
	Gya	17 0	26 0	11 0	19 8	...	...	...	16 0	23 8	...	17 0	140 0	11 0	
	Shahabad	16 0	25 0	10 0	18 0	...	...	...	...	24 0	...	13 0	160 0	12 0[a]	
	Durbhunga	18 0	30 0	13 0	21 0	...	...	30 0	...	24 8	28 0	22 0	176 0	13 0[b]	
	Mozufferpore	14 0	30 0	12 8	23 0	...	...	...	...	26 0	26 0	19 0	140 0	12 0[c]	
	Sarun	14 0	32 0	9 0	22 0	...	...	27 0	15 0	21 0	30 0	22 0	160 0	11 8[c]	
	Chumparun	18 0	40 0	7 8	18 0	...	...	...	...	28 0	30 0	21 8	...	12 0[c]	
	Monghyr	12 12	31 8	14 2	18 14	...	...	...	21 0	26 12	29 7	19 6	126 0	12 0[d]	
	Bhágalpur	16 6	35 5	20 3	21 7	...	...	...	...	24 0	31 9	21 7	170 7	12 10[e1]	
	Purneah	...	...	20 0	22 0	...	...	...	...	20 0	...	...	123 0	11 0[e2]	
	Maldah	14 0	...	18 0	28 0	...	...	...	...	20 0	...	...	160 0	12 0	
	Sonthal Pergunnahs	12 0	...	18 0	27 0	...	...	...	...	20 0	37 8	27 0	200 0	12 0[f3]	
	Orissa.														
	Cuttack	13 2	...	10 8	18 6	...	...	...	...	17 1	...	...	80 0	14 0	
	Pooree	10 8	...	15 12	26 4	...	...	...	...	14 7	...	17 1	70 0	14 7[g4]	
	Balasore	15 0	13 0	13 0	24 0	...	...	...	...	10 0	...	12 0	160 0	10 0[g5]	
	Chota Nagpore. *South-Western Frontier Agency.*														
	Hazáribágh	16 0	24 0	10 0	20 0	...	...	31 0	...	20 0	26 0	20 0	320 0	10 0[g6]	
	Lohardugga	22 0	24 0	19 0	24 0	...	...	40 0	...	20 0	24 0	20 0	120 0	10 0	
	Singbhoom	24 0	24 0	28 0	32 0	...	...	...	...	16 0	...	24 0	320 0	9 0	
	Manbhoom	16 0	...	18 0	29 0	...	...	30 0	...	13 0	40 0	22 0	240 0	10 0[g7]	
Assam.	Sylhet	No return received.													
	Cáchár														
	Goálpará														
	Géro Hills														
	Kámrup														
	Darrang														
	Nowgong														
	Sibságar														
	Lakhimpur														
	Khási and Jaintiá Hills														
	Nágá Hills														
N.-W. Provinces.	Dehra Dún	14 0	20 0	6 8	10 8	16 0	16 0	20 0	...	20 0	19 0	18 0	160 0	11 0	
	Saháranpur	13 15½	21 8	8 9½	11 13	17 3	19 5½	23 10½	19 5½	21 8	21 8	19 5½	129 0	12 14½	
	Muzaffarnagar	15 14	18 11	6 9	13 4	19 12	17 10	15 6	15 6	20 4	19 12	16 8	110 0	13 8	
	Meerut	14 0	23 0	6 0	15 0	18 8	18 0	20 0	20 0	21 8	20 0	21 8	100 0	13 0	
	Bulandshahr	15 8	25 0	7 0	11 0	17 0	16 0	...	16 0	21 8	22 0	15 0	150 0	12 8	
	Aligarh	15 8	22 8	5 8	12 0	21 0	18 8	...	16 4	23 0	25 8	27 0	120 0	14 0	
	Agra	13 0	14 0	11 0	12 0	...	...	16 0	18 0	14 0	18 0	10 0	200 0	8 0	
	Etawah	16 0	19 0	8 0	12 0	22 0	...	11 0	...	10 0	...	8 0	160 0	7 0	
	Etah	20 8	24 0	9 0	11 0	24 0	23. 0	...	14 0	33 0	22 0	33 0	140 0	11 0	
	Jalaun	No return received.													
	Jhánsi	19 12	31 0	11 0	12 0	27 8	20 0	32 0	32 0	31 0	30 0	15 8	160 0	11 4	
	Lalitpur	18 4	27 0	10 0	15 0	23 8	24 8	...	26 0	29 0	28 0	27 0	140 0	14 0	
	Cawnpore	14 8	22 0	14 0	16 0	...	...	...	...	28 4	...	26 0	160 0	11 8	
	Fatehpur	19 0	23 0	8 0	16 8	25 0	21 0	30 0	26 0	40 0	-	24 0	160 0	12 0	
	Bánda	14 8	23 0	8 0	15 0	22 0	20 8	...	...	29 0	...	19 4	120 0	11 4	
	Allahabad	20 0	25 4	8 8	12 10	25 4	...	...	...	36 3	...	...	140 0	13 3	
	Hamírpur	15 8	19 0	7 0	11 4	...	...	...	...	26 10	...	22 6	140 0	12 0	
	Jaunpur	13 15	24 5	9 14½	18 0	...	19 13	27 0	23 6½	28 13	27 0	21 9½	140 0	11 9½	
	Gorakhpur	17 0	30 0	10 0	15 0	...	...	...	...	31 0	...	...	140 0	11 0	
	Basti	13 10	19 9	10 5	16 4	...	...	...	...	23 10	28 0	15 2	177 8	11 2	
	Azamgarh	14 0	22 0	9 0	15 0	22 0	22 0	28 0	22 0	24 0	26 0	23 0	80 0	11 0	
	Mirzapur	14 10	21 2	11 15	17 14	23 14	21 11	...	23 14	23 14	26 9	22 12	120 0	11 13	
	Benares	14 13	21 4	7 12	10 12	24 7	25 14	36 1	19 5	28 5	30 14½	23 13½	154 8	12 4	
	Gházipur	15 8	23 2	10 4	18 0	20 8	22 0	...	...	26 6	24 8	22 0	100 0	12 4	
	Balia	No return received.													
	Pilibhít														
Oudh.	Sultánpur	18 0	29 0	10 0	16 8	24 0	22 0	40 0	20 0	26 8	...	27 8	160 0	12 0	
	Partábgarh	18 14	27 3	13 5	16 0	23 0	21 0	...	...	25 0	24 0	15 11	180 0	11 8	
	Fyzabad	17 0	27 8	10 0	15 8	25 0	23 0	24 0	16 0	28 0	28 0	23 8	100 0	11 8	
	Kheri	18 0	32 0	8 0	16 0	32 0	31 0	40 0	25 0	26 0	33 0	18 0	120 0	12 0	
	Lucknow	16 0	24 12	6 0	14 8	24 0	23 6	...	22 0	21 10	26 12	24 0	140 0	11 0	
	Bára Banki	14 0	23 0	8 0	12 0	22 0	20 0	30 0	16 0	23 0	24 0	24 8	120 0	11 8	
	Bahraich	17 0	40 0	14 0	18 0	32 0	24 0	40 0	...	30 0	32 0	29 0	160 0	12 0	
	Rai Bareli	15 12	22 8	7 0	16 6	22 0	21 0	35 0	21 0	22 0	25 0	25 0	180 0	11 0	
	Sitapur	20 0	32 0	8 0	16 0	27 0	27 0	32 0	22 0	32 0	27 0	23 12	160 0	12 0	
	Gonda	No return received.													
	Unáo	15 8	25 0	9 0	15 0	25 0	23 0	...	21 0	26 0	28 0	17 0	160 0	13 0	
	Hardoi	18 0	27 0	7 0	13 0	...	24 0	...	...	28 0	...	26 0	160 0	24 0	
Punjab.	Hissar	12 0	20 0	...	10 0	22 0	17 0	...	...	24 0	18 0	...	100 0	13 0	
	Rohtak	14 0	24 0	...	11 0	20 0	16 0	...	...	24 0	17 0	...	120 0	13 8	
	Gurgaon	16 0	23 0	...	12 0	24 0	20 0	...	...	23 0	24 0	...	140 0	12 0	
	Delhi	14 0	22 0	...	14 0	18 0	18 0	...	16 0	22 0	17 0	20 0	80 0	12 0	
	Karnál	14 0	22 0	...	12 0	18 0	16 0	18 0	16 0	20 0	20 0	22 0	160 0	13 0	
	Umballa	14 0	15 0	...	12 0	18 0	18 0	20 0	20 0	23 0	19 9	20 0	148 0	14 2	
	Simla	16 0	15 0	...	10 0	...	...	...	...	17 0	17 0	12 0	70 0	10 0	
	Kángra	22 8	22 0	...	13 0	...	...	20 0	...	16 0	16 0	12 0	120 0	11 0	
	Hoshiárpur	13 0	20 0	...	11 0	18 0	15 0	13 0	16 0	21 0	17 0	16 0	110 0	13 12	
	Jullundur	13 14	26 0	...	8 0	20 0	14 0	...	16 0	22 0	19 0	...	110 0	14 0	
	Ludhiána	19 0	22 0	...	12 0	18 0	17 0	...	16 0	23 0	20 0	16 0	110 0	15 0	

[a] In sub-divisions retail prices of salt per rupee were:—Buxar and Sasseram 12-8 seers and Bhabooah 11-12 seers.
[b] In sub-divisions retail prices of salt per rupee were:—Madhubani 12 seers and Tajpore 11-8 seers.
[c] In sub-divisions retail prices of salt per rupee were:—Hajeepore 12-4 seers and Seetamurhee 11 seers.
[d] In Sewan sub-division retail price of salt 12 seers per rupee.
[e1] In Bettiah sub-division retail price of salt 13 seers per rupee.
[e2] In sub-divisions retail prices of salt per rupee were:—Jamui 11-4 seers and Begu Serai 11 seers.
[f3] Banka and Soopool sub-divisions retail price of salt 11 seers per rupee.
[g4] In Kissengunge sub-division retail price of salt 10 seers per rupee.
[g5] In sub-divisions retail prices of salt per rupee were:—Godda 11 seers, Pakour and Deoghur 12-8 seers; Jamtara 13 seers and Rajmehal 12 seers.
[g6] In Khoorda sub-division retail price of salt 13 seers per rupee.
[g7] In Bhadruck sub-division retail price of salt 9-8 seers per rupee.
[h6] In Giridi sub-division (at Kharagdiha) retail price of salt 11-8 seers per rupee.
[h7] In Govindpore sub-division retail price of salt 12 seers per rupee.
* Not procurable in the bazar owing to no imports from other districts.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF MARCH 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*.)	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Punjab—*continued.*	Ferozepore	13 0	20 0	...	12 0	18 0	16 0	...	27 0	23 0	17 0	...	90 0	14 0	
	Mooltan	12 0	19 0	...	10 0	16 0	16 0	...	15 0	18 0	17 0	...	100 0	15 0	
	Jhang	13 0	26 0	...	11 0	22 0	20 0	14 0	14 0	20 0	17 0	10 0	200 0	15 0	
	Montgomery	13 0	20 0	...	10 0	18 0	15 0	...	20 0	22 0	16 0	12 0	200 0	12 0	
	Lahore	14 0	22 0	...	11 0	17 0	16 0	...	16 0	23 0	16 0	12 0	100 0	14 0	
	Amritsar	14 0	25 0	...	12 0	21 0	18 0	15 0	20 0	24 0	20 0	15 0	100 0	15 0	
	Gurdáspur	16 0	20 0	...	14 0	16 0	14 0	...	14 0	21 0	21 0	...	120 0	14 0	
	Siálkot	12 0	23 0	...	12 0	20 0	17 0	...	...	21 0	18 0	...	110 0	15 0	
	Gujrát	13 0	20 0	...	12 0	18 0	15 0	...	12 0	20 0	17 0	...	120 0	16 0	
	Gujránwála	12 0	21 0	...	8 0	16 0	12 0	...	10 0	20 0	16 0	...	100 0	15 0	
	Shahpur	12 0	19 0	...	10 0	16 0	14 0	20 0	15 0	19 0	16 0	10 0	240 0	16 0	
	Jhelum	12 0	26 0	...	12 0	16 0	14 0	...	...	21 0	17 0	13 0	140 0	16 0	
	Ráwalpindi	13 0	20 0	...	8 0	...	16 0	...	20 0	21 0	18 0	23 0	96 0	15 8	
	Hazára	13 0	19 0	...	13 0	...	14 0	...	...	19 0	19 0	...	120 0	12 0	
	Pesháwar	12 0	21 0	...	11 0	16 0	16 0	...	14 0	19 0	18 0	24 0	130 0	48 0	
	Kohát	13 0	20 0	...	12 0	15 0	17 0	...	14 0	17 0	17 0	...	120 0	60 0	
	Bannu	14 0	24 0	...	12 0	20 0	15 0	8 0	8 0	20 0	19 0	13 0	60 0	40 0	
	D. I. Khán	12 0	20 0	...	9 0	14 0	14 0	15 0	5 0	19 0	14 0	14 0	119 0	33 0	
	D. G. Khán	12 0	17 0	...	9 0	15 0	15 0	...	10 0	18 0	15 0	...	125 0	23 0	
	Muzaffargarh	12 0	20 0	...	13 0	16 0	16 0	...	12 0	17 0	16 0	11 0	100 0	14 0	
Central Provinces.	Saugor	19 5	...	8 15	10 4	...	...	...	...	25 6	...	14 0	192 0	9 12	
	Damoh	18 13	...	10 11	11 7	...	...	...	...	25 15	...	14 4	200 0	9 15	
	Jubbulpore	15 0	...	9 8	13 8	19 0	...	...	...	21 0	...	13 8	130 0	11 0	
	Mandla	13 0	...	9 0	12 0	...	...	...	...	22 13	...	16 0	256 0	11 0	
	Seoni	18 11	...	9 5	12 13	...	...	...	...	21 5	...	12 7	220 0	10 11	
	Narsinghpur	17 3	...	9 3	10 8	...	...	...	...	23 5	...	13 15	140 0	11 7	
	Hoshangabad	15 0	...	7 0	9 0	21 0	...	...	...	22 0	...	11 0	200 0	10 14	
	Nimár	16 0	...	7 8	11 7	27 9	...	...	...	20 2	...	11 10	120 0	11 15	
	Betúl	16 12	...	8 12	10 11	20 3	...	...	...	22 0	...	10 7	320 0	10 13	
	Chhindwára	15 3	...	7 4	10 0	20 9	...	...	...	22 13	...	10 4	160 0	9 13	
	Wardha	17 7	...	8 12	12 0	24 6	...	...	...	16 0	...	12 13	160 0	10 11	
	Nágpur	16 4	...	8 7	12 3	22 13	...	...	...	18 12	...	13 12	100 0	11 7	
	Chánda	18 8	...	9 6	11 13	24 2	...	...	...	17 14	...	14 6	612 0	11 3	
	Bhandára	17 8	...	10 0	12 8	...	...	...	...	17 8	...	11 4	270 0	11 0	
	Bálaghát	17 1	...	13 2	16 9	...	...	...	...	20 6	...	16 4	144 0	11 0	
	Raipur	21 14	...	11 4	18 8	...	...	...	...	19 0	...	17 4	80 0	11 0	
	Bilaspur	28 13	...	15 12	20 4	...	...	...	...	33 8	...	30 10	128 0	9 0	
	Sambalpur	14 0	...	14 0	19 4	...	...	...	...	16 0	...	11 0	160 0	10 8	
Lower Burma.	*Arakan Division.*														
	Akyab	...	...	14 0	18 0	...	...	...	...	11 0	...	...	240 0	35 0	
	Kyookpyu	...	...	18 0	19 8	...	...	...	...	5 0	...	...	50 0	42 0	
	Sandoway	...	...	26 13	30 13	...	...	...	...	...	...	...	469 11	37 5	
Lower Burma.	*Pegu Division.*														
	Rangoon Town	9 5	...	13 0	15 0	...	...	...	...	12 7	22 9	...	250 0	14 9	
	Pegu	...	...	10 15	15 13	...	...	...	...	11 2	...	...	135 0	26 15	
	Tharrawaddy	...	...	14 4	15 12	...	...	...	...	11 1	...	...	535 11	29 12	
	Prome	12 2	...	14 15	16 2	...	...	...	...	12 7	33 9	...	167 9	18 10	
	Irrawaddy Division.														
	Bassein	...	...	16 12	17 14	...	...	...	...	11 6	...	...	132 10	28 6	
	Henzada	...	...	11 15	15 10	...	...	...	...	...	...	...	183 8	35 8	
	Thongwa	...	...	11 9	14 11	...	...	...	...	12 14	...	...	246 0	35 0	
	Thayetmyo	8 10	...	11 2	13 13	...	...	...	...	11 1	...	...	367 8	14 8	
	Tenasserim Division.														
	Moulmein Town and Amherst	9 0	...	10 8	12 2	...	...	...	...	12 2	15 3	...	220 0	30 8	
	Tavoy	...	...	13 0	17 15	...	...	...	...	...	...	...	399 3	16 1	
	Mergui	...	...	16 4	20 3	...	...	...	...	...	...	...	428 0	14 9	
	Toungoo	...	...	10 10	12 13	...	...	...	...	9 7	...	...	27 0	14 1	
	Shwaygyin	...	...	9 13	10 6	...	...	...	...	...	...	...	...	14 2	
Hyderabad Assigned Districts.	Secunderabad	No return received.													
	Bolarum														
	Chadarghat														
	Amráoti	14 8	...	7 3	8 12	25 5	19 12	...	...	15 4	...	11 12	*	12 0	
	Akola	16 0	...	7 0	11 0	25 0	21 0	...	...	17 0	...	21 0	*	11 0	
	Ellichpur	16 0	9 0	7 0	10 0	25 0	16 0	...	...	15 0	...	10 0	*	11 0	
	Buldana	17 0	...	8 0	11 0	30 0	28 0	...	...	20 0	...	10 0	*	12 0	
	Wun	18 0	...	9 0	11 0	31 8	11 0	...	...	18 0	...	20 0	*	11 8	
	Basim	19 10	...	7 2	11 0	29 5	22 0	...	...	17 5	...	14 5	*	10 0	
Mysore.	Bangalore	No return received.													
	Kolar														
	Tamkúr														
	Mysore														
	Hassan														
	Shimoga														
	Kadur														
	Chitaldroog														
Coorg	Coorg	10 0	9 8	13 8	18 0	...	...	39 8	...	29 8	...	...	110 0	13 0	
Rajpootana.	Jeypore	11 8	25 8	5 0	9 0	24 0	21 8	...	21 0	25 0	24 0	31 0	120 0	13 8	
	Kishengurh	12 4	24 12	9 0	10 0	26 0	20 8	...	...	25 4	24 12	...	...	16 0	
	Kerrowlee	11 14	20 0	10 10	12 8	20 5	17 3	...	21 4	21 14	...	31 4	200 0	13 2	
	Ulwur	14 8	22 13	8 0	11 8	20 8	19 13	...	18 0	22 12	22 9	35 0	200 0	15 0	
	Bhurtpore (City)	14 4	21 14	7 4	8 4	21 2	18 9	...	13 4	21 14	21 0	22 0	200 0	12 4	
	Ajmere	11 0	22 0	3 0	8 0	22 0	18 0	...	...	22 0	24 0	...	70 0	14 0	
	Deoli Cantonment	14 3	24 13	5 8	10 0	26 0	24 0	...	...	28 2	...	...	230 0	12 13	
	Erinpura	No return received.													
	Sirohee														
	Abu														
	Anadra														
	Bálmere														
	Jeysalmere														
	Hilly Tracts of Meywar	14 0	22 0	...	16 0	...	...	...	...	20 0	31 0	...	†	12 0	
	Meywar (Oodeypore)	10 13	17 15½	9 6	10 2½	18 12	14 1	...	15 10	19 8½	20 5	8 15¾	200 0	11 11½	
	Bánswára (Meywar Agency)	15 0	16 4	7 8	16 4	...	...	...	...	28 12	28 12	...	...	12 8	
	Partábgarh (,,)	12 0	10 0	10 0	12 8	17 8	18 12	...	...	26 4	27 8	25 0	...	17 14	
	Marwar (Jodhpore)	No return received.													

* Firewood is sold by head-load, bullock-load, and cart-load, and not by weight.

† Eight pies per bundle.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF MARCH 1887 —*concluded.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Rajpootana—*contd.*	Bikanir	9 12	...	3 10	7 14	...	16 7	...	...	18 10½	...	8 8	100 0	14 0	
	Boondee	15 0	26 0	10 0	10 8	24 0	19 0	...	...	25 0	...	...	200 0	12 0	
	Kotah	15 0	17. 0	8 0	11 0	22 8	16 0	...	...	31 0	22 8	10 0	240 0	12 0	
	Tonk	13 8	24 8	8 8	10 8	27 8	...	...	...	27 0	...	...	160 0	13 8	
	Jhallawar	15 1	16 3	7 5	10 4	24 5½	18 4	...	17 11	26 12	24 5½	8 14	175 0	11 13	
	Shahpoora	13 8	16 8	10 0	13 0	30 0	25 0	...	...	26 8	...	...	160 0	14 0	
	Dholpur	15 6	21 5	...	11 12½	21 4½	19 2½	...	18 0	22 6½	...	26 8½	90 0	13 8	
Central India.	Indore	12 0	18 8	8 0	8 11	24 0	21 14	*	*	20 13	25 0	12 5	100 0	12 0	
	Gwalior	15 0	15 3	7 4	9 9	19 11	19 0	*	15 7	20 3	20 14	20 5	126 14	11 6	
	Goona	22 8	20 0	9 8	10 0	34 0	18 0	*	*	36 8	32 0	18 0	200 0	12 0	
	Baghelkhand (Sutna)	12 12	22 8	8 0	16 0	19 8	17 0	*	*	24 4	*	28 0	200 0	12 0	
Baluchistan.	Quetta	7 0	12 0	4 0	6 0	16 0	...	...	...	10 0	12 0	*	45 0	6 0	

* Not sold.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 1st AND 2nd HALVES OF FEBRUARY 1887 PUBLISHED IN PAGES 361 AND 571 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 12th AND 26th MARCH 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
	1st half of February 1887.														
Bombay.	Pánch Mahals (Godhra)	9 7	...	...	...	...	...	26 10	...	...	...	...	...	...	
	2nd half of February 1887.														
	Pánch Mahals (Godhra)	8 10	...	...	11 14	...	....	23 11	...	...	34 10	...	...	...	

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 7th APRIL, 1887.

GENERAL REMARKS.—The rainfall has been general throughout Madras, Bengal, and Assam. Slight showers have also occurred in parts of the North-Western Provinces and Oudh, the Central Provinces, Central India, Mysore and Coorg. No rain fell in Bombay, the Punjab, and Berar during the week.

No report has been received from Burma for the week under notice.

The *rabi* harvest is in progress in Bombay, Bengal, the North-Western Provinces and Oudh, the Central Provinces, and in Rajputana and Central India. The crops have been injured by insects and frost in two districts of Bombay, and in the Punjab the crops throughout the Province have suffered for want of rain and the prospects are unfavourable. With these exceptions, the *rabi* harvest promises fairly.

In Madras, Mysore and Coorg the standing crops are good, but rain is wanted in some parts.

The rice harvest gives a yield below average in Madras. In Bengal the spring rice is being reaped, and the early rice, jute, and indigo are being sown. The sowing of the early rice in Assam is in progress.

Opium collection has been nearly completed in Bengal and the North-Western Provinces and Oudh, and is going on in Central India.

Cotton in one district in Madras has been affected by disease. The harvest yield is below average.

Small-pox and fever are still prevalent in Madras, Bombay, the Central Provinces, and Mysore and Coorg. Cholera exists in Bengal and the North-Western Provinces and Oudh. Generally the public health is good.

Cattle-disease is reported in Madras, Bombay and Mysore.

Prices are falling in two districts of the Punjab, fluctuating in the North-Western Provinces and Oudh, and rising in two districts of the Central Provinces; elsewhere they are stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(April. 6th).		
Bellary . . .	Average ·05	Standing crops generally fair, but cotton affected by disease in one taluk. Harvest sugarcane, yield average; dry crops on the whole below average. Fever in one and cattle-disease increasing in four taluks.
Kurnool . . .	. . . . .	Standing crops good. Harvest cotton, yield below average. Small-pox in three and cattle-disease decreasing in four taluks.
Ganjam . . .	Average last week since revised, ·14; this week, ·47.	Small-pox in three and fever in five divisions, and cattle-disease in one.
Kistna . . .	Average ·01	Standing crops generally good. Cholera decreasing in five and cattle-disease increasing in three taluks.
Chingleput (Madras) .	Average ·09	Standing crops fair, but in parts withered to some extent for want of rain. Harvest paddy, outturn below average. Small-pox in one and cattle-disease decreasing in two taluks.
Coimbatore . . .	Average ·48	Standing crops generally good Harvest paddy, *cholum* and *ragi*, outturn above average. Fever in two and small-pox in three taluks.
Tanjore . . .	Average ·04	Standing crops generally good, but in parts of three taluks in want of rain. Harvest wet and dry grains, outturn up to average.
Madura . . .	Average last week since revised, 1·84; this week, ·09.	Outturn of crops, where harvested, below average. Small-pox in two taluks. Cattle-disease decreasing in one.
Malabar . . .	Average ·01	Third crop cultivation progressing in one taluk. Fever in two and slight small-pox in one taluk.
Travancore . . .	. . . . .	Preparation for next cultivation continuing. Small-pox and fever in places.
		General Remarks.—General prospects fair.
Bombay—(April 6th)		
Karachi . . .	*Nil*	River at Kotri on 4th, 4 feet 10 inches against 7 feet 11 inches on same date last year. *Rabi* harvesting completed in Sujawal taluka. *Rabi* crops injured by crickets in Mirpur Batoro and by *mahl* insect in Kotri taluka. Fever in six and cattle-disease in two talukas. A case of small-pox in Ghorabari taluka. Wheat, red rice, and *bajri* in Karachi 22, 23 and 32 and in Sehwan 28, 38 and 40 pounds per rupee, respectively.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Hyderabad	*Nil*	*Rabi* crops damaged by frost in Hyderabad, Bago Tando, and Kandiaro talukas. *Rabi* harvest continues in nine talukas. Fever in five, small-pox in one, and cattle-disease in two talukas. River at Kotri on 4th, 4 feet 10 inches against 7 feet 11 inches on same date last year. Wheat 22, *bajri* 38, *jowari* 40, white rice 20 and red rice 30 pounds per rupee.
Ahmedabad	*Nil*	Reaping of *rabi* crops continues. Public health good. Wheat 29 and *bajri* 30 pounds per rupee.
Baroda	*Nil*	Public health good. Crops in good condition. *Bajri* 29, wheat 19 and rice 23 pounds per rupee.
Surat	*Nil*	*Rabi* reaping continues. Fever and small-pox in Bardoli taluka. *Jowari* 30 and *nagli* 44 pounds per rupee.
Nasik	*Nil*	Public health generally good. Small-pox in Igatpuri. Wheat 28¾, *bajri* 30¾, and rice 20¾ pounds per rupee.
Colaba (Bombay)	*Nil*	Abnormal temperature 1° cool on 30th, 2° cool on 31st, 1° cool on 1st, and *nil* from 2nd to 5th. Vapour in air excessive on 2nd and 3rd. Normal on all other days. Abnormal wind southerly on 30th, 2nd, and 3rd. Northerly on 5th. Wind normal on all other days.
Poona	*Nil*	Reaping completed. Threshing of *jowari* and wheat in progress in Indapur and Bhimthari talukas. Public health generally good. Slight cattle-disease in Indapur and Haveli talukas, *Bajri* 44 and *jowari* 56 pounds in the district, and *bajri* 37 and *jowari* 43 pounds per rupee in Poona city.
Ahmednagar	*Nil*	Health good. *Bajri* 56 and *jowari* 65 pounds per rupee.
Sholapur	*Nil*	Lands being prepared for *kharif* crops. Public health good. *Jowari* 63¾ and *bajri* 55¼ pounds per rupee.
Dharwar	*Nil*	Harvesting of wheat and gram completed and that of late *jowari* in progress. Scarcity of fodder in Nawalgund and of drinking-water in Gadag, Karajgi, and Kod talukas. Public health generally good. Rice 25 and *jowari* 59¾ pounds per rupee.
Kanara	*Nil*	Second rice crop harvest and sugarcane planting continue. Preparing and manuring ground for monsoon crop. Public health good. Slight cattle-disease in Siddapur. Weather hot. Common rice in Karwar and district average 13 seers per rupee.
Rajkot	*Nil*	Weather hot. Health generally good. Measles in Rajkot, Morvi, Virpur, Godka, Sagani, Padhra, Bagasra, Balkha, and Manakwara. Cattle-disease called *khavda* or hoof-disease in the villages of Porbandar and Vadia. Wheat 25, *bajri* 25, and *jowari* 30 pounds per rupee.
		General Remarks.—Reaping of *rabi* crops still progressing in some districts. Standing crops injured by insects in parts of Karachi and by frost in parts of Hyderabad. Fever in parts of eight, cattle-disease in parts of ten and small-pox in parts of five districts.
Bengal—(April 6th)		
Chittagong (April 5th)	0·76	Weather hot. Prospects of crops fair. Public health good, notwithstanding a few sporadic cases of cholera.
Dacca	1·80	Sowing of *aus* paddy going on. Prospects good. *Boro* paddy flowering. Chillies and tobacco doing well. Public health good.
24-Pergunnahs (Calcutta).	3·31	Prospects favourable. No crops on the ground, except sugarcane, which promises well. Lands being ploughed for cultivation of early crops. Public health generally good, but a few cases of cholera reported.
Khoolna	2·85	Weather getting warm. Ploughing continues. *Boro* paddy coming on well. Public health good.
Moorshedabad	3·51	Rain has kept the air cool, but has somewhat injured *rabi* crops still on the ground. Ploughing for *aus* rice commenced.
Pubna	1·88	Prospects of crops fair. Some isolated cases of cholera.
Dinagepore	2·04	Rain on one day almost all over the district. Cultivation for *bhadoi* crops going on. Cholera reported from some stations and cattle-disease from two.
Rungpore	1·82	Rain has done much good, and prospects of crops greatly improved. Tobacco being cut and *aus* and jute being sown. Sadr station sickly.
Midnapore	1·27	Rain general all over the district. Tillage in active progress. Prospects good. Public health good.
Burdwan	4·22	Prospects good. Public health fair.
Bhagulpore	0·72	*Rabi* harvest in progress. Wheat is the worst of the crops. Castor seed plant not doing well. Sporadic cholera in north.
Purneah	0·60	All crops doing well. Ploughing in progress. Rivers low. Health of people and cattle fair.
Durbhanga	0·15	*Rabi* harvest continues. Some cases of cholera reported from head-quarters; public health otherwise generally good.
Chumparun	0·22	*Rabi* crops being cut, good outturn expected. Opium collection and indigo sowing in progress. Prices stationary. Cholera reported from the interior of Bettiah sub-division.
Patna	0·42	*Rabi* crops still being reaped. New gram and barley being brought into the market. Castor seeds being gathered. Collection of opium finished, with favourable outturn. Public health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Gya	0·38	*Rabi* being harvested. Fever reported.
Hazareebagh	*Nil*	Harvesting of *rabi* nearly completed, outturn fair. Opium all gathered. Mango prospects bad. *Mahua* dropping. Public health good.
Cuttack	0·14	*Dalua* rice being reaped. Ploughing commenced. Public health generally good.
		General Remarks.—Rain with high winds over the whole Province. Rain very heavy in Central and South-Western Bengal. Ploughing well forward, and sowings of early rice, jute and indigo are proceeding. *Boro* rice being reaped in places. *Rabi* harvest generally gives a good outturn. Opium nearly all gathered in. *Mahua* has begun to fall. General health continues fair.
N.-W. Provinces and Oudh—**(April 6th)**		
Benares (April 5th)	. . . .	Weather seasonable. *Rabi* crops nearly all cut, outturn fair. Supplies plentiful. Prices generally fallen, owing to imports of new grain. Rather fewer cases of cholera, otherwise public health good. There is no cattle-disease in the district.
Ballia („ 4th)	. . . .	Weather somewhat cloudy at times. Strong easterly wind. Harvesting operations progressing. Supplies sufficient. General health good.
Gorakhpore („ „)	. . . .	Weather clear. Harvesting in full progress. Slight rise in prices. Health fair.
Fyzabad („ 5th)	. . . .	Weather seasonable. Harvesting of *rabi* and opium collection completed. Supplies sufficient. Prices high. Health good.
Lucknow („ 4th)	Slight rain in two tahsils.	Weather hot during the day, but slightly cold at night. Threshing and winnowing in progress. Opium collection continues. Markets well supplied. Prices steady. No cattle-disease.
Rai Barelli („ „)	. . . .	Weather sometimes cloudy. Harvesting of *rabi* crops in progress. Supplies sufficient. Prices falling. Cholera and small-pox about two tahsils, but not in epidemic form.
Partabgarh („ 5th)	·10 to ·40 on the 30th	West winds. Clear weather. Harvesting of the *rabi* crops is completed, and the market appears to be well stocked with grains. Prices fluctuating. Health generally good
Allahabad („ „)	Slight rain in four tahsils.	A little hail in places, but not enough to do much harm. Weather unusually cool. Crops being harvested. Prospects good. Markets well supplied. Prices show a slight fall. Sporadic cholera still continues, otherwise health fair.
Cawnpore („ „)	Rain in three tahsils from ·20 to 1·00.	Sky cloudy at times. Slight hail reported in two tahsils, but injury very little. Harvesting operations in progress. Slight fall in prices.
Farakhabad („ „)	Slight rain and hail on 29th.	Little injury to standing crops in two tahsils. Reaping nearly completed. Threshing in progress. Health fair. No cattle-disease.
Sitapur („ „)	. . . .	The cutting of crops is in progress, the outturn is said to be slight. Collection of poppy drug is nearly over; the drug collected is reported of good quality, but light in amount.
Bareilly („ „)	. . . .	Harvest proceeding rapidly. Prices slightly lower. Health of cattle good.
Banda („ „)	Some hail on 29th	Weather warm during the day and cool at night. *Rabi* harvest in progress. Prices rising. Stray cases of cholera in two tahsils. General condition of people good. Cattle-disease in five villages.
Kumaon („ „)	. . . .	Weather fine. *Rabi* crops doing well, but require more rain. Prices stationary. Cholera still lingering in Kali Kumaon. Cattle-disease on decrease.
Agra („ 4th)	*Nil*	*Rabi* being harvested. Prices steady. Health good.
Jhansi („ „)	Slight rain at Sadr on 29th.	Harvesting and threshing in progress. Prices steady. A few cases of small-pox. Condition of cattle good.
Meerut („ 5th)	*Nil*	Hot west winds. Nights still cool. *Rabi* harvest in full progress. Prospects fair. Prices a little easier. Health good.
		General Remarks.—*Rabi* harvesting continues. Prospects good and markets well supplied. Slight rain and hail in a few districts. With the exception of cholera and small-pox in some places, the public health is good.
Punjab—**(April 6th)**		
Delhi (April 5th)	. . . .	Health good. Prices fluctuating. *Rabi* expected to yield below average.
Hissar	. . . .	Health good. Prices high, but stationary. *Rabi* yield a failure, except on irrigated land.
Umballa	. . . .	Health good. Prices stationary. *Rabi* yield bad and below average.
Jullundur	. . . .	Health good. Prices high. *Rabi* prospects indifferent.
Amritsar	. . . .	Health good. Prices stationary. *Rabi* average.
Sialkot	. . . .	Health good. Prices stationary. *Rabi* prospects unimproved.
Ferozepore	. . . .	Health good. Prices stationary. *Rabi* crops being reaped.
Lahore	. . . .	Health good. Prices stationary. *Rabi* prospects bad.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Rawalpindi	. . . .	Health good. Prices rising. *Rabi* below average.
Multan	. . . .	Health good. Prices falling. *Rabi* crops on land irrigated from wells and Sidhnai canal excellent, elsewhere withering.
Dera Ismail Khan	. . . .	Health good. Prices rising. *Rabi* crops suffering for want of rain.
Peshawar	. . . .	Health good. Prices rising. *Rabi* prospects very poor.
Shahpur	. . . .	Health good. Prices high, but falling. *Rabi* crops withering for want of rain.
		General Remarks.—No rain fell last week, and crop prospects are generally unfavourable throughout the Province Health good. Prices falling in the Multan and Shahpur districts, elsewhere high and stationary.
Central Provinces—(April 6th)		
Nagpur	. . . .	Weather cloudy; occasional dust-storms. Threshing almost completed. Fever, small-pox and cattle-disease in places. Prices steady.
Jubbulpore	. . . .	Weather cloudy. Harvesting progressing, outturn reported not good. Health good. Prices high.
Saugor	Sprinkling of rain	Early part of week cloudy, since clear and warm. *Rabi* harvest continues. Health good. Prices unchanged.
Seoni	·02	Weather cloudy and hot. *Rabi* threshing in progress. *Kharif* ploughing commenced. 32 cases of small-pox, 2 deaths. Prices falling.
Hoshangabad	. . . .	Weather warm. *Rabi* harvest almost completed. Fever in places. Prices stationary.
Khandwa	. . . .	Weather warm. Threshing continues. 127 cases of small-pox, 9 deaths. Prices steady.
Raipur	·34	Threshing continues. Small-pox and cattle-disease in places. Prices stationary. Occasional storms.
Bilaspur	. . . .	Weather cloudy. Prospects favourable. Harvesting continues. Sugarcane doing well. Cattle-disease prevalent. Prices stationary.
Sambalpur (April 2nd)	·09	Weather cloudy and warm. Sugarcane being planted. Health good. Prices rising.
		General Remarks.—The weather has been stormy and unsettled, and showers of rain have fallen in places. Prospects continue unchanged.
Assam—(April 6th)		
Gauhati	*Nil*	Weather seasonable. Public health good. No cholera reported. Sowing of *ahu* paddy in progress.
Sylhet	4·26	State and prospects of the crops good.
Cachar	·14	Weather warm. Ploughing and sowing of *dumahi* crops progressing. Common rice 16 seers per rupee. 8 deaths from cholera reported from Sadr, 7 from Katigara, and 5 from Lakhimpur. Cattle-disease not reported.
Dibrugarh	1·26	Weather seasonable. Pressing of sugarcane nearly over. Land being cleared for sugarcane. *Ahu* seedlings thriving. Public health good.
Mysore and Coorg—(April 6th)		
Bangalore	Slight rain in parts	Standing crops generally in good condition, except in parts of Tumkur. Harvesting almost finished in the Mysore district. Prospects of season favourable. Public health good. Small-pox and cattle-disease continue in affected parts. Prices slightly risen in Kolar and Tumkur districts and fallen in Kadur and Hassan districts.
Mysore	. . . .	
Mercara	·09	Good showers have fallen in West and South Coorg, which have been beneficial to the coffee blossoms. Small-pox in one taluk.
Berar and Hyderabad—(April 6th)		
Amraoti	. . . .	Weather warm. *Rabi* threshing continues. Fever in one taluk, otherwise public health and health of cattle good.
Akola	. . . .	Weather cloudy and hot. *Rabi* threshing nearly completed. Small-pox and cattle-disease in places. Ploughing commenced. Wheat 15 and *jowari* 26 seers per rupee.
Hyderabad	*Nil*	*Rabi* crops prospering. *Rabi* crops continue to be harvested. Cholera has broken out in some parts of city and suburbs of Hyderabad. Prices—wheat 13¾, coarse rice 12, white *juar* 17⅞, yellow *juar* 19¼, and *tur* 17¼ seers per current sicca rupee.
Central India States—(April 6th)		
Indore	*Nil*	Weather cloudy and hot.
Morar (Gwalior)	·15	Health good.
Sutna	·13	Weather unusually cool. Cholera diminishing nearly everywhere. Prospects of crops fair.
Neemuch	. . . .	Weather seasonable. Health good. Prices stationary.
Goona	·21	Health and prospects good.
Agar	. . . .	Health good. Prospects fair.
Sehore	. . . .	Weather getting warm. Crops and opium being gathered.
Nowgong	·03	Weather seasonable. Health fair. Prices steady.
Bhopawur	. . . .	Weather getting warm. Health good. Prices steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana—(April 7th)		
Abu (April 6th)	. . . .	Weather seasonable and occasionally cloudy and windy.
Sirohi („ 3rd)	. . . .	Tanks dry; wells good. Health good. Crops cut. Sky overcast. Weather warm.
Marwar („ 2nd)	. . . .	Tanks almost half full. Small-pox prevails to some extent. Crops being harvested. Weather somewhat cloudy. Nights less cool. Prices tending to rise.
Kherwara („ 3rd)	. . . .	Tanks and wells sinking. Crops nearly reaped. Threshing commenced, outturn doubtful. Health good. Prices same as before. Nights cool; days hot.
Harowti („ 2nd)	. . . .	Days hot; nights cool. Health good.
Jhallawar („ 4th)	. . . .	Harvest proceeding. Small-pox reported in three pergunnahs.
Ajmere („ 5th)	. . . .	Weather cloudy; east winds. Tanks and wells diminishing. Crops being reaped. Cattle-disease and small-pox reported in some villages of Merwara. Wheat 23½, barley 43, and gram 45 lbs. per rupee.
Jeypore („ „)	. . . .	Weather cloudy and warm.
Pertabgarh („ 2nd)	. . . .	Tanks and wells drying. Health good. Wheat 16, *máka* 25, and gram 24 seers per rupee Weather hot.
Dholepore („ „)	. . . .	Tanks and wells drying. Crop prospects fair. Health good. Prices stationary. Weather getting hot. A large meteor seen falling south-west on evening of 2nd instant followed by thundering noise.
Bhurtpore („ 5th)	·25	Reaping continues. Health good.
Ulwur („ „)	. . . .	Harvesting continues. Health good.
Kotah („ 2nd)	. . . .	Health good. Slight fall in prices of wheat. Weather cloudy.
Meywar („ „)	. . . .	Tanks and wells low. Crop prospects unchanged. Health good. Prices stationary. Weather fine and cool.
Bickanir („ „)	. . . .	Health good. Prices stationary. Weather seasonable.
Kerowlee („ „)	·03	Tanks and wells drying. Harvesting continues. Small-pox prevalent. Prices rising.
Nepal—(Mar. 31st)		
Katmandu (April 1st)	1·40	Weather seasonable. Prospects fair.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XLVIII OF 1886-87.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 6th March, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 5th March, 1887. Total.	Per mile open.	Total Receipts from 1st April, 1885, to 6th March, 1886. Total.	Per mile open per week.	Total Receipts from 1st April, 1886, to 5th March, 1887. Total.	Per mile open per week.	Total increase in 1886-87.	Total Decrease in 1886-87.
	Lines worked by Guaranteed Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
19th Mar., 1887	Oudh and Rohilkhand	680	1,52,328	224	686	1,39,051	203	53,13,639	176	61,20,338	185	8,06,699	...
19th ditto	Madras	801	1,51,079	175	831	1,52,538	184	70,66,431	169	74,51,238	185	3,84,807	...
12th ditto	South Indian	654	88,348	135	654	1,08,634	166	41,87,532	132	47,00,754	148	5,13,222	...
19th ditto	Great Indian Peninsula	1,504	7,83,671	521	1,504	8,42,016	560	3,33,13,323	456	3,61,11,114	496	27,97,791	...
19th ditto	Bombay, Baroda and Central India	461	2,66,356	578	461	2,51,000	544	1,19,20,178	532	1,22,38,612	548	3,18,434	...
	TOTAL	4,160	14,41,782	347	4,136	14,93,239	361	6,18,01,103	310	6,66,22,056	333	48,20,953	...
	State Lines worked by Guaranteed Companies.												
19th Mar., 1887	East Indian	1,515	9,78,847	646	1,515	10,47,844	692	4,34,06,372	590	4,33,28,003	591	...	78,369
19th ditto	Patna-Gya	57	10,589	185	57	9,744	170	4,51,021	162	4,97,493	180	45,872	...
19th ditto	Dildarnagar-Ghazipur	12	756	63	12	789	66	43,326	74	44,483	76	1,157	...
26th ditto	Sindia	75	12,904	173	75	8,815	118	3,45,910	95	3,72,833	103	26,923	...
19th ditto	Rajputana-Malwa (*a*)	1,664	4,04,662	243	1,664	3,76,000	226	1,63,34,652	203	1,66,85,304	207	3,50,652	...
19th ditto	Southern Mahratta	315	19,932	63	532	45,040	85	9,70,016	63	16,85,958	92	7,15,942	...
26th ditto	Indian Midland	...	...	...	42	5,722	136	...	...	1,34,401	66	1,34,401	...
19th ditto	Lucknow-Sitapur-Sihramau	...	...	...	56	3,291	59	...	...	(*b*) 51,707	59	51,707	...
	TOTAL	3,638	14,27,750	392	3,953	14,97,245	379	6,15,51,897	349	6,28,00,182	341	12,48,285	...
	State Lines worked by Government.												
19th Mar., 1887	Eastern Bengal	234	88,425	378	234	1,03,609	443	42,52,501	374	50,06,154	442	7,53,563	...
19th ditto	Nalhati	27	2,074	79	27	1,855	69	73,283	55	79,985	61	6,702	...
19th ditto	Northern Bengal	249	43,080	175	249	39,150	157	21,85,150	170	24,40,122	200	2,60,966	...
19th ditto	Kaunia-Dharla	37	3,183	86	37	2,617	71	1,22,113	67	1,20,778	67	...	1,335
19th ditto	Tirhoot	220	28,720	127	240	35,975	146	12,09,012	110	14,09,011	123	2,00,299	...
12th ditto	Wardha Coal	45	16,076	357	45	21,214	471	5,94,047	272	6,70,050	310	82,009	...
12th ditto	Nagpur and Chhattisgarh	149	41,647	280	149	31,592	212	13,22,669	183	11,67,161	162	...	1,54,908
19th ditto	Burma	327	1,00,589	308	327	1,09,634	335	21,14,950	134	25,25,980	157	4,11,030	...
19th Feb., 1887	Cherra-Companyganj	...	...	...	...	... (*c*)	...	...	...	(*d*) 1,493	8	1,493	...
19th Mar., 1887	North-Western (*e*)	1,869	5,90,205	316	1,989	4,16,020	209	2,71,16,018	299	2,16,09,441	225	...	55,06,577
12th ditto	Bareilly-Pilibhit	30	2,823	78	30	1,906	53	74,175	43	84,355	48	10,180	...
19th ditto	Dacca	86	3,047	42	86	6,604	77	1,99,905	34	2,55,844	62	1,45,939	...
12th ditto	Jorhat	30	723	24	30	921	21	32,050	25	36,552	25	4,502	...
19th ditto	Bilaspur-Etawah(Kutni-Umaria Section)	...	...	...	38	1,733	46	...	...	(*f*) 26,852	39	26,852	...
	TOTAL	3,315	9,21,792	278	3,493	7,72,530	221	3,92,05,969	245	3,55,06,684	216	...	36,99,285
	GRAND TOTAL (GUARANTEED AND STATE)	11,113	37,91,324	341	11,582	37,63,014	325	16,25,58,969	303	16,49,28,922	300	23,69,953	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	8,31,28,040	155	8,13,94,013	149	...	...
	NET RECEIPTS	...	...	...	...	...	...	7,94,30,929	148	8,35,34,909	151	41,03,980	...
	Assisted Companies.												
19th Mar., 1887	Bengal Central	125	11,452	92	125	12,001	96	4,91,077	81	5,46,358	90	55,281	...
12th ditto	Rohilkhand-Kumaon	67	4,752	71	67	4,368	67	2,30,983	71	2,71,301	83	40,318	...
5th ditto	Dibru-Sadiya (late Assam)	78	6,945	89	78	7,992	102	2,54,480	64	3,17,752	80	63,272	...
19th ditto	Bengal and North-Western	303	33,655	111	376	30,290	104	12,76,492	87	17,54,954	113	4,78,462	...
19th ditto	Tarakessur	22	9,528	433	22	5,719	260	2,34,576	217	2,20,803	211	...	7,773
	TOTAL	595	66,332	111	668	69,370	104	24,87,608	86	31,17,228	96	6,29,630	...
	Native States.												
24th Mar., 1887	Bhavnagar-Gondal	193	20,052	104	193	19,716	102	8,74,913	93	9,04,449	97	29,536	
19th ditto	Jodhpore	64	5,825	91	64	5,100	80	1,71,518	55	2,06,420	66	34,902	...
12th ditto	Nizam's	121	20,674	171	208	26,172	126	10,72,834	183	13,55,779	135	2,82,945	...
19th ditto	Mysore	140	7,291	52	140	10,001	72	4,12,310	61	4,45,922	66	33,612	...
19th ditto	Rajpura-Patiala	16	2,140	134	16	1,098	69	52,120	67	54,125	70	2,005	...
12th ditto	Morvi	...	...	...	51	2,100	41	...	...	45,825	28	45,825	...
	TOTAL	534	55,982	105	672	64,187	96	25,83,695	100	30,12,520	95	4,28,825	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Total Receipts from 16th November, 1886, to 5th March, 1887.
(*c*) Return not received.
(*d*) Total receipts from 16th June, 1886, to 19th February, 1887.
(*e*) Includes the Amritsar-Pathankot State Railway.
(*f*) Total receipts from 31st October, 1886, to 5th March, 1887.

SIMLA,
The 6th April, 1887.

R. GARDINER, *Captain, R.E.*,
Offg. Under-Secretary.

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SUPPLEMENT TO

The Gazette of India.

No. 16.} CALCUTTA, SATURDAY, APRIL 16, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the Week ending 2nd April, 1887.

During the first five days of the present week, a large part of Northern India was visited by very unsettled weather occasioned by two barometric depressions, one affecting the Punjab and neighbouring parts of North-Western India, the second lying over the Central Provinces and giving rise to unsettled weather in Bengal.

The cyclonic storm which had formed over the Punjab at the close of the preceding week and which, up to that time, had been comparatively slight and had but little affected the weather of that Province, developed during the next three days. On Sunday the centre lay apparently to the north-west of Sirsa, on Monday the lowest reading was reported from Lahore, and on Tuesday, from Sialkot. On Sunday, Monday, and Tuesday, duststorms accompanied by strong winds were experienced in most parts of the Punjab, but the only rainfall was in the hills, where a thunderstorm occurred on the afternoon of Tuesday.

The disturbance in the Central Provinces was slighter. It produced southerly winds in Lower Bengal and easterly winds in North Bengal and far up the Gangetic plain. The former brought up much moisture and heavy rain fell in Bengal Proper and snow on the Sikkim-Himalaya and slighter showers in Behar and the North-Western Provinces.

On Wednesday, March 30th, a rapid barometric rise occurred over the whole of Northern and Central India, and continued with a slight interruption until the close of the week.

In the Peninsula, except just at the close of the week, when a comparatively brisk rise took place, the barometer was fairly steady throughout, and the weather calls for little remark, north-westerly winds with clear or nearly clear skies prevailing on the western side and southerly to south-easterly winds with rather cloudy weather on the eastern side.

The temperature in the Karnatic was higher than in the preceding week, but was lower in all other places. In North-Western India, Behar, North Bengal, Assam, Lower Bengal and the Berars, the mean readings of the week are from 4° to 5° below those of the previous week. The lowest temperatures occurred generally on the 29th or 30th in Northern India, on which dates the following differences from the normal temperature of the month were recorded:—

Murree	— 5°	Silchar	— 9°
Lahore (29th)	— 8°	Patna	—10°
Simla	— 7°	Dacca	—14°
Lucknow (29th)	— 9°	Chittagong	—13°
Benares (29th)	—13°	Calcutta	—11°

In Sind, a warm period occurred at the beginning of the week and the highest recorded temperature was 107° at Jacobabad on the 27th.

The humidity means show that all over North-Western India the amount of moisture in the atmosphere was much below the average. The same, in a modified degree, was the case in Malabar and the Konkan owing to the north-west winds which prevailed there on most days, but in Bengal, Ganjam, and the Karnatic, owing to the southerly winds, the moisture was excessive.

The following figures show the difference of the present season's rainfall from the normal:—

Stations.	Actual rainfall since 1st November, 1886.	Average rainfall since 1st November, 1886.	Difference.
Multan	0·64	1·38	—0·74
Peshawar	1·79	5·63	—3·84
Murree	8·72	9·62	—0·90
Rawalpindi	4·79	8·46	—3·67
Lahore	0·61	3·08	—2·47
Simla	8·72	8·08	+0·64
Delhi	2·40	2·77	—0·37
Mussoorie	8·81	10·73	—1·92
Roorkee	3·04	5·26	—2·22
Meerut	2·68	3·29	—0·61
Bareilly	3·54	3·06	+0·48
Agra	1·13	1·51	—0·38
Lucknow	1·26	1·55	—0·29
Allahabad	4·39	1·59	+2·80
Darjeeling	4·99	4·20	+0·79
Calcutta	4·74	3·85	+0·89

The table of barometric, thermometric and humidity anomalies shows that pressure has been below the average of the month throughout the whole of India, the greatest deficiency being in the Punjab. Temperature has also been below the normal except in the Indus Valley, Gujerat, and the Karnatic, where there has been a slight excess. The humidity differences are less regular, but the principal variations are a deficiency

all over North-Western India, and an excess in the east and centre of the Peninsula and in Bengal. Elsewhere the variations are slight and unimportant.

Districts.	Difference of Barometer from mean, March 26th to April 2nd.	Difference of Temperature from mean, March 26th to April, 2nd.	Difference of Humidity from mean, March 26th to April 2nd.	Total Rainfall in week, March 26th to April 2nd.
Punjab, West	—·115	+1·5	—20	0·03(1)
„ East	—·102	—0·3	— 9	0·22(2)
N.-W. Provinces—Trans-Gangetic	—·049	—2·0	— 4	0·68(3)
„ Cis-Gangetic	—·044	—0·3	— 1	0·45(4)
Behar	—·042	—4·9	+ 1	0·77(5)
Northern Bengal	—·011	—4·1	+10	2·19(6)
Assam—Cachar	+·012	—3·1	+·8	5·21(7)
Lower Bengal—Chutia Nagpur	—·026	—3·5	+ 8	15·32(8)
Orissa—Northern Circars	—·051	—0·5	+ 3	2·14(9)
Central Provinces, South	—·076	—0·8	— 2	0·14(10)
Berars—Khandesh	—·076	+0·1	+ 1	Nil
Rajputana, Central India—Saugor and Narbudda	—·069	—0·9	+ 2	0·17(11)
Sind—Cutch	—·071	+3·1	— 7	Nil
Guzerat	—·053	+0·4	+ 1	Nil
Konkan	—·038	—0·9	+ 1	Nil
Deccan—Hyderabad	—·060	—2·1	+ 7	0·25(12)
Malabar	—.035	—1·2	— 5	Nil
Mysore—Bellary	—·043	—1·4	+ 8	5·35(13)
Karnatic	—·075	+1·1	+ 4	0·12(14)
British Burma	—·046	—0·9	+ 1	2·84(15)
Ceylon	—·031	+2·3	— 7	Nil

(1) Murree only.
(2) Simla only.
(3) Chakrata, Ranikhet, Masuri, Roorkee, Bareilly, Lucknow, Gorakhpur, Benares.
(4) Agra, Jhansi, Allahabad.
(5) Patna, Gya
(6) Darjeeling, Purneah.
(7) Sibsagar, Dhubri, Silchar.
(8) Hazaribagh, Burdwan, Dacca, Chittagong, Calcutta, Saugor Island.
(9) Vizagapatam, Rajmundry, False Point, Cuttack.
(10) Raipur.
(11) Jeypore, Sutna, Nowgong.
(12) Belgaum, Secunderabad.
(13) Salem, Wellington, Bangalore.
(14) Madura.
(15) Tounghoo, Rangoon, Moulmein.

W. L. DALLAS,

Simla, the 4th April, 1887. for *Meteorological Reporter to the Govt. of India.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Summary of India for the Week ending the 9th April 1887.

Though local disturbances of barometric pressure have caused some sporadic rainfall, the general weather throughout the country has been quiet and settled.

The highest readings of the barometer have been chiefly in Assam and the Eastern Peninsula, and the pressure has been relatively low in the Deccan and some part of North-Western India. The only well marked disturbance during the week was formed between Sutna and Allahabad on the 6th. It caused a fall of the barometer of over one-tenth of an inch at Allahabad and a well defined cyclonic circulation of the wind around that station. There were dust-storms in the neighbourhood of the disturbance (slight rain falling at Sutna) and the sky became more cloudy with a brisk increase of moisture, but the disturbance was only temporary and the weather cleared on the 7th without any important fall of rain.

In the Panjab, and more particularly in the North-Western Himalaya, the weather has been slightly unsettled throughout the week. On the 3rd and 4th it was cloudy, but on the 5th rain fell at Murree, Simla, Chakrata and Mussorie; on the 7th these

showers of rain and hail were repeated and extended to several stations on the neighbouring plains, and by the 9th unsettled showery weather had spread eastward down the Gangetic plain as far as Behar.

Throughout the week the temperature has been changeable. The oscillations have been greatest in Northern and least in Southern India, but even in the latter there have been changes of as much as 5° in the 24 hours. At some stations in the North-West Himalaya, and in Northern and Central India the mean temperature of the week has been from 6° to 12° below the average of the month. The greater part of this deficiency is attributable to the cold and unsettled weather.

At Simla the total rainfall since November 1st is now 1·6 inches above the average. At Delhi, Mussorie, and Roorkee the deficiency has been reduced, but there is an average deficit of nearly 50 % of the total amount at the Panjab plains stations, and of 16 % at the North-West Provinces stations. At Peshawar, Rawalpindi and Lahore the total of the season is only 31, 52 and 20 % respectively of the normal rainfall.

Stations.	Actual rainfall since 1st November, 1886.	Average rainfall since 1st November, 1886.	Difference.
	Ins.	Ins.	Ins.
Mooltan	0·64	1·41	—0·77
Peshawar	1·79	5·85	—4·06
Murree	9·35	10·62	—1·27
Rawalpindi	4·85	9·25	—4·40
Lahore	0·62	3·14	—2·52
Simla	10·26	8·64	+1·62
Dehli	2·49	2·77	—0·28
Mussorie	8·88	10·73	—1·85
Roorkee	3·91	5·32	—1·41
Meerut	2·76	3·40	—0·64
Bareilly	3·54	3·16	+0·38
Agra	1·13	1·54	—0·41
Lucknow	1·28	1·58	—0·30
Allahabad	4·58	1·61	+2·97
Darjeeling	5·92	5·20	+0·72
Calcutta	4·74	4·22	+0·52

The following table of barometric, thermometric and humidity anomalies shows that pressure has been above the average throughout the whole of India and the Eastern Peninsula. The excess is least (about ·015 in to ·025 in.) in Sind and Guzerat on the one hand and the Malabar coast on the other. From these two regions the difference gradually increased and amounts to over one-tenth in Assam and Bengal. The temperature, on the contrary, has been everywhere below the general average. In the Western Panjab, Sind and Assam the depression is less than 1°, but in most other places it is more considerable, and, over the greater part of the North-West Provinces and Behar, exceeds 6°. In the amount of moisture in the atmosphere the variations from the average have been less uniform. In nearly all the peninsular districts and in Sind, Berar and the Central Provinces the mean humidity of the week is above the average, while in Northern India excepting Behar and part of the North-West Provinces the atmosphere has been drier than usual.

Districts.	Difference of Barometer from mean, April 3rd to 9th.	Difference of Temperature from mean, April 3rd to 9th.	Difference of Humidity from mean, April 3rd to 9th.	Total Rainfall in week, April 3rd to 9th.
	Ins.	o		Ins.
Panjab West	+·064	—0·7	—7	0·74(1)
„ East	+·094	—4·1	—3	1·63(2)
N.-W. Provinces Trans-Gangetic	+·091	—6·3	+4	5·39(3)
„ Cis-Gangetic	+·099	—4·9	—2	0·22(4)
Behar	+·092	—6·3	+10	0·43(5)
Northern Bengal	+·091	—4·8	+2	1·21(6)
Assam—Cachar	+·114	—0·4	—7	0·61(7)
Lower Bengal—Chutia Nagpur	+·109	—3·8	—5	0·67(8)
Orissa—Northern Circars	+·116	—2·7	+2	Nil
Central Provinces South	+·074	—5·2	+5	0·77(9)
Berar—Khandesh	+·057	—3·7	+7	Nil
Rajputana—Central India, Saugor and Narbudda	+·055	—3·4	+2	0·05(10)
Sind—Cutch	+·024	—0·9	—1	Nil
Guzerat	+·020	—1·2	+7	Nil
Konkan	+·046	—2·9	+4	Nil
Deccan—Hyderabad	+·050	—2·8	+8	1·59(11)
Malabar	+·015	—1·2	—3	2·73(12)
Mysore—Bellary	+·052	—3·4	+10	1·15(13)
Karnatic	+·053	—2·2	+7	0·20(14)
British Burma	+·044	—1·0	—1	0·90(15)
Ceylon	+·019	—2·5	0	7·76(16)

(1) Murree, Rawalpindi, Sialkote, Lahore.
(2) Simla, Delhi.
(3) Chakrata, Ranikhet, Mussorie, Roorkee, Meerut, Lucknow, Gorakhpur.
(4) Jhansi, Allahabad.
(5) Patna, Gya.
(6) Darjeeling, Purneah.
(7) Sibsagar only.
(8) Hazaribagh, Burdwan, Saugor Island.
(9) Raipur, Nagpur, Seoni.
(10) Jeypur, Sutna.
(11) Belgaum, Secunderabad, Kurnool.
(12) Mangalore, Mercara, Cochin.
(13) Salem, Wellington.
(14) Trichinopoly, Negapatam, Madura.
(15) Thyetmio, Tounghoo, Moulmein.
(16) Colombo.

METEOROLOGICAL OFFICE, INDIA,
Simla, 12th April, 1887.

W. L. DALLAS,
for *Meteorological Reporter to the Govt. of India.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Summary of the Weather Report for March 1887.

During a great part of last month, the distribution of pressure over a large part of India and the direction of the wind have been such as are usual at a somewhat later season. Throughout the country the pressure has been much below the normal; the greatest deficiency being in the Panjab; and this province, instead of forming as usual an area of high pressure, has been as a rule the seat of the lowest barometer.

From the 1st to the 4th pressure was lowest in the Panjab and highest over the Peninsula, so that while westerly (N.-W. to S.-W.) winds prevailed generally, the winds were easterly up the Gangetic plain and under the mountains. On the 5th, however, the seat of lowest pressure was transferred to Western Bengal and the usual north-westerly winds prevailed in North-Western India. This lasted two or three days; but on the 8th the previous conditions were restored and east winds blew right up to Peshawar. With some modifications this state of things continued to the 15th. On the 13th, the slight barometric depression in the Panjab became intensified and strong winds accompanied with rain blew at all the more northern stations of the Panjab on the 13th, 14th and 15th. On this last date the barometer rose quickly in the extreme north-west, and up to the 24th the pressure was highest in North-Western India, the normal north-westerly winds again took possession of the Gangetic plain, and easterly winds the central parts of the country On the 25th pressure again fell in the Panjab and by the 27th, 28th, and 29th a disturbance had developed giving rise to dust-storms and very unsettled weather in all parts of the Panjab and on the N.-W. Himalaya.

Meanwhile a depression was forming over the Central Provinces which induced strong southerly winds from the Bay to Bengal. These winds brought up much moisture, and rain fell in most parts of Bengal and the North-Western Provinces, heavily in some places. Both storms disappeared about the same time and the last days of the month were marked by a rapid rise of the barometer over the whole of Northern India.

In the Peninsula there has been little calling for remark. The barometer has been fairly steady and the weather generally fine with north-westerly and westerly winds on the west and south to south-east winds on the East Coast; but on the 22nd and 23rd the wind shifted to north-east in the south and rather heavy rain fell at several stations in the south of the Peninsula.

The temperature has been generally above the average in the Panjab, parts of the North-Western and Central Provinces and in Sind; but below it elsewhere. The hottest places, relatively to the average, were Rawalpindi and Jacobabad, where the temperature exceeded the normal by 4½°, the coolest places, Patna and Bombay, where there was an anomalous depression of 2·2°. On the first day readings of 100° and above were restricted to a few places in the interior of the Peninsula and to Nagpur, and at the close of the month they were not more numerous. On the 27th a reading of 101·9°. was recorded as far north as Sirsa, but the thermometer fell subsequently to below 95°.

The atmosphere has been dry throughout North-Western India but not in Assam, Bengal and a large part of the Peninsula. The distribution of rain has been similar, as will be seen from the following table. In Assam, Bengal and the south of the Peninsula the general average of the month has been exceeded, but in other provinces there has been a deficiency. Over the whole region extending eastward from Sind and Guzerat across Rajputana, the Berars, Khandesh, &c., as far as the south of the Central Provinces, there has been practically no rain. The greatest excess was in Lower Bengal where more than twice the normal amount fell.

The following table shows the amount of rain and the difference from the average during the month of March, 1887, according to districts, as far as is indicated by the telegraphic reports:—

Districts.	Number of Stations.	Average rainfall in March.	Difference from the average in March 1887.	Remarks.
Panjab, West	7	1·68	—1·19	
Do. East	4	1·47	—1·08	
North-Western Provinces, Trans-Gangetic	9	1·31	—0·65	
" " Cis-Gangetic	3	0·35	—0·20	
Behar	2	0·38	+0·08	
Northern Bengal	2	1·35	+0·24	
Assam, Cachar	3	4·75	+1·74	
Lower Bengal, Chutia Nagpur	6	1·54	+1·87	
Orissa, Northern Circars	6	0·71	—0·13	
Central Provinces, South	7	0·41	—0·41	
Berar, Khandesh	2	0·39	—0·39	
Rajputana, Central India, Saugor, and Nerbudda.	8	0·20	—0·18	
Sind, Cutch	4.	0·18	—0·18	
Guzerat	3	0·03	—0·03	
Konkan	4	0·01	0	
Deccan, Hyderabad	5	0·42	—0·08	
Malabar	4	0·85	—0·47	
Mysore, Bellary	4	1·03	+0·38	
Carnatic	6	0·45	+0·95	
British Burma	6	0·13	+0·47	
Ceylon	1	5·49	—3·83	

W. L. DALLAS,
for *Meteorological Reporter to the Government of India.*

METEOROLOGICAL OFFICE, INDIA,
SIMLA,
The 5th April 1887.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

IRRIGATION OPERATIONS OF THE KHARIF CROP OF 1886-87 IN THE PUNJAB.

STATEMENT No. I.

Comparative Abstract of Irrigation and Rainfall in Canal Districts of the Punjab.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Districts.	Area in acres.	Cultivated area in acres.	Area Irrigated		Comparison with last Crop.		Rainfall in Rabbi Months.													
							April.		May.		June.		July.		August.		September.		Total.	
			Kharif, 1886-87.	Kharif, 1885-86.	Increase.	Decrease.	1886.	1885.	1886.	1885.	1886.	1885.	1886.	1885.	1886.	1885.	1886.	1885.	1885-87.	1885-86
Umballa	1,644,849	951,890	1,888	1,855	33	...	...	...	2·34	1·51	5·60	11·82	26·89	3·31	11·73	17·71	3·63	0·58	50·19	34·93
Karnál	1,533,990	680,319	26,478	21,159	5,319	...	0·25	0·07	1·67	1·67	5·07	7·50	9·66	9·79	5·88	9·27	0·25	0·03	22·78	28·33
Rohtak	1,159,350	906,022	25,722	27,146	...	1,424	...	0·15	3·20	2·20	2·25	5·30	11·95	5·25	6·40	20·70	0·25	0·85	24·05	38·45
Delhi	804,933	525,676	23,996	27,916	...	3,920	...	0·30	0·50	2·00	10·90	5·70	9·10	7·20	4·80	15·30	1·10	...	26·40	30·50
Hissar	2,265,428	1,161,761	30,498	32,784	...	2,286	...	...	0·50	2·40	4·00	1·60	11·10	4·20	6·00	13·70	...	0·40	21·60	22·30
Jind	...	...	23,328	23,235	93	...	...	0·40	0·80	1·30	2·60	3·00	10·00	6·70	4·50	16·10	..	...	17·90	27·50
Bikaner	...	...	390	197	193	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kalsia State	...	...	978	797	181	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total W. J. Canal	7,408,550	4,225,668	133,278	135,089	5,819	7,630	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gurdáspur	1,168,314	856,230	17,648	19,442	...	1,794	0·2	0·2	1·9	1·6	5·0	1·7	10·5	6·6	3·9	3·7	2·6	1·1	24·1	14·9
Amritsar	1,006,798	766,773	60,420	68,466	...	8,046	...	0·6	0·2	3·6	8·8	0·1	11·0	2·8	1·5	1·4	0·2	1·6	21·7	10·1
Lahore	2,334,562	1,164,921	83,039	(1)102,002	...	18,963	...	1·4	...	2·7	6·5	0·9	15·2	5·3	2·9	4·4	0·8	...	25·4	(2)14·7
Total B. D. Canal	4,509,674	2,787,924	(3)161,107	189,910	...	28,803	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ludhiána	881,738	731,388	4,656	3,896	760	...	...	1·35	0·2	2·55	2·35	2·8	14·5	5·3	4·20	10·9	...	1·8	21·25	24·70
Ferozepore	1,767,244	1,400,956	29,025	26,886	2,139	...	...	...	0·2	1·70	6·50	0·7	5·3	3·8	1·0	2·5	...	...	13·00	8·70
Faridkot State	...	...	5,528	6,076	...	548	...	1·15	0·4	1·35	6·00	0·03	2·70	1·0	1·0	3·01	...	1·50	10·10	8·04
Nábha do.	...	...	625	370	255	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Patiála do.	...	...	215	11	204	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jind do.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total Sirhind Canal	2,648,982	2,132,344	40,049	37,239	3,358	548	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Peshawar	1,602,424	905,166	14,906	(1) 6,335	8,571	...	0·7	7·2	1·5	3·6	0·8	...	2·4	2·9	1·8	5·8	0·5	0·2	7·7	19·7
Total Swat River Canal	1,602,424	905,166	14,906	6,335	8,571	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand Total	16,169,620	10,051,102	349,340	368,573	17,748	36,981	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) This is the correct acreage and differs from that shown in the statement of the Kharif crop of 1885-86.
(b). This is the correct rainfall and differs from that shown ditto ditto.
(c) This includes 6,150 approximate acreage of the Changa Manga plantation.

	Acres.
Area irrigated in Kharif 1886-87	349,340
Ditto 1885-86	368,573
Net decrease	19,233

STATEMENT No. II.

Statement in Acres of Crops irrigated in Canal Districts.

Description of Crops.	Umballa.	Karnal.	Rohtak.	Delhi.	Hissar.	Jind.	Bikanir.	Kalsia State.	Gurdaspur.	Amritsar.	Lahore.	Ludhiana.	Ferozepore.	Faridkot State.	Nabha State.	Patiala State.	Peshawar	Total.
Sugarcane	330	6,045	12,997	11,042	94	2,757	...	49	6,220	6,331	2,050	779	30	3	...	8	54	48,789
Rice	1,530	9,786	1,409	5,818	7,991	5,033	...	926	8,833	22,249	12,313	12	21	1	...	...	146	76,765
Cotton	3	8,074	6,525	3,027	15,118	9,637	286	...	1,015	6,407	21,645	1,382	5,565	1,477	185	27	2,193	82,556
Indigo	...	...	...	...	...	...	...	...	...	...	76	...	...	...	...	...	...	76
Others	25	2,573	4,791	4,112	7,295	5,901	104	3	1,580	24,733	46,955	2,483	23,409	4,047	440	180	12,513	141,144
Total Kharif, 1886-87	1,888	26,478	25,722	23,996	30,498	23,328	390	978	17,648	60,420	83,039	4,656	29,025	5,528	625	215	14,906	349,340
Total Kharif, 1885-86	1,855	21,159	27,146	27,916	32,784	23,235	197	797	19,442	68,466	102,002*	3,896	26,886	6,076	370	11	6,335*	368,573

* This is the correct acreage and differs from that shown in the Statement of the Kharif Crop of 1885-86.

STATEMENT No. III.

Statement in Acres of Crops irrigated in Canal Divisions.

Description of Crops.	Western Jumna Canal.				Bari Doab Canal.			Sirhind Canal.			Swat River Canal Division.	Total.
	Karnal Division.	Hansi Division.	Delhi Division.	Total.	1st Division.	2nd Division.	Total.	3rd Division.	4th Division.	Total.		
Sugar-cane	1,109	8,027	24,178	33,314	5,638	8,963	14,601	787	33	820	54	48,789
Rice	6,376	16,771	9,343	32,490	12,036	32,059	44,095	12	22	34	146	76,765
Cotton	1,020	31,213	10,437	42,670	4,871	24,196	29,067	1,690	6,946	8,636	2,193	82,566
Indigo	...	...	...	...	...	76	76	...	...	...	...	76
Others	1,152	16,018	7,694	24,864	16,116	57,152	73,268	4,023	26,536	30,559	12,513	141,144
Total Kharif, 1886-87	9,657	72,029	51,592	133,278	38,661	122,446	161,107	6,512	33,537	40,049	14,906	349,340
Total Kharif, 1885-86	16,716	73,676	54,697	135,089	45,266	144,644*	189,910	5,010	32,229	37,239	6,335*	368,573

* This is the correct acreage and differs from that shown in the Statement of the Kharif Crop of 1885-86.

F. J. HOME, *Lieut.-Colonel, R.E.,*
Offg. Joint Secy. to Govt., Punjab, P. W. D.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 1st AND 2nd HALVES OF JANUARY AND FEBRUARY AND 1st HALF OF MARCH 1887 PUBLISHED IN PAGES 290, 666 AND 669 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 26th FEBRUARY AND 9th APRIL 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, millet (*Setaria italica*).	Gram, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
	1st half of January 1887.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Beluchistan.	Quetta	9 0	12 0	4 0	7 0	16 0	...	...	...	11 0	10 0	10 0	40 0	8 0	
	2nd half of January 1887.														
Rajpootana.	Kotah	18 0	17 0	8 0	11 0	30 0	18 0	...	...	32 8	27 8	12 0	240 0	12 8	
	Quetta	8 8	13 0	4 0	6 0	16 0	...	...	...	12 0	10 0	10 0	40 0	7 0	
	1st half of February 1887.														
Beluchistan.	Quetta	8 0	13 0	4 0	6 0	16 0	...	...	...	12 0	10 0	...	40 0	7 0	
	2nd half of February 1887.														
	Quetta	7 12	13 0	3 0	5 0	16 0	...	...	...	12 0	10 0	10 0	40 0	6 0	
	1st half of March 1887.														
Assam.	Sylhet	10 8	...	10 8	14 14	...	...	...	...	16 0	...	14 4	108 0	11 8	
	Cáchár	8 14½	...	13 5 2/10	14 8 8/8	...	...	...	...	16 0	...	11 6½	80 0	10 10 8/8	
	Goálpará	20 0	...	8 0	16 0	...	...	...	...	16 0	...	11 0	80 0	11 0	
	Gáro Hills	8 0	...	6 0	16 0	...	...	...	...	10 0	...	9 0	160 0	8 0	
	Kámrup	20 0	...	8 0	20 0	...	...	...	...	14 0	...	11 0	160 0	11 0	
	Darrang	6 0	...	8 0	13 0	...	...	...	...	13 0	...	9 8	150 0	9 0	
	Nowgong	8 0	...	8 0	16 0	...	...	...	...	10 0	...	10 0	120 0	9 0	
	Sibságar	...	...	14 0	18 0	...	...	...	...	11 0	...	10 0	80 0	9 0	
	Lakhimpur	8 0	...	8 0	14 0	...	...	...	...	13 0	8 0	10 0	160 0	8 0	
	Khási and Jaintiá Hills	...	...	6 8	10 0	...	...	...	...	10 0	16 0	7 0	100 0	8 0	
	Nágá Hills	...	...	3 6	7 8	...	...	...	...	3 7	...	3 8	60 0	3 8	
H. A. Districts.	Secundrabad	14 8	...	6 13	11 4	18 4	20 1	...	...	15 8	...	12 3	120 0	10 0	
	Bolarum	16 14	...	6 7	9 10	20 9	...	...	...	18 1	...	...	116 14	10 10	
	Chadarghat	11 8	...	7 0	9 8	20 0	22 0	...	...	17 8	...	14 0	88 0	9 12	
Mysore.	Bangalore	11 2	11 14	9 6	10 14	24 0	..	36 12	...	13 4	...	15 8	96 0	11 0	
	Kolar	...	12 8	12 0	16 8	...	...	40 0	...	12 0	...	14 0	168 0	11 0	
	Túmkúr	13 0	11 8	13 8	14 8	...	...	48 0	...	14 0	...	21 0	340 0	10 0	
	Mysore	10 0	10 0	11 12	13 12	44 0	32 0	34 0	12 0	14 4	...	18 0	84 0	10 0	
	Hassan	...	12 0	15 0	18 0	...	...	53 0	...	16 0	...	18 0	96 0	12 0	
	Shimoga	12 10	...	12 10	15 12	33 10	...	44 2	...	17 13	...	21 0	480 0	11 9	
	Kadur	10 0	12 0	17 0	19 0	...	...	48 0	...	13 0	...	14 0	320 0	11 0	
	Chitaldroog	14 0	16 0	11 0	14 0	48 0	32 0	55 0	58 0	16 0	...	25 0	320 0	10 0	

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 14th APRIL, 1887.

GENERAL REMARKS.—Rain in varying quantities has fallen generally throughout Madras, Bengal, the North-Western Provinces and Oudh, and Assam. Slight showers have also occurred in parts of Bombay, the Central Provinces, Rajputana, and Mysore and Coorg.

The rainfall was general in Lower Burma during the week ending 2nd April.

The *rabi* harvest is approaching completion in Bombay, Bengal, the North-Western Provinces and Oudh, Hyderabad, and Rajputana, and has been completed in the Central Provinces and Berar. The prospects of the harvest are, on the whole, favourable, except in the Punjab, where the yield is expected to be below the average.

Operations for the *kharif* harvest have commenced in parts of Bombay and the Central Provinces.

The standing crops are good in Madras, Mysore and Coorg, but rain is still wanted in some parts of Madras.

In Bengal the spring rice harvest has begun, and cultivation for the autumn crops is in progress. In Assam the early rice sowings are still going on.

Indigo and sugarcane promise well in Bengal, and sowings for these crops have also commenced in the North-Western Provinces and Oudh.

The public health in all Provinces is generally good.

Prices are rising in three districts of the Punjab and falling in three districts of the Central Provinces. Elsewhere they are steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(April 13th)		
Bellary . . .	Average ·06	Standing crops generally fair. Harvest sugarcane, cotton, and castor oil seed, yield on the whole below average. Fever in one and cattle-disease increasing in three taluks.
Kurnool . . .	Average ·10	Standing crops good. Harvest cotton, outturn below average. Small-pox in three and cattle-disease increasing in four taluks.
Ganjam . . .	Average last week since revised, ·59.	Small-pox and fever in three taluks. Slight cholera. Cattle-disease decreasing in one.
Kistna . . .	Average last week since revised, ·03; this week, ·21.	Standing crops generally good. Slight fever. Cholera decreasing in four and cattle-disease in two taluks.
Chingleput (Madras) .	. . . .	Standing crops fair, but in parts withered to some extent for want of rain. Harvest paddy, outturn average. Cattle-disease increasing in two taluks.
Coimbatore . . .	Average ·43	Standing crops generally good. Harvest paddy and *ragi*, outturn generally above average. Fever in one, small-pox in two, and cattle-disease in one taluk.
Tanjore . . .	. . . .	Standing crops generally good, but in parts of two taluks not flourishing for want of rain. Harvest wet and dry crops, outturn up to average. Cattle-disease increasing in three taluks.
Madura . . .	Average ·21	Small-pox in two taluks and cattle-disease increasing in one.
Malabar . . .	Average ·43	Operations for third crop cultivation over in two taluks. Fever in two and small-pox in nine taluks.
Travancore . . .	1·91	Preparations for next cultivation progressing. Small-pox and fever in places.
		General Remarks.—General prospects fair.
Bombay—(April 13th)		
Karachi . . .	*Nil*	River at Kotri on 8th, 14 feet 10 inches against 12 feet 7 inches on same date last year. Fever in four and cattle-disease in one taluka. Wheat, red rice and *bajri* in Karachi 22, 30 and 32 and in Tatta 22, 40 and 40 pounds per rupee, respectively.
Hyderabad . .	*Nil*	*Rabi* harvested in nine talukas. River at Kotri on 10th, 4 feet 10 inches against 10 feet 10 inches on same date last year. Fever in two talukas. Prices steady.
Ahmedabad . .	*Nil*	Harvesting of *rabi* and cotton-picking in progress. Public health good. Wheat 29 and *bajri* 30 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Baroda	*Nil*	Public health good. Cotton-picking and reaping of gram, wheat, tobacco, and castor oil seeds in progress. *Bajri* 27, wheat 18 and rice 23 pounds per rupee.
Surat	*Nil*	*Rabi* reaping almost completed. *Jowari* 39 and *nagli* 44 pounds per rupee.
Nasik	*Nil*	Small-pox in two talukas—Igatpuri and Niphad; otherwise public health good. Prices stationary.
Colaba (Bombay)	*Nil*	Abnormal temperature *nil* on 6th and 12th and 1° cool from 7th to 11th. Vapour in air excessive from 9th to 11th. Normal on all other days. Abnormal wind northerly on 6th. Wind normal from 7th to 12th.
Poona	Rainfall ·04 in Sirur taluka and slight rain in Poona.	Reaping completed. Threshing of *jowari* and wheat in progress in Indapur and Bhimthari talukas. Public health generally good. Slight cattle-disease in Indapur and Haveli talukas. *Bajri* 44 and *jowari* 55 pounds in the district, and *bajri* 34 and *jowari* 43 pounds per rupee in Poona city.
Ahmednagar	*Nil*	Harvesting of *rabi* crops in progress. Health good. *Bajri* 57 and *jowari* 63 pounds per rupee.
Sholapur	Sholapur, ·01; Barsi, ·06; Karmala, ·04; Pandharpur, 2·88.	Lands being prepared for *kharif* crops. 10 cholera cases at Pandharpur, 2 fatal. *Jowari* 61 and *bajri* 53 5/16 pounds per rupee.
Dharwar	Mugud, ·03; Nadgund, ·30.	Harvesting of late *jowari* and cotton-picking in progress. Scarcity of fodder in Nawalgund and of drinking-water in Gadag, Karajgi, and Kod talukas. Public health generally good. Rice 24½ and *jowari* 60 pounds per rupee.
Kanara	*Nil*	Threshing and cleaning second crop paddy. Sugarcane planting in progress. Field operations continue for monsoon crop. Public health good. Weather hot. Slight cattle-disease in two talukas. Common rice in Karwar 13, and district average 14 seers per rupee.
Rajkot	*Nil*	Weather hot. Health generally good. Measles in some parts of Halar and Sorath. Small-pox among cattle in Morvi, Und, and Porbandar. Wheat 20, *bajri* 26, and *jowari* 33 pounds per rupee.
		General Remarks.—Rain in parts of Poona, Sholapur, Dharwar, Ratnagiri Bijapur, and Belgaum. Harvest operations still going on in some districts. Fever in parts of nine, cattle-disease in parts of ten, small-pox in parts of four, and cholera in parts of three districts.
Bengal—(April 13th)		
Chittagong (April 12th)	Drizzling rain on 11th	Weather hot. Prospects of spring crops good. Lands being got ready for *aus*. Prices steady. Cholera still reported. General health good.
Dacca	*Nil*	Prospects good. *Boro* paddy thriving. Public health good.
24-Pergunnahs (Calcutta).	*Nil*	No crops on the ground, except sugarcane, which promises well. Ploughing continues. Public health good, with the exception of a few sporadic cases of cholera.
Khoolna	0·02	Weather hot and dry. Ploughing continues. *Boro* harvest begun, outturn good. Short mango crop. Public health good.
Moorshedabad	0·4	Weather stormy and disturbed. *Rabi* harvested. *Bhadoi* being sown. Indigo and sugarcane doing well. Public health good.
Pubna	0·08	Weather seasonable. Prospects of crops good. Cholera in some places, but general health good.
Dinagepore	0·23	Weather fair. Rain in some stations. Cultivation for *bhadoi* continues. Cholera reported from seven thanas and cattle-disease from three
Rungpore	*Nil*	*Aus* paddy, jute, *chena*, and *kaon* above the ground. Wheat still being harvested. Health of Sadr station bad. Epidemic measles, dysentery, and sporadic cholera reported.
Midnapore	0·51	Cultivation in active progress. Prospects good. Public health good.
Burdwan	0·04	Prospects of crops fair. Public health generally good, but a few cases of cholera in Burdwan town
Bhagulpore	1·24	*Rabi* harvest in progress. Probable outturn all round 4 annas. *Moong* and paddy being sown in low lands. Indigo very promising. Cholera in some villages in north
Purneah	1·40	All crops doing well. *Bhadoi* rice and jute sowings begun. Wheat and oats being harvested. Health of people fair. Rivers low.
Durbhanga	0·49	*Rabi* harvest continues. Mango blossoms considerably injured by late rain. Prices stationary. Cholera reported from headquarters.
Chumparun	0·19	*Rabi* crops being gathered. Weighment of opium begun. Indigo plants coming on. Prices stationary. Public health fair.
Patna	·11	Harvesting of *rabi* crops nearly finished, outturn favourable. Public health good.
Gya	·30	*Rabi* being harvested. Fever, small-pox, and cholera to some extent reported.
Hazareebagh	*Nil*	Weather seasonable. Harvesting of *rabi* completed, outturn fair. Sugarcane promising. Mango prospects unsatisfactory. *Mahua* falling. General health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Cuttack	·14	Weather cloudy at times, with high winds. *Balua* rice being reaped. Ploughing begun. Price of rice unchanged. Public health generally good.
		General Remarks.—Some rain in most districts Ploughings and sowings in full progress. Indigo and sugarcane doing well. *Rabi* crops mostly gathered, with good outturn. *Boro* rice harvest has begun. *Mahua* crops moderate in Chota Nagpur, but plentiful in Santhal pergunnahs. Public health generally fair.
N.-W. Provinces and Oudh—(April 13th)		
Benares (April 12th)	. . . .	Heat increasing. Harvesting of *rabi* nearly completed. Supplies sufficient. Prices almost stationary. Cholera still lingers in the city and a few cases are also reported from the district; otherwise public health is good. No cattle-disease.
Ballia („ 11th)	A good shower of rain fell on the 8th, accompanied with a violent westerly wind and flashes of lightning.	Reaping of *rabi* completed and threshing operations in progress. Markets steady. Public health good.
Gorakhpore („ „)	3·20	Reaping completed. Threshing in progress. Prices tend to fall. Health fair.
Fyzabad („ 12th)	Slight rain at Sadr on 9th.	Weather now clear. Sowing of *sawan*, indigo, and sugarcane commenced. Health fair. Cattle-disease in one tahsil.
Lucknow („ 11th)	Strong east wind and slight rain on the 9th.	Threshing and winnowing in progress. Opium collection finished. Markets well supplied. Prices steady. Public health good. No cattle-disease.
Rai Barelli („ „)	Dust storm, with slight rain, at Sadr on the night of the 8th.	Weather sometimes cloudy. Prices stationary. Isolated cases of small-pox and cholera in tahsils Digbijaiganj and Dalmau. Condition of cattle good.
Partabgarh („ 12th)	. . . .	The *rabi* yield is generally below the average. Sugarcane being sown. Prices of wheat and barley show a tendency to rise. Complaints of slight cholera and small-pox reported.
Allahabad („ „)	A storm in Allahabad, but no rain in the district	Weather hotter. *Rabi* harvested. Markets full. Prices steady. Sporadic cholera still continues, principally in the trans-Ganges tract, otherwise health good.
Cawnpore („ „)	·50 at head-quarters	Weather cloudy at times. Harvesting in progress. Opium collection nearly completed, outturn will be poor compared with the average of the last five years. Prices stationary.
Farakhabad („ „)	*Nil*	Harvest nearly over, outturn below average. Sugarcane being sown. Complaints of fever, itch, diarrhœa, and small-pox. No cattle-disease.
Sitapur („ „)	There was a heavy storm of rain and hail at Sadr.	The storm was very local in character, and no damage is reported. Harvesting in progress.
Bareilly („ „)	. . . .	*Rabi* harvest nearly in. Prices easy. Health of men and cattle good.
Banda („ „)	Slight showers of rain on the 8th.	Prices rising. Cholera in the tahsils Kamasin and Karwi, nine attacks and four deaths. Cattle-disease in eight villages.
Kumaon („ „)	. . . .	Weather fine after rain, which is advantageous to standing crops. Prices stationary. Some cholera in Kali Kumaon and Bhabar; otherwise public health good. Cattle-disease on decrease.
Agra („ 11th)	Slight rain in two parganas on 7th and 8th.	*Rabi* harvesting continues. Prices steady. Health good.
Jhansi („ „)	. . . .	Weather warm in day and cool at night. Threshing and winnowing going on. Prices unchanged. Small-pox continues in pergunnahs Jhansi and Garotha. Condition of cattle fair.
Meerut („ 12th)	Slight rain in Meerut on the 6th and 9th.	Weather hot and seasonable. *Rabi* harvest in full progress. Supplies sufficient. Prices steady. No sickness.
		General Remarks.—Harvesting of *rabi* nearly completed. Rain has fallen in most districts. Supplies sufficient and prices steady. Cholera and small-pox still continue to be reported from a few districts; otherwise health is good.
Punjab—(April 13th)		
Delhi (April 12th)	·05	Health good. Prices almost stationary. *Rabi* below average.
Hissar	. . . .	Health good. Prices high, but stationary. *Rabi* below average.
Umballa	Slight rain	Health good. Prices stationary. *Rabi* below average.
Jullundur	. . . .	Health good. Prices high. *Rabi* indifferent.
Amritsar	. . . .	Health good. Prices stationary. *Rabi* average
Ferozepore	. . . .	Health good. Prices stationary. *Rabi* crops being reaped.
Lahore	. . . .	Health good. Prices almost stationary. *Rabi* crops on *barani* land below average.
Rawalpindi	. . . .	Health good. Prices rising. *Rabi* below average.
Multan	. . . .	Health good. Prices stationary. *Rabi* crops on land irrigated from wells and Sidhnai canal in good condition; elsewhere drying up.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Dera Ismail Khan	. . . . .	Health good. Prices rising. *Rabi* crops suffering for want of rain.
Shahpur . . .	. . . . .	Health good. Prices high and stationary. *Rabi* crops withering.
Peshawar . . .	. . . . .	Health good. Prices rising. *Rabi* prospects very poor.
		General Remarks.—Slight rain has fallen in the Delhi and Umballa districts. Health good. Prices rising in the Rawalpindi, Dera Ismail Khan, and Peshawar districts; elsewhere high but stationary. Expected *rabi* yield below average.
Central Provinces— (April 13th)		
Nagpur . . .	·02	Weather hot. Threshing in progress. Fever and small-pox prevalent. Cattle-disease in places. Prices steady.
Saugor . . .	. . . . .	Weather warm, with occasional clouds. *Rabi* harvest continues. Health good. Prices steady.
Seoni . . .	·03	Weather cloudy and hot. Threshing in progress. Fields being prepared for *kharif* sowings. Cattle-disease in places. Prices steady.
Hoshangabad . .	. . . . .	Weather warm. Threshing in progress. Fever in places. Prices rising.
Khandwa . . .	. . . . .	Weather warm. Threshing in progress. 168 cases of small-pox, 13 deaths. Prices stationary.
Raipur . . .	·21	Days hot; nights cool. *Rabi* threshing continues. Cattle-disease prevalent. Prices falling.
Bilaspur . . .	1·35	Harvest nearly over. Ploughing for *kharif* commenced. Health good. Cattle-disease abating. Wheat, linseed, and rice being exported.
Sambalpur (April 9th)	·58; occasional showers.	Weather cloudy. Sugarcane planting finished. Health good.
		General Remarks.—Cloudy weather has continued throughout the week, and rain has fallen in places. In the Bilaspur district a considerable fall of rain has occurred, which has enabled the people to push on ploughing for the *kharif*. Season prospects unchanged.
Burma—(April 6th)		
Akyab (April 2nd) .	. . . . .	A few cases of cholera in town and district; otherwise public health and health of cattle good.
Bassein . . .	·02 (Total rainfall to date 1·11).	Public health good. Slight cattle-disease in one township.
Rangoon . . .	·28 (Total rainfall to date ·38).	One case of cholera in town; otherwise public health and health of cattle good.
Rangoon (April 9th) .	·12 (Total rainfall to date ·50).	Public health and health of cattle good.
Amherst Moulmein) .	2·62 (Total rainfall to date 4·06).	Slight increase of cholera; otherwise public health and health of cattle good.
Tavoy	2·40 (Total rainfall to date 3·31).	Public health and health of cattle good.
Pegu	·22 (Total rainfall to date 1·46).	Slight cholera in one township; otherwise public health and health of cattle good.
Henzada . . .	. . . . .	Public health and health of cattle good.
Prome . . .	. . . . .	Public health good. Cattle-disease in one township.
Toungoo . . .	·04 (Total rainfall to date ·21).	Public health and health of cattle good.
Thayetmayo . . .	. . . . .	One case of cholera in town; otherwise public health and health of cattle good.
Shwebo . (Mar. 26th)	*Nil* (Total rainfall to date ·54).	Health good. Food-supply scarce. Prices ruling high. Spring crop commenced flowering.
Yamethen . . .	*Nil* (Total rainfall to date 1·14).	Health good. Spring paddy sowing commenced.
Minbu	*Nil* (Total rainfall to date ·34).	Health good. Paddy all taken in. Food-supply sufficient, and prices normal.
Mandalay . . .	·80. (Total rainfall to date ·90).	Public health and health of cattle good. Ploughing of spring crop finished. Food-supply sufficient, and prices normal.
		General Remarks.—Slight increase of cholera in Moulmein, one case each in Rangoon and Thayetmayo, a few cases in Akyab and Pegu; otherwise public health of Lower Burma good. Slight cattle-disease in four districts. Reports received from six districts of Upper Burma. Public health good. Food-supplies scarce in Shwebo, and prices high. Prices rising in Pyinmana, elsewhere supplies sufficient, and prices normal. Agricultural operations and prospects satisfactory.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Assam—(April 13th)		
Gauhati (April 12th)	1·34	Weather seasonable. Public health fair. Sowing of *ahu* paddy still in progress.
Sylhet	0·60	State of prospects favourable. Cattle-disease prevalent in Karimganj sub-division.
Cachar	1·58	Weather warm. Ploughing and sowing of *dumahi* crops progressing. Common rice 15¾ seers per rupee. 9 deaths from cholera from Kaligara, 4 from Silchar, and 1 from Lakhimpur reported.
Dibrugarh . . .	·77	Weather seasonable. Tea-plucking and manufacture commenced. *Ahu* seedlings thriving. Public health good.
Mysore and Coorg— (April 13th)		
Bangalore . . .	Slight rain reported in parts.	Standing crops in good condition. Prospects of season favourable. Water-supply and pasturage are diminishing in parts of the Kadur district. Public health good. Cattle-disease and small-pox prevalent in parts. Prices slightly risen in the Chittaldoog district and fallen in Bangalore, Tumkur, and Hassan districts.
Mercara (April 13th) .	1·40	Coffee plants have blossomed very generally. Prices stationary.
Berar and Hyderabad— (April 13th)		
Amraoti	. . . . .	Weather cloudy and warm. Theshing of *rabi* almost completed. Ploughing for *kharif* in progress. Slight sickness. Condition of cattle good.
Akola	. . . . .	Weather hot. Reaping and threshing almost finished. Fever, small-pox, and cattle-disease in parts. Wheat 16 and *jowari* 25 seers per rupee.
Hyderabad (April 14th)	*Nil*	*Rabi* crops prospering. *Rabi* crops being harvested. Cholera still prevails in Hyderabad and suburbs. Prices—wheat 13¾, coarse rice 12, white *juar* 19¼ and *tur* 15¾ seers per halli sicca rupee.
Central India States— (April 13th)		
Indore . . .	*Nil*	Weather cloudy and hot.
Morar (Gwalior) .	·03	Health good. Weather warm.
Sutna . . .	*Nil*	Weather hot and clear. Cholera decreasing. Prospects good.
Neemuch . . .	. . . . .	Weather seasonable. Health good. Prices stationary.
Goona . . .	*Nil*	Weather warm. Health and prospects good.
Agar . . .	. . . . .	Crops fair. Weather good.
Sehore . . .	. . . . .	Weather getting warm. Average outturn of opium 12 annas in the rupee.
Nowgong . . .	. . . . .	Weather seasonable. Prices stationary.
Bhopawur . . .	*Nil*	Weather hot. Opium gathered. Prospects fair. Weather good. Prices moderate.
Rajputana—(April 13th)		
Abu . (April 13th)	Rain drops yesterday	Weather seasonable
Sirohi . („ 10th)	*Nil*	Tanks dry; wells good. Health good. Weather dry and warm.
Marwar („ 9th)	·07; a slight shower on 6th.	Tanks half full. Some small-pox prevalent. Crops being harvested, Weather partially cloudy. Prices stationary.
Kherwara („ 10th)	*Nil*	Tanks and wells sinking. Threshing continues, outturn doubtful. *Mahua* being gathered. Health good. Prices as before. Nights cool; days hot.
Meywar („ 9th)	Rain drops	Tanks and wells low. Crops being reaped Health good. Prices stationary. Heat increasing, but cool for the season.
Pertabgarh („ „)	*Nil*	Tanks and wells drying. Health good. Prices fluctuating. Weather hot.
Harowti („ „)	*Nil*	Hot westerly winds. Threshing and winnowing in progress. Health good.
Jhallawar („ 11th)	·08	Thunder with showers of rain. Some small-pox. Weather warm.
Kotah („ 9th)	*Nil*	Weather unsettled, with north and east winds. Health good. Prices steady.
Ajmere („ 12th)	. . . . .	Weather hot, with clouds. Health good. Crops being reaped. Wheat 22, barley 42, and gram 44 pounds per rupee.
Jeypore („ „)	Slight shower on 7th	Small-pox prevalent. Crops poor.
Kerowlee („ 9th)	. . . . .	Tanks dry; wells drying. Harvesting nearly finished. Small-pox decreasing. Prices rising. Nights cool.
Dholepore („ „)	*Nil*	Wells and tanks drying. Crops being threshed. Small-pox reported. Prices rising. Weather hotter.
Bhurtpore („ 12th)	·05	Harvesting continues. Prices steady.
Ulwur („ „)	*Nil*	Weather cloudy. Harvesting continues. Small-pox in one and fever in four tahsils. Prices steady.
Bickanir („ 9th)	Rain drops	Fever in three districts. Prices stationary. Weather seasonable.
Nepal—(April 7th).		
Katmandu (April 8th)	Rain drops .	Much thunder during the last two days. Sky overcast and weather comparatively cool. Prospects fair.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XLIX OF 1886-87.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 13th March, 1887. Total.	Per mile open.	Total mean length open.	Receipts for week ending 12th March, 1887. Total.	Per mile open.	Total Receipts from 1st April, 1885, to 13th March, 1886. Total.	Per mile open per week.	Total Receipts from 1st April, 1886, to 12th March, 1887. Total.	Per mile open per week.	Total increase in 1886-87.	Total Decrease in 1886-87.
	Lines worked by Guaranteed Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
19th Mar., 1887	Oudh and Rohilkhand	680	1,38,071	190	686	1,16,037	169	54,42,610	176	62,31,984	185	7,89,374	...
26th ditto	Madras	891	1,60,591	187	831	1,52,254	183	72,27,022	169	76,26,318	186	3,99,296	...
26th ditto	South Indian	654	93,078	142	654	1,05,181	161	42,80,610	132	48,07,312	149	5,26,702	...
19th ditto	Great Indian Peninsula	1,504	8,85,206	589	1,504	7,50,650	500	3,41,98,529	459	3,68,68,977	496	26,70,448	...
26th ditto	Bombay, Baroda and Central India	461	2,68,094	582	461	2,18,000	473	1,21,88,272	533	1,24,63,466	547	2,75,194	...
	TOTAL	4,160	15,35,940	369	4,136	13,42,122	324	6,33,37,043	311	6,79,98,057	333	46,61,014	...
	State Lines worked by Guaranteed Companies.												
26th Mar., 1887	East Indian	1,515	9,05,347	598	1,515	9,07,201	599	4,43,11,719	590	4,42,35,204	590	...	76,515
26th ditto	Patna-Gya	57	11,002	192	57	9,241	162	4,62,623	103	5,06,734	180	44,111	...
26th ditto	Dildarnagar-Ghazipur	12	711	59	12	807	67	44,037	74	45,290	76	1,253	...
2nd April, 1887	Sindia	75	9,652	129	75	8,427	113	3,55,502	90	3,81,200	103	25,698	...
26th Mar., 1887	Rajputana-Malwa (*a*)	1,664	3,59,035	216	1,664	3,29,000	198	1,66,93,587	203	1,70,10,221	207	3,16,634	...
26th ditto	Southern Mahratta	315	25,040	79	532	45,905	86	9,95,516	65	17,31,863	92	7,36,347	...
2nd April, 1887	Indian Midland	...	...	...	42	5,137	122	...	...	1,39,538	67	1,39,538	...
26th Mar., 1887	Lucknow-Sitapur-Sihramau	...	...	...	56	2,841	51	...	...	(*b*) 54,369	60	54,369	...
	TOTAL	3,638	13,10,787	360	3,953	13,08,559	331	6,28,63,044	349	6,41,04,479	341	12,41,435	...
	State Lines worked by Government.												
26th Mar., 1887	Eastern Bengal	234	86,289	369	234	80,478	382	43,38,880	374	50,00,104	440	7,51,224	...
26th ditto	Naihati	27	1,751	64	27	1,926	71	75,037	56	81,071	61	6,034	...
19th ditto	Northern Bengal	249	42,343	170	249	34,560	138	22,27,499	179	24,80,851	200	2,53,352	...
19th ditto	Kaunia Dhaila	37	2,838	77	37	2,645	71	1,24,951	68	1,25,402	68	451	...
26th ditto	Tirhoot	220	28,004	124	240	34,033	138	12,37,077	110	15,04,510	124	2,66,833	...
19th ditto	Wardha Coal	45	21,252	472	45	10,578	308	6,15,299	270	6,93,094	312	77,795	...
26th ditto	Nagpur and Chhattisgarh	149	35,258	237	149	30,934	208	13,57,327	184	11,98,278	163	...	1,59,049
26th ditto	Burma	327	88,278	270	327	1,11,911	342	22,03,228	136	26,45,380	162	4,42,152	...
19th Feb., 1887	Cherra-Companyganj	...	...	...	...	... (*c*)	...	...	...	(*d*) 1,493	8	1,493	...
2nd April, 1887	North-Western (*e*)	1,869	5,08,275	272	1,989	4,06,700	205	2,76,24,293	298	2,20,16,141	224	...	56,08,152
19th Mar., 1887	Bareilly-Pilibhit	36	3,120	87	36	1,507	42	77,295	43	85,802	48	8,567	...
26th ditto	Dacca	86	4,243	49	86	5,247	61	1,14,148	35	2,62,842	62	1,48,694	...
19th ditto	Jorhat	30	507	17	26	841	32	32,557	25	37,393	25	4,836	...
26th ditto	Bilaspur-Etawah(Kutni-Umaria Section)	...	...	...	38	1,422	37	...	...	(*f*) 28,274	30	28,274	...
	TOTAL	3,315	8,22,221	248	3,489	7,37,502	211	4,00,28,191	245	3,62,57,595	216	...	37,70,596
	GRAND TOTAL (GUARANTEED AND STATE)	11,113	36,68,948	330	11,578	33,88,183	293	16,62,28,278	304	16,83,60,131	300	21,31,853	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	8,47,46,046	155	8,29,71,551	148	...	...
	NET RECEIPTS	...	...	...	...	...	...	8,14,82,232	149	8,53,88,580	152	39,06,348	...
	Assisted Companies.												
26th Mar., 1887	Bengal Central	125	12,209	98	125	12,779	102	5,03,286	81	5,59,137	90	55,851	...
19th ditto	Rohilkhand-Kumaon	67	5,055	75	67	4,292	64	2,30,038	71	2,75,593	83	39,555	...
19th ditto	Dibru-Sadiya (late Assam)	78	6,958	89	78	8,432	108	2,61,437	64	3,26,184	80	64,747	...
26th ditto	Bengal and North-Western	303	28,339	93	376	34,400	91	13,04,831	87	17,89,818	113	4,84,987	...
26th ditto	Tarakessur	22	5,326	239	22	6,156	277	2,39,902	218	2,33,019	212	...	6,883
	TOTAL	595	57,887	97	668	66,059	99	25,45,494	86	31,83,751	105	6,38,257	...
	Native States.												
19th Mar., 1887	Bhavnagar-Gondal	193	21,074	109	193	16,675	86	8,95,987	94	9,21,640	97	25,653	...
26th ditto	Jodhpore	64	4,436	69	64	3,800	59	1,76,525	56	2,00,977	64	24,452	...
19th ditto	Nizam's	121	18,413	152	208	25,354	122	10,91,247	182	13,98,918	136	3,07,671	...
26th ditto	Mysore	140	9,030	65	140	10,187	73	4,21,340	61	4,56,109	66	34,769	...
2nd April, 1887	Rajpura-Patiala	16	1,497	94	16	926	58	53,017	68	55,051	70	1,434	...
19th Mar., 1887	Morvi	...	...	...	51	1,442	28	...	...	48,621	30	48,621	...
	TOTAL	534	54,450	102	672	58,384	87	26,38,716	100	30,81,316	95	4,42,600	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Total Receipts from 20th November, 1886, to 12th March, 1887.
(*c*) Return not received.
(*d*) Total receipts from 16th June, 1886, to 19th February, 1887.
(*e*) Includes the Amritsar-Pathankot State Railway.
(*f*) Total receipts from 31st October, 1886, to 12th March, 1887.

SIMLA,
The 13th April, 1887.

R. GARDINER, *Captain, R.E.*,
Offg. Under-Secretary.

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF MARCH 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Raira or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Madras.	Ganjam	10 5	...	14 10	15 8	...	...	29 5	...	...	...	...	...	...	
	Vizágapatam	14 0	...	9 0	10 2	23 8	23 8	23 2	...	...	...	...	215 13	13 13	
	Godavery	13 0	...	14 8	16 0	26 9	24 6	29 1	...	...	...	...	93 3	14 0	
	Kistna	7 5	...	13 8	15 3	18 11	...	31 5	...	...	...	...	161 3	12 0	
	Nellore	10 13	...	12 14	15 0	23 0	20 14	29 2	...	...	...	...	145 13	14 10	
	Cuddapah	13 3	...	12 6	15 13	23 11	29 0	27 0	...	...	...	...	93 5	13 13	
	Anantapur	11 8	...	12 5	15 11	31 14	23 8	32 0	...	...	...	...	140 0	14 6	
	Bellary	16 5	...	12 5	14 13	27 13	29 2	33 0	...	...	...	...	64 13	12 8	
	Kurnool	14 0	...	11 6	12 2	30 2	25 0	...	...	...	...	...	97 3	12 8	
	Madras	10 13	...	11 10	14 0	23 0	22 6	26 0	...	...	...	...	138 13	13 5	
	Chingleput	...	...	15 0	15 2	...	21 2	25 5	...	...	...	...	86 5	14 10	
	North Arcot	10 3	...	14 0	15 0	...	...	32 8	...	...	...	...	97 3	14 11	
	South Arcot	9 6	...	13 14	15 11	...	24 0	24 10	...	...	...	...	140 0	13 5	
	Tanjore	9 14	...	14 14	...	...	23 3	24 3	...	...	...	...	201 11	13 14	
	Trichinopoly	11 14	...	14 13	15 3	...	25 6	30 2	...	...	...	...	166 3	13 13	
	Madura	10 2	...	15 2	15 10	24 5	25 0	27 14	...	...	...	...	126 6	14 10	
	Tinnevelly	9 14	...	11 14	13 3	...	...	...	...	...	...	...	131 3	15 6	
	Coimbatore	14 13	...	12 10	14 8	22 10	23 13	26 3	...	...	...	...	70 0	16 8	
	Nilgiris	9 14	...	11 3	12 0	21 10	16 13	21 10	...	...	...	...	121 8	14 10	
	Salem	11 0	...	12 2	15 0	27 5	26 3	29 2	...	...	...	...	161 13	12 0	
	South Canara	9 8	...	13 10	16 0	...	...	21 13	...	...	...	...	186 10	15 11	
	Malabar	8 5	...	13 13	14 10	...	...	21 14	...	...	...	...	126 6	15 14	
Bombay.	Bombay	9 8	16 2	7 2	10 13	47 0	13 9	17 3	14 15	15 4	20 7	8 3	52 6	12 0	
	Daskrohi	11 8	20 0	6 8	13 0	19 0	15 0	...	...	15 0	29 0	10 0	80 0	16 8	
	Kaira	10 0	...	9 6	10 0	...	15 4	20 0	...	16 0	...	10 0	80 0	16 0	
	Surat	14 0	16 0	8 0	10 0	17 0	16 0	...	...	16 0	...	10 0	80 0	16 0	
	Broach	10 0	8 0	8 0	11 0	16 0	14 2½	...	...	16 0	...	11 0	120 0	14 2½	
	Tanna (Salsette)	9 0	...	8 3	10 0	14 0	14 6	...	...	16 0	...	11 0	120 0	14 2½	
	Colába (Alibag)	10 12	...	7 4	11 4	...	13 0	...	...	12 5	...	8 0	71 2	13 5	
	Khandesh (Dhulia)	No return received.								12 12	...	8 2	100 0	12 0	
	Násik														
	Ahmednagar	11 12	10 2	8 2	9 3	25 2	19 4	...	...	19 11	...	14 7	83 4	13 2	
	Poona (City)	11 8	9 0	9 3	10 7	21 12	18 6	16 6	...	17 4	...	14 10	60 13	13 6	
	Sholápur	13 13	20 9	10 11	11 9	28 7	25 12	...	24 0	20 6	...	13 5	80 0	13 0	
	Bijapur	No return received.													
	Satára	13 6	...	9 9	11 7	22 10	20 11	...	...	19 8	...	16 8	116 8	14 9	
Sind.	Belgaum	17 0	14 0	11 0	12 0	22 0	25 0	27 0	...	17 0	...	18 0	62 0	14 0	
	Dharwar (Hubli)	17 0	...	10 0	11 0	27 0	23 0	38 0	...	19 0	...	12 0	80 0	10 0	
	Ratnágiri	10 9	...	9 4	12 11	14 15	14 11	20 0	...	14 11	...	10 14	120 0	14 4	
Bombay.	Karwar	10 8	...	7 0	11 4	17 0	16 0	22 0	...	14 0	...	11 8	213 5½	13 0	
	Pánch Mahals (Godhra)	No return received.													
	Aden	8 0	...	6 3	8 0	11 3	10 3	...	...	11 3	...	5 9	65 5	32 0	
	Asirgarh Cantonment	15 0	...	10 0	12 8	25 0	27 0	...	19 0	19 0	...	10 0	160 0	12 0	
	Baroda Camp (Sadar Bazar)	9 2	13 11	6 15	8 0	16 0	14 4½	18 4½	...	14 4½	...	10 14	80 0	13 11	
	Disa Cantonment	12 2	...	8 0	9 6	21 4	21 14	...	...	16 1	...	10 4	150 0	14 0	
	Nimach Cantonment	14 8	24 0	8 0	10 0	25 8	20 10	...	...	25 0	26 0	13 0	200 0	14 0	
	Nasirabad Cantonment	12 2½	23 1	7 0	8 0	23 6	19 11½	...	12 0	23 11	24 11	12 13¼	90 0	13 8	
	Rajkot Station	12 12	...	6 8	9 0	16 8	12 8	...	...	15 0	...	7 8	80 0	40 0	
	Upper Sind Frontier	12 0	20 0	10 0	16 0	22 0	21 0	...	...	12 0	...	13 5	160 0	13 0*	
	Karachi	11 0	17 0	8 0	14 0	18 0	16 0	...	...	16 0	16 0	8 0	105 0	16 0	
	Haidarabad (Gidu Bunder)	10 0	15 8	9 8	19 8	21 0	18 8	...	...	15 8	...	...	130 0	13 8	
	Shikarpur	10 0	17 0	10 0	14 0	18 0	20 8	...	...	16 0	...	9 12	140 0	13 0	
	Sukkur	13 0	20 8	10 0	15 8	22 0	21 0	...	...	18 0	...	13 0	120 0	14 0	
	Thar & Parkar (Umarkot)	15 0	...	...	16 0	...	20 0	...	...	...	...	...	160 0	14 12	
Bengal.	*Western Districts.*														
	Burdwan	14 8	...	19 8	26 4	...	...	...	...	24 0	...	17 12	120 0	13 5½*a*	
	Bankoora	16 8	22 0	20 0	24 4	...	...	...	...	19 8	40 0	22 0	280 0	12 8*b*	
	Beerbhoom	22 8	...	20 0	24 0	...	...	...	...	26 0	...	16 8	160 0	12 12*c*	
	Midnapore	16 0	...	19 0	26 0	...	...	...	...	18 0	...	18 0	155 0	12 12*d*	
	Hooghly	14 0	...	10 0	18 0	...	...	...	...	18 8	...	14 0	120 0	13 0*e*	
	Howrah	12 0	...	13 8	20 0†	...	...	...	...	22 8	...	13 4	90 0	12 0	
	Central Districts.														
	Calcutta	14 12	22 0	9 4	19 4	21 8	16 8	...	19 0	19 4	24 0	17 0	80 0	13 0	
	24-Pergunnahs	13 5	21 4	8 0	18 4	...	...	...	...	21 4	23 0	16 0	100 0	13 0	
	Nuddea	15 0	32 0	16 0	19 0	...	...	...	...	26 10	...	19 0	..	11 10½*f*	
	Khoolna	...	...	18 0	21 0	...	...	...	...	16 0	...	...	160 0	10 8*g*	
	Jessore	13 4	...	16 0	22 0	...	...	...	...	21 4	...	24 0	110 0	11 0*h*	
	Moorshedabad	15 0	...	16 0	23 0	...	...	...	...	26 0	40 0	21 0	160 0	12 0*i*	
	Dinagepore	12 8	22 0	21 0	27 8	...	...	...	...	19 0	...	...	160 0	11 8*j*	
	Rajshahye	16 8	45 0	18 6	22 14	...	...	...	...	26 4	...	16 4	240 0	12 0*k*	
	Rungpore	12 8	...	22 8	24 10	...	...	...	...	20 0	...	8 10	120 0	11 0*l*	
	Bogra	17 4	...	15 12	24 0	...	...	...	...	15 0	...	...	90 0	11 4	
	Pubna	21 0	...	8 0	21 9	...	...	...	...	20 0	...	24 0	200 0	12 0*m*	
	Darjeeling	8 0	10 0	5 0	14 0	...	...	13 0	...	11 0	26 0	8 0	120 0	9 0*n*	
	Jalpáiguri	10 0	20 0	14 0	25 0	...	...	...	...	15 4	...	12 0	128 0	11 0*o*	
	Eastern Districts.														
	Dacca	12 8	26 0	16 0	18 0	...	...	...	...	15 0	...	...	120 0	12 0*q*	
	Furreedpore	16 0	25 0	16 0	22 0	...	...	...	...	16 0	...	16 0	120 0	11 0*r*	
	Backergunge	...	...	17 0	19 0	...	...	...	...	16 0	...	14 0	120 0	12 0*s*	
	Mymensingh	13 0	...	12 0	16 0	...	...	...	...	16 0	...	20 0	...	12 0*t*	
	Chittagong	16 0	...	13 0	17 0	...	...	...	...	12 0	...	10 0	75 0	12 0*u*	
	Noakholly	...	...	19 0	21 0	...	...	...	...	13 0	...	...	...	8 0*v*	
	Tipperah	13 5	...	17 13	20 13	...	...	...	...	14 12	...	11 1	...	11 8*w*	
	Chittagong Hill Tracts	...	...	12 4½	13 14½	...	...	...	...	...	...	...	320 0	8 0	
	Hill Tipperah	12 9	...	12 0	17 6	...	...	...	...	12 0	...	16 0	...	11 0	

* In common use.

† Cheapest common rice.

a In sub-division retail prices of salt per rupee were:—Culna 12 seers, Cutwa 13 seers, and Raneegunge 12-1 seers.

b In Bishenpore sub-division retail price of salt 12 seers per rupee.

c In Rampore Hát sub-division retail price of salt 13 seers per rupee.

d In sub-divisions retail prices of salt per rupee were:—Tamlook 11 seers, and Contai 13 seers.

e In sub-divisions retail prices of salt per rupee were:—Serampore 13 seers, and Jehanabad 13-8 seers.

f In sub-divisions retail prices of salt per rupee were:—Kooshtea 12-8 seers, Meherpore 12 seers, Chooadanga 13 seers, and Chooadanga 10-4 seers.

g In Satkhira and Bagirhat sub-divisions retail price of salt 11 seers per rupee.

h In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, Magoora 10-12 seers and Bongong 13 seers.

i In sub-divisions retail prices of salt per rupee were:—Lalbagh and Jungipore 13 seers and Kandi 12-8 seers.

j In Thakurgaon sub-division retail price of salt 10 seers per rupee.

k In sub-divisions retail prices of salt per rupee were:—Sultanpore 12 seers and Nowgong 10 seers 11 chittacks.

l In sub-divisions retail prices of salt per rupee were:—Kurigram 11 seers and Gaibanda 9-12 seers.

n In Seraigunge sub-division retail price of salt 12-4 seers per rupee.

o At Silliguri retail price of salt 10 seers per rupee.

p In Alipore sub-division (at Fallacotta) retail price of salt 10 seers per rupee.

q In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers, Naraingunge 11 seers 13 chittacks.

r In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers and Madaripore 12-8 seers.

s In sub-divisions retail prices of salt per rupee were:—Patuakhali 9 seers, Perozepore 11 seers, and Bhola 10-8 seers.

t In sub-divisions retail prices of salt per rupee were:—Kishoregunge 9-2 seers, Attea 12 seers, Jamalpore 10-8 seers, Sherpore 10 seers and Netrokona 9 seers.

u In Cox's Bazar sub-division retail price of salt 12 seers per rupee.

v In Fenny sub-division (at Panchgachia Hat) retail price of salt 12 seers per rupee.

w In Brahmunberiah and Chandpore sub-divisions retail prices salt 11-8 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF MARCH 1887 —*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Penniseturn typhoideum*).	Murua or Ragi (*Eleusine coracana*).	Kangni or Kakun, millet Italian (*Setaria italica*).	Gram, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir (Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
	Behar.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Bengal—*continued.*	Patna	16 0	32 0	11 8	24 0	26 0	26 0	26 0	20 0	28 0	30. 0	27 0	120 0	11 8	
	Gya	17 0	26 0	11 0	19 8	...	...	...	17 0	24 0	...	26 0	140 0	11 0	
	Shahabad	16 0	30 0	9 0	17 0	...	...	...	...	26 0	...	13 0	160 0	12 0*x*	
	Durbhunga	18 0	30 0	14 0	23 0	26 0	23 0	33 0	26 0	23 0	33 0	19 8	176 0	13 0*y*	
	Mozufferpore	18 0	30 0	12 8	22 0	...	...	...	...	22 0	30 0	19 0	140 0	12 0*z*	
	Sarun	15 0	24 0	9 0	22 0	...	...	...	...	20 0	29 0	21 0	160 0	11 0*z1*	
	Chumparun	15 0	40 0	7 8	18 8	...	...	27 0	14 0	28 0	30 0	21 0	...	11 0*z2*	
	Monghyr	18 6	33 9	14 12	18 8	27 8	...	...	...	27 8	29 6	21 0	126 0	12 9*z3*	
	Bhágalpur	16 6	40 6	18 4	21 7	...	...	...	23 8	25 4	35 5	21 7	171 0	12 10*z4*	
	Purneah	15 0	...	20 0	22 0	...	...	...	...	24 0	...	16 0	123 0	10 8*z5*	
	Maldah	18 0	...	18 0	26 0	...	...	...	...	27 0	...	...	160 0	12 0	
	Sonthal Pergunnahs	12 0	...	18 0	27 8	...	...	...	...	20 0	37 8	26 0	200 0	11 8*z6*	
	Orissa.														
	Cuttack	14 7	...	13 2	18 6	...	...	...	...	17 1	...	...	80 0	14 0	
	Pooree	10 8	...	15 12	26 4	...	...	...	...	14 7	...	17 1	70 0	14 7*z7*	
	Balasore	18 0	13 0	14 0	25 0	...	...	...	...	15 0	...	12 0	160 0	10 8*z8*	
	Chota Nagpore. *South-Western Frontier Agency.*														
	Hazáribágh	19 0	35 0	11 0	20 0	...	...	28 0	...	20 0	24 0	20 0	320 0	10 0	
	Lohardugga	24 0	22 0	19 0	24 0	...	...	40 0	...	24 0	24 0	24 0	120 0	10 0	
	Singbhoom	24 0	24 0	28 0	32 0	...	...	...	...	16 0	...	24 0	320 0	9 0	
	Manbhoom	17 0	40 0	18 0	32 0	...	...	...	...	13 0	40 0	22 0	240 0	10 10*z9*	
Assam.	Sylhet	...	...	10 8	14 0	...	...	...	...	14 3	...	11 13	108 0	11 8	
	Cáchár	8 6⅔	...	10 10⅔	14 8⅔	...	...	...	...	13 15	...	11 13⅔	80 0	10 6⅔	
	Goálpará	20 0	...	8 0	16 0	...	...	...	...	14 0	...	11 0	80 0	11 0	
	Gáro Hills	8 0	...	6 0	16 0	...	...	...	...	10 0	...	9 0	160 0	8 0	
	Kámrup	20 0	...	8 0	16 0	...	...	...	...	14 0	...	11 8	160 0	11 0	
	Darrang	6 8	...	8 0	16 0	...	...	...	...	13 0	...	10 0	150 0	9 0	
	Nowgong	8 0	...	8 0	16 0	...	...	...	...	10 0	...	10 0	120 0	9 0	
	Sibsagar	...	...	14 0	18 0	...	...	...	...	11 0	...	10 0	80 0	9 0	
	Lakhimpur	8 0	...	8 0	15 0	...	...	...	...	13 0	8 0	10 0	160 0	9 0	
	Khási and Jaintia Hills	...	...	6 8	9 0	...	...	...	...	9 0	16 0	7 0	100 0	7 0	
	Nágá Hills	...	...	3 6	8 0	...	...	...	...	3 7	...	3 8	120 0	3 8	
N.-W. Provinces.	Dehra Dún	14 0	20 0	6 8	10 8	16 0	16 0	20 0	...	18 0	19 0	18 0	160 0	11 0	
	Saháranpur	13 8	19 0	6 0	11 0	16 0	18 0	22 0	18 0	18 0	21 4	18 0	120 0	12 0	
	Muzaffarnagar	15 14	22 0	6 9	13 4	18 11	16 8	15 6	15 6	21 0	19 12	15 6	110 0	13 8	
	Meerut	15 8	25 0	6 0	14 0	18 0	19 0	20 0	20 0	21 8	21 8	22 0	100 0	13 0	
	Bulandshahr	16 4	28 0	7 0	11 8	17 0	16 0	...	16 0	21 12	22 0	16 0	150 0	13 4	
	Aligarh	16 4	27 0	5 8	12 0	21 0	18 8	...	16 4	21 0	25 8	27 0	120 0	14 0	
	Kámaun	13 0	14 0	11 8	12 0	...	...	16 0	16 0	14 0	...	10 0	200 0	8 0	
	Garhwál	16 0	19 0	8 0	12 12	22 8	...	...	...	10 0	...	8 0	160 0	7 13	
	Bijnor	15 8	21 10	11 4	12 15	19 2	...	...	...	18 9	20 4	...	135 0	12 6	
	Moradabad	17 4	26 8	10 8	14 0	24 8	20 8	...	16 8	22 8	25 8	24 8	125 2	13 8	
	Budaun	18 4½	31 3½	6 0	14 6½	...	18 0	...	...	24 0	...	24 0	144 0	12 9½	
	Bareilly	16 14	26 14	6 4	13 2	23 12	18 12	...	15 0	21 4	25 0	23 12	150 0	13 2	
	Sháhjahánpur	17 8	31 0	10 0	16 8	...	...	...	20 0	25 8	...	22 8	140 0	12 0	
	Tarái Pergunnahs	17 8	25 0	8 12	14 0	23 12	18 12	...	23 12	20 0	22 8	25 0	100 0	11 4	
	Muttra	16 0	24 0	8 0	13 8	19 0	19 0	...	...	23 0	...	26 0	140 0	12 0	
	[illegible]	15 4	21 0	6 0	12 0	20 0	19 0	...	...	24 0	24 8	15 0	100 0	13 0	
	[illegible]abad	17 8	25 8	6 12	12 0	...	...	...	...	23 0	...	23 8	130 0	13 4	
	[illegible]ri	16 4	20 8	4 8	14 8	20 8	20 8	35 0	16 8	24 0	25 8	26 4	160 0	12 8	
	[illegible]	16 4	23 4	12 8	15 0	23 0	22 4	20 4	21 0	27 4	28 0	29 0	120 0	12 0	
	Etáwah	17 8	26 8	7 0	16 2	18 0	18 0	28 0	16 0	26 8	28 0	18 8	120 0	12 8	
	Jalaun	20 8	23 0	9 0	11 0	24 0	23 0	...	14 0	33 0	22 0	33 0	140 0	11 0	
	Jhánsi	20 0	27 10	7 8½	13 8½	27 7½	23 0	...	...	29 9	...	34 0	200 0	11 8	
	Lalitpur	19 8	29 0	10 0	11 0	27 0	20 0	32 0	32 0	29 0	30 0	15 0	160 0	11 4	
	Cawnpore	17 0	26 0	10 0	15 0	23 0	24 0	...	26 0	28 8	26 0	26 0	140 0	14 0	
	Fatehpur	16 0	24 0	16 0	...	...	...	...	...	28 4	...	28 4	160 0	11 8	
	Bánda	20 0	31 0	8 0	14 8	25 0	21 0	30 0	25 0	38 0	...	26 0	160 0	12 8	
	Allahabad	16 4	27 0	8 0	15 0	22 0	21 0	...	...	30 8	...	19 8	120 0	11 8	
	Hamírpur	20 12	25 8	8 8	13 12	25 4	...	...	...	33 3	...	...	140 0	12 10	
	Jaunpur	16 0	22 8	7 0	11 4	...	...	...	...	26 8	...	22 6	140 0	12 0	
	Gorakhpur	13 8	25 3	9 14½	18 7	...	...	27 0	23 6½	28 13	27 0	21 9½	140 0	11 3	
	Basti	18 12	30 0	10 0	15 0	...	...	...	...	27 0	...	...	140 0	12 0	
	Azamgarh	15 8	19 8	10 5	14 12	...	...	...	...	23 10	...	15 2	177 8	11 2	
	Mirzapur	15 0	22 0	9 0	15 0	22 0	22 0	28 0	22 0	24 0	26 0	23 0	80 0	11 0	
	Benares	16 4	23 5	12 7½	17 14	23 14	22 4	...	23 5	24 6	26 9	23 14	120 0	11 13	
	Gházipur	16 1½	24 7	7 12	16 12	24 7	25 1½	36 1	19 5	28 5	30 14½	23 13½	154 8	12 4	
	Balia	16 12	27 0	10 4	18 0	20 8	22 0	...	...	27 0	24 8	22 0	100 0	12 4	
	Pilibhít	17 8	27 8	15 0	16 4	22 8	...	...	...	23 4	25 0	...	150 0	11 4	
Oudh.	Sultánpur	18 0	30 0	10 0	16 0	24 0	22 0	40 0	20 0	26 8	30 0	27 8	160 0	12 0	
	Partábgarh	20 8	29 0	13 6	14 5	...	...	...	...	29 8	...	17 5	180 0	11 0	
	Fyzabad	16 0	28 0	10 0	18 8	25 0	23 0	22 0	16 0	28 4	28 0	20 8	100 0	11 8	
	Kheri	18 8	34 0	8 0	16 0	32 0	31 0	40 0	25 0	26 0	33 0	18 0	120 0	12 0	
	Lucknow	17 12	25 4	6 0	14 0	23 0	23 0	...	22 0	24 4	26 0	24 0	150 0	11 8	
	Bára Banki	17 0	22 0	8 0	12 0	21 8	19 0	28 0	16 0	24 0	25 0	24 0	120 0	11 8	
	Bahraich	16 0	36 0	14 0	18 0	31 0	24 0	...	...	30 0	32 0	28 0	160 0	12 0	
	Rai Bareli	18 0	26 0	7 0	16 0	20 0	17 0	28 0	18 0	22 0	26 0	26 0	180 0	11 0	
	Sitapur	19 0	29 0	8 0	16 0	25 0	25 0	32 0	22 0	30 0	28 0	...	160 0	12 0	
	Gonda	19 0	32 8	16 0	18 0	29 0	30 0	35 0	30 0	31 0	31 8	32 0	200 0	12 3	
	Unáo	15 8	25 0	9 0	15 0	25 0	23 0	...	21 0	26 0	28 0	17 0	160 0	13 0	
	Hardoi	18 8	29 0	7 0	14 0	...	...	...	...	26 0	...	26 0	160 0	11 0	
Punjab.	Hissar	13 0	20 0	...	10 0	20 0	17 0	...	...	25 0	18 0	...	120 0	13 0	
	Rohtak	14 0	22 0	...	11 0	20 0	16 0	...	...	23 0	17 0	...	120 0	13 8	
	Gurgaon	16 0	23 0	...	11 0	20 0	19 0	...	...	23 0	20 0	23 0	140 0	12 0	
	Delhi	15 0	21 0	...	14 0	18 0	18 0	...	16 0	22 0	18 0	22 0	80 0	12 0	
	Karnál	15 0	22 0	...	12 0	16 0	16 0	20 0	16 0	22 0	18 0	22 0	160 0	13 0	
	Umballa	15 0	24 0	...	12 0	18 0	18 0	20 0	20 0	24 0	19 0	20 0	140 0	14 0	
	Simla	11 0	15 0	...	9 0	15 0	12 0	17 0	12 0	16 0	16 0	11 0	70 0	10 0	
	Kángra	13 0	22 0	...	13 0	...	...	20 0	...	15 0	15 0	11 0	120 0	11 0	
	Hoshiarpur	15 0	24 0	...	11 0	16 0	16 0	14 0	16 0	21 0	19 0	13 0	110 0	13 12	
	Jullundur	14 0	25 0	...	8 0	19 0	14 0	...	16 0	22 0	20 0	...	110 0	14 0	
	Ludhiana	16 0	22 0	...	12 0	19 0	17 0	...	16 0	23 0	20 0	16 0	120 0	15 0	

* In sub-divisions retail prices of salt per rupee were:—Buxar 12-8 seers, Sasseram 12 seers and Bhabooah 11-12 seers.

y In Madhubani and Tajpore sub-divisions retail prices of salt 12 seers per rupee.

z In sub-divisions retail prices of salt per rupee were:—Hajeepore 12-4 seers and Seetamurhee 11 seers.

z1 In sub-divisions retail prices of salt per rupee were:—Sewan 11-8 seers and Gopalgunge 11 seers 13 chittacks.

z2 In Bettiah sub-division retail price of salt 11-8 seers per rupee.

z3 In sub-divisions retail prices of salt per rupee were:—Begusarai 11 seers and Jamui 11-4 seers.

z4 In Banka, Mudehpura and Soopool sub-divisions retail price of salt 11 seers per rupee.

z5 In sub-divisions retail prices of salt per rupee were:—Kissengunge 10 seers and Arrareah (at Raneegunge) 12 seers.

z6 In sub-divisions retail prices of salt per rupee were:—Deoghur 12-8 seers, Godda 11 seers, Rajmehal 12 seers and Jamtara 13 seers.

z7 In Khoorda sub-division retail price of salt 14 seers per rupee.

z8 In Bhadruck sub-division retail price of salt 9-3 seers per rupee.

z9 In Govindpore sub-division retail price of salt 12 seers per rupee.

* Not procurable in bazaar owing to no imports from other districts.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF MARCH 1887—*continued.*

Provinces.	Districts.	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Penicillaria typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Kadalay or Sunaga (*Cicer arietinum.*)	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Punjab—*continued.*	Ferozepore	13 0	20 0	...	12 0	17 0	17 0	...	20 0	23 0	25 0	...	90 0	14 8	
	Mooltan	12 0	20 0	...	10 0	16 0	17 0	...	15 0	18 0	17 0	...	90 0	15 0	
	Jhang	13 0	26 0	...	10 0	24 0	16 0	15 0	18 0	19 0	20 0	10 0	200 0	14 0	
	Montgomery	13 0	21 0	...	12 0	20 0	15 0	...	20 0	18 0	15 0	12 0	200 0	12 0	
	Lahore	16 0	22 0	...	13 0	17 0	16 0	...	16 0	25 0	17 0	12 0	100 0	14 0	
	Amritsar	15 0	27 0	...	12 0	18 0	18 0	15 0	20 0	24 0	20 0	15 0	100 0	15 0	
	Gurdáspur	16 0	20 0	...	14 0	16 0	14 0	...	14 0	23 0	21 0	...	120 0	14 0	
	Siálkot	13 0	24 0	...	12 0	20 0	17 0	...	...	22 0	18 0	...	110 0	15 0	
	Gujrát	15 0	20 0	...	12 0	20 0	16 0	...	10 0	22 0	18 0	...	120 0	16 0	
	Gujránwála	12 0	22 0	...	13 0	16 0	12 0	...	12 0	22 0	16 0	...	90 0	15 0	
	Shahpur	12 0	19 0	...	10 0	16 0	14 0	20 0	15 0	19 0	16 0	10 0	240 0	16 0	
	Jhelum	14 0	26 0	...	12 0	17 0	15 0	...	...	22 0	17 0	13 0	140 0	16 0	
	Ráwalpindi	12 0	21 0	...	8 0	...	14 0	...	20 0	21 0	16 0	24 0	100 0	15 8	
	Hazára	12 0	20 0	...	13 0	...	12 0	...	...	17 0	18 0	...	120 0	12 0	
	Pesháwar	12 0	21 0	...	11 0	15 0	16 0	...	15 0	19 0	17 0	25 0	118 0	46 0	
	Kohát	12 0	20 0	...	12 0	16 0	16 0	...	20 0	18 0	17 0	...	100 0	60 0	
	Bannu	15 0	23 0	...	11 0	20 0	14 0	8 0	8 0	21 0	20 0	13 0	60 0	40 0	
	D. I. Khán	12 0	24 0	..	8 0	14 0	14 0	15 0	5 0	19 0	14 0	14 0	119 0	32 0	
	D. G. Khán	12 0	17 0	...	9 0	15 0	15 0	...	10 0	18 0	15 0	18 0	125 0	23 0	
	Muzaffargarh	13 0	20 0	...	12 0	16 0	16 0	...	12 0	18 0	18 0	11 0	100 0	14 0	
Central Provinces.	Saugor	20 11	...	8 15	10 4	...	...	...	...	28 10	...	14 0	192 0	9 12	
	Damoh	20 0	...	10 0	10 11	...	...	...	...	30 0	...	12 13	200 0	10 11	
	Jubbulpore	15 8	...	10 0	14 0	19 8	...	...	...	22 0	...	14 0	140 0	11 0	
	Mandla	20 0	...	10 0	13 0	...	...	...	...	30 0	...	13 0	256 0	11 0	
	Seoni	18 11	...	9 5	12 13	...	...	...	...	23 9	...	13 9	220 0	10 11	
	Narsinghpur	16 6	...	9 3	10 8	...	...	...	...	24 2	...	12 15	140 0	11 7	
	Hoshangabad	16 0	...	7 0	9 0	...	...	...	...	22 0	...	11 0	200 0	10 14	
	Nimár	16 0	...	7 8	12 10	27 9	...	...	...	20 2	...	11 10	120 0	11 15	
	Betúl	16 12	...	8 12	10 11	20 3	...	...	...	24 0	...	10 7	320 0	10 13	
	Chhindwára	16 14	...	6 11	8 0	20 9	...	...	...	21 11	...	12 0	160 0	9 13	
	Wardha	17 7	...	8 12	10 11	24 6	...	...	...	16 0	..	12 13	160 0	10 11	
	Nágpur	17 8	...	8 7	12 3	22 13	...	...	...	19 11	...	13 12	100 0	10 14	
	Chánda	18 8	...	9 6	11 13	23 10	...	...	...	18 8	...	14 6	612 0	11 3	
	Bhandára	16 4	...	11 4	14 4	...	...	...	...	20 0	...	11 4	240 0	11 0	
	Bálaghát	18 6	...	13 2	15 5	...	...	...	...	22 13	...	16 14	144 0	11 0	
	Raipur	24 0	...	11 4	18 8	...	...	...	...	24 0	...	18 5	100 0	10 12	
	Bilaspur	28 13	...	16 7	21 6	...	...	...	...	33 8	...	30 10	128 0	10 0	
	Sambalpur	20 2	...	14 14	20 2	...	...	...	...	17 4	...	11 0	160 0	10 1	
	Arakan Division.														
	Akyab	...	...	14 0	18 8	...	...	...	...	11 0	...	...	240 0	35 0	
	Kyaukpyu	...	...	18 0	19 8	...	...	...	...	5 0	...	...	50 0	42 0	
	Sandoway	...	...	26 13	30 13	...	...	...	...	...	...	...	469 11	37 5	
Lower Burma.	*Pegu Division.*														
	Rangoon Town	11 2	...	12 6	15 9	...	...	...	...	16 4	22 2	...	250 0	14 9	
	Pegu	...	...	10 15	15 13	...	...	...	...	11 2	...	...	135 0	26 15	
	Thayrawaddy	...	...	14 4	15 12	...	...	...	...	11 1	...	...	535 11	35 11	
	Prome	12 2	...	15 2	17 2	...	...	...	...	13 13	33 9	...	167 9	18 10	
	Irrawaddy Division.														
	Bassein	...	...	18 9	20 1	...	...	...	...	10 9	...	...	145 6	28 6	
	Henzada	...	...	11 15	15 10	...	...	...	...	...	...	...	183 8	35 8	
	Thongwa	...	...	11 9	14 11	...	...	...	...	12 14	...	...	246 0	35 0	
	Thayetmyo	8 0	...	11 2	13 13	...	...	...	...	11 1	...	...	367 8	18 15	
	Tenasserim Division.														
	Moulmein Town and Amherst	9 0	...	10 8	12 2	...	...	...	...	12 2	15 3	...	220 0	30 8	
	Tavoy	...	...	13 0	17 15	...	...	...	...	...	...	...	399 3	16 1	
	Mergui	...	...	15 6	17 11	...	...	...	...	...	...	...	428 0	14 9	
	Toungoo	...	...	10 10	12 13	...	...	...	...	9 7	...	...	27 0	14 1	
	Shwaygyin	...	...	10 10	12 7	...	...	...	...	...	...	...	*	18 14	
Hyderabad Assigned Districts.	Secunderabad	No returns received.													
	Bolarum														
	Chadarghat														
	Amráoti	15 0	...	7 6	9 0	26 0	19 12	...	...	15 6	...	11 9	†	12 0	
	Akola	16 0	...	7 0	10 0	25 0	21 0	...	...	16 0	..	16 0	††	12 0	
	Ellichpur	16 0	9 0	7 0	10 0	25 0	16 0	...	...	15 0	...	10 0	††	11 0	
	Buldana	18 0	...	8 0	11 0	30 0	28 0	...	...	22 0	..	10 0	††	12 0	
	Wun	18 0	...	9 0	11 0	30 0	12 0	...	...	18 0	...	20 0	††	11 8	
	Basim	20 0	...	7 0	11 5	30 10	22 0	...	...	19 0	...	20 0	†	10 0	
Mysore.	Bangalore	No returns received.													
	Kolar														
	Támkúr														
	Mysore														
	Hassan														
	Shimoga														
	Kadur														
	Chitaldroog														
Coorg	Coorg	10 0	9 8	14 0	17 8	...	...	40 0	...	30 0	...	...	110 0	12 8	
Rajpootana.	Jeypore	13 0	25 4	5 0	9 0	24 8	20 8	...	21 0	24 8	25 0	31 0	120 0	13 8	
	Kishengurh	12 8	25 4	9 0	10 0	25 4	20 0	...	...	26 8	25 8	...	...	16 0	
	Kerrowlee	13 2	20 0	10 10	11 14	20 0	18 0	...	21 4	20 0	...	30 0	200 0	12 14	
	Ulwur	15 3	22 4	8 0	11 8	20 8	19 4	...	18 0	24 6	23 15	35 0	200 0	15 0	
	Bhurtpore (City)	14 6	21 15	7 4	8 4	21 2	18 9	...	13 4	22 4	21 0	22 0	220 0	12 4	
	Ajmere	10 8	21 0	3 0	8 0	21 0	18 0	...	...	22 0	23 0	...	70 0	14 0	
	Deoli Cantonment	13 15½	23 10	5 8	10 0	26 0	24 0	...	...	24 1½	...	...	230 0	13 4	
	Erinpura	No returns received.													
	Sirohee														
	Abu														
	Anadra														
	Bálmere														
	Jeysalmere														
	Hilly Tracts of Meywar	15 0	23 0	..	16 0	...	...	...	...	22 0	30 0	...	‡	11 0½	
	Meywar (Oodeypore)	11 3½	17 15½	10 15	11 11½	19 8½	14 1	...	15 10	19 14½	19 8½	9 6	200 0	12 1½	
	Bánswára (Meywar Agency)	10 2	13 0	8 12	16 4	...	...	...	...	28 12	28 12	...	...	12 8	
	Partábgarh (,,)	15 3½	18 12	10 0	12 8	22 8	18 12	...	...	27 8	25 0	25 0	...	17 14	
	Marwar (Jodhpore)	No returns received.													

* Wood per cart-load. † Firewood is sold by head-load, bullock-load, and cart-load, and not by weight. ‡ Eight pies per bundle.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF MARCH 1887 —*concluded.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Rajpootana—*contd.*	Bikanir	10 3	...	3 10	8 1	...	16 14	...	...	18 10	...	8 8	100 0	14 0	
	Boondee	15 0	25 0	10 0	10 8	25 0	...	...	...	26 0	...	...	200 0	11 12	
	Kotah	16 0	17 0	8 0	11 0	22 8	16 0	...	...	31 0	22 8	10 0	240 0	12 0	
	Tonk	15 0	25 0	8 8	9 8	27 8	...	...	...	28 0	...	...	100 0	14 4	
	Jhallawar	15 1	17 15	7 5½	10 4	26 4	18 4	...	17 11	27 10	24 5½	10 4	175 0	11 4½	
	Shahpoora	13 8	25 0	10 8	13 8	30 0	24 0	...	...	24 4	...	...	160 0	13 10	
	Dholpur	14 13	21 4	9 9	11 13	21 7	19 11	...	18 0	22 11	...	27 11	90 0	13 8	
Central India.	Indore	12 10	18 8	7 8	8 9	25 4	21 14	*	*	18 11	26 10	12 0	100 0	12 0	
	Gwalior	15 10	18 2	7 4	9 5	19 15	19 4	*	15 6	20 5	21 13	20 7	126 14	11 7	
	Goona	23 0	20 0	9 8	10 0	34 0	18 0	*	*	36 8	32 0	17 0	200 0	12 0	
	Baghelkhand (Sutna)	15 0	29 0	8 0	16 0	20 0	17 0	*	*	28 0	*	28 0	200 0	12 0	
Baluchistan.	Quetta	8 0	12 0	4 0	8 0	16 0	10 0	...	...	12 0	10 0	10 0	53 5	8 0	

* Not sold.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENT OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 1st HALF OF MARCH 1887 PUBLISHED IN PAGE 669 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 9th APRIL 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chola, Kaddlay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Rajpootana.	Erinpura	14 4	27 0	7 0	9 4	20 4	22 0	21 0	...	25 2	...	...	300 0	14 0	
	Sirohee	12 0	21 0	6 0	8 0	19 0	23 0	...	22 0	17 0	24 0	15 0	200 0	13 8	
	Abu	9 8	17 0	5 8	8 0	...	18 0	...	...	17 0	...	10 0	...	13 1	
	Anadra	10 6	19 0	6 4	8 0	...	21 0	...	...	19 0	...	12 0	...	14 10	
	Bálmere	11 0	...	5 0	9 0	...	27 0	...	...	16 0	...	...	260 0	17 0	
	Jeysalmere	9 0	...	10 6	12 6	19 4	18 0	...	...	15 0	...	...	...	25 9	
	Marwar (Jodhpore)	12 3	20 0	6 9	8 12	25 0	22 8	...	...	20 0	20 0	...	...	16 4	

DEPARTMENT OF FINANCE AND COMMERCE.
(Statistical Branch).

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS IRRIGATION.

IRRIGATION OPERATIONS IN THE N.-W. PROVINCES FOR THE KHARIF SEASON OF 1886-87.

No. A21.—KHARIF STATEMENT.

IRRIGATION OPERATIONS OF FASL KHARIF, 1886-87.

Comparative Abstract of Irrigation and Rainfall in Canal Districts of the North-Western Provinces.

Districts.	Area in acres.	Culturable acres.	Area irrigated. Kharif, 1886-87.	Area irrigated. Kharif 1885-86.	1886-87 as compared with 1885-86. Increase.	Decrease.	Rainfall during Kharif Months of 1886 and 1885. April. 1886.	April. 1885.	May. 1886.	May. 1885.	June. 1886.	June. 1885.	July. 1886.	July. 1885.	August. 1886.	August. 1885.	September. 1886.	September. 1885.	Total. 1886.	Total. 1885.
			Acres.	Acres.	Acres.	Acres.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.
Saháranpur	1,425,920	1,093,101	46,355	44,004	2,351	...	...	...	2·2	1·8	6·1	10·5	6·1	7·6	11·0	13·8	9·7	1·0	35·7	34·7
Muzaffarnagar	1,072,000	908,497	77,384	79,938	...	2,554	...	·1	1·6	1·6	4·7	5·9	7·0	13·8	10·9	7·8	3·0	·2	27·2	29·4
Meerut	1,507,840	1,334,209	109,669	118,482	...	8,813	...	·2	3·5	·6	5·9	3·1	6·1	8·1	11·4	15·0	3·5	·2	30·4	27·2
Bulandshahr	1,214,080	1,084,407	46,263	73,241	...	26,978	...	·1	2·1	·6	7·7	8·3	11·8	22·3	18·4	15·7	·5	...	40·5	47·0
Aligarh	1,251,392	1,041,512	32,301	54,955	...	22,654	...	...	1·1	1·1	7·1	7·4	12·0	12·9	6·6	14·4	7·5	...	34·3	35·8
Muttra	932,480	862,096	26,825	28,238	...	1,413	...	...	·1	·9	5·2	4·9	12·7	8·9	6·4	13·9	·5	...	24·9	28·6
Agra	1,187,844	958,205	13,265	13,648	...	383	...	·1	·3	1·5	4·2	4·7	14·7	12·0	8·6	11·8	1·1	·1	28·9	30·2
Etah	1,112,960	894,829	20,718	34,341	...	13,623	...	...	1·0	1·0	4·6	7·6	6·6	10·6	9·2	12·3	4·9	...	26·3	31·5
Mainpuri	1,086,080	764,575	18,413	39,188	...	20,775	...	·2	1·8	·3	4·8	9·1	10·4	8·6	7·3	24·6	5·6	1·4	29·9	44·2
Farukhabad	1,100,160	864,792	10,945	21,564	...	10,619	...	·4	1·6	·5	10·8	10·8	13·7	14·3	11·2	26·8	1·5	1·5	38·8	54·3
Etáwah	1,084,160	795,233	35,134	58,499	...	23,365	...	·1	2·2	·6	3·6	6·0	9·1	10·1	5·6	21·2	3·7	·6	24·2	38·6
Cawnpore	1,514,368	1,103,465	34,368	59,696	...	25,328	...	·4	·9	1·0	5·0	8·2	8·5	14·6	12·4	15·6	1·7	1·2	28·5	41·0
Delhi	805,120	525,440	69	121	...	52	...	...	·5	...	10·9	5·7	9·1	7·2	4·8	15·2	1·1	...	26·4	28·1
Gurgaon	1,240,320	993,280	11,709	24,103	...	12,394	...	...	·5	...	5·3	6·2	10·8	5·9	1·1	23·8	·6	·8	18·3	36·7
Dehra Dún	764,544	385,285	5,884	5,424	460	...	...	·4	3·0	4·2	7·5	16·1	28·3	16·7	30·3	59·8	8·6	6·0	77·7	103·2
Bijnor	1,195,520	1,024,539	2,028	3,228	....	1,200	...	·1	2·1	...	·9	9·9	7·0	15·2	11·7	11·3	·2·5	...	24·2	36·5
Tarái	590,720	560,856	27,239*	5,442	21,797	...	...	...	·5	·5	7·0	7·4	17·3	32·7	17·8	20·8	5·8	·7	48·4	62·1
Pilibhit	878,720	709,334	6,970	5,377	1,593	...	...	...	2·1	·6	5·5	10·8	10·1	16·0	23·0	28·6	11·5	4·8	52·2	60·8
Bareilly	1,018,240	911,423	35,750	32,460	3,290	...	...	...	1·3	·9	9·3	4·4	9·5	16·2	14·1	20·2	5·9	1·9	40·1	43·6
Jhansi	1,002,752	724,553	50	83	...	33	...	·2	·7	·2	2·8	7·0	17·8	11·3	7·4	13·6	1·7	·9	30·4	33·2
Hamirpur	1,464,704	1,230,803	300	226	74	...	...	·4	·3	·8	5·4	7·6	10·0	12·9	6·5	15·7	3·6	1·0	25·8	38·4
Jalaun	995,200	777,868	2,677	...	2,677	...	·5	...	·4	2·1	2·5	7·6	10·2	12·1	6·1	12·6	6·6	4·3	26·3	38·7
Kumaun Bhábar	3,840,000	Not known.	25,592	Not reported	25,592	...	·3	...	2·1	·7	11·9	9·1	22·5	23·3	31·5	26·9	6·2	7·7	74·5	67·7
Total	24,445,124	19,548,302	589,908	702,258	57,834	170,184	...	...	...	...	...	...	...	...	...	...	...	...	...	...
				Net decrease	...	112,350														

* Includes 22,494 acres irrigated by the Tarái Canals.

ALLAHABAD,
The 19th February, 1887.

H. W. CONDUITT,
Asst. Secy. to Govt., N.-W. P. and Oudh, P. W. D., Irrigation Branch.

No. B21.—KHARIF STATEMENT.

IRRIGATION OPERATIONS OF FASL KHARIF, 1886-87.

Statement in Acres of Crops irrigated in Canal Districts.

Naturb of Crops.	Saháranpur.	Muzaffarnagar.	Meerut.	Bulandshahr.	Aligarh.	Muttra.	Agra.	Etah.	Mainpuri.	Farukhabad.	Etáwah.	Cawnpore.	Delhi	Gurgaon.	Dehra Dun.	Bijnor.	Tarái.	Pilibhit.	Bareilly.	Jhansi.	Hamirpur.	Jalaun.	Bhábar.	Total.
I.—Gardens and orchards	909	583	981	648	515	91	137	261	79	11	64	195	...	70	318	...	...	...	32	4	...	12	230	5,140
II.—Sugarcane	14,548	42,651	65,806	8,006	914	684	1,134	2,177	3,124	3,702	6,915	4,243	...	559	1,020	1,461	1,141	957	8,520	9	270	993	289	169,123
III.—Cereals: Rice	27,394	25,007	10,046	160	827	...	1	276	198	23	143	2,987	...	...	4,442	557	26,018	5,966	26,394	12	11	3	20,767	151,232
III.—Cereals: Bajra	2	2	31	13	39	27	7	26	13	...	6	...	...	76	...	...	...	...	...	...	...	...	...	242
III.—Cereals: Juar	...	...	111	538	616	620	328	410	253	33	267	388	...	491	...	...	...	...	...	...	...	7	...	4,062
III.—Cereals: Maize	134	1,299	7,639	1,162	1,416	31	68	462	747	53	118	145	...	27	...	...	...	...	...	...	...	...	628	13,929
III.—Cereals: Miscellaneous	284	246	207	270	125	86	55	480	673	103	828	64	...	30	...	1	16	4	8	1	5	1,340	2,204	7,030
IV.—Pulses	49	400	508	27	20	86	12	7	1	...	...	...	...	65	...	...	...	...	...	...	...	137	416	1,728
V.—Fooder crops	210	957	3,650	1,312	34	....	...	23	...	...	4	...	...	1	...	...	...	2	...	...	...	...	222	6,415
VI.—Fibres: Cotton	417	1,699	6,477	6,969	4,059	11,180	2,080	1,666	1,081	51	131	66	11	4,871	...	2	8	...	....	10	...	...	595	41,373
VI.—Fibres: Other fibres	...	...	...	...	5	33	76	180	492	20	10	1	...	...	...	...	...	...	...	...	...	...	4	821
VII.—Dyes: Indigo	782	2,300	11,346	23,020	21,844	13,470	8,638	12,759	10,371	5,654	24,683	23,435	55	5,009	...	...	...	...	297	...	...	94	...	163,957
VII.—Dyes: Other dyes	...	...	425	1,137	159	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,721
VIII.—Drugs: Opium	...	...	...	...	...	2	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	7
VIII.—Drugs: Other Drugs	253	88	2.6	57	16	...	1	17	44	62	14	13	...	...	104	...	1	7	4	...	...	...	...	897
IX.—Oilseeds	...	...	...	...	2	...	...	9	49	...	...	...	...	...	...	...	...	...	...	...	...	...	...	60
X.—Miscellaneous	1,373	1,952	2,226	2,944	1,710	515	727	1,965	1,288	1,233	1,951	2,831	3	510	...	7	55	34	495	14	14	87	237	22,171
Total Kharif, 1886-87	46,355	77,384	109,669	46,263	32,301	26,825	13,265	20,718	18,413	10,945	35,134	34,368	69	11,709	5,884	2,028	27,239*	6,970	35,750	50	300	2,677	25,592	589,908
Total Kharif, 1885-86	44,004	79,938	118,482	73,241	54,955	28,238	13,648	34,341	39,188	21,564	58,499	59,696	121	24,103	5,424	3,228	5,442	5,377	32,460	83	226	...	Not reported.	702,258

* Includes 22,494 acres irrigated by the Tarai Canals.

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ALLAHABAD,
The 19th February, 1887.

H. W. CONDUITT,
Asst. Secy. to Govt., N. W. P. and Oudh, P. W. D., Irrigation Branch.

No. CXI.—KHARIF STATEMENT.

IRRIGATION OPERATIONS OF FASL: KHARIF, 1886-87.

Statement in acres of crops irrigated by canals in Canal Divisions.

Nature of crops.	Lower Ganges Canal.								Ganges Canal.				Agra Canal.	Eastern Jumna Canal.	Betwa Canal.	Dun Canals.	Rohilkhand Canals.	Bijnor Canals.	Bundelkhand Irrigation Works.		Tarai Canals.	Bhabar Canals.	Total.
	Northern.	Anupshahr.	Meerut.	Bulandshahr.	Aligarh.	Total.	Narora.	Mainpuri.	Cawnpore.	Etawah.	Bhogaipur.	Total.							Jhansi Lakes.	Hamirpur lakes.			
I.—Gardens and Orchards	371	349	470	564	919	2,673	2	5	191	74	41	313	271	1,287	12	318	32	...	4	...	...	230	5,140
II.—Sugarcane	22,576	25,134	34,166	6,512	2,175	90,557	1,849	1,233	6,254	7,240	2,289	18,864	2,346	43,696	993	1,020	10,077	1,401	9	270	541	289	169,123
III.—Cereals { Rice	22,099	2,644	7,081	393	1,100	33,317	23	93	149	2,591	495	3,351	30,394	...	3	4,442	30,495	557	12	11	21,883	20,767	151,232
Rajra	...	54	...	...	56	113	...	...	...	10	9	19	110	...	7	...	...	...	...	...	...	...	242
Juar	...	...	3,117	546	1,240	1,786	25	107	91	358	283	864	1,405	5,530	1,340	509	12	1	1	5	...	628	4,062
Maize	128	330	62	1,266	1,902	6,009	29	322	161	472	53	1,037	125	599	137	442	...	...	...	...	16	2,204	13,929
Miscellaneous	243	172	52	115	533	1,010	181	290	181	1,096	14	1,762	170	1,527	...	1,527	2	...	...	...	...	416	7,030
IV.—Pulses	303	262	1,810	...	13	570	...	...	...	...	...	...	163	3,775	...	3,775	...	...	...	...	...	222	1,728
V.—Fodder crops	420	1,569	2,468	915	2	4,659	...	120	...	649	178	1,059	18,065	2,648	94	...	297	2	...	...	8	595	6,415
VI.—Fibres { Cotton	...	1,159	...	6,861	6,951	17,859	45	440	67	80	2	697	100	...	...	...	...	...	10	...	...	4	41,373
Other fibres	697	...	6,365	17,746	11	67,677	174	2,176	19,605	24,388	15,321	66,659	26,582	...	4	104	12	...	...	...	...	...	821
VII.—Dyes { Indigo	...	11,637	...	1,721	31,232	1,721	4,969	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	163,957
Other dyes	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	1,721
VIII.—Drugs { Opium	...	...	...	...	13	279	14	32	...	23	...	145	1	356	...	104	...	...	...	...	...	...	7
Other drugs	1	24	163	78	3	3	...	57	76	...	...	57	...	...	...	...	...	...	...	...	...	...	897
IX.—Oilseeds	...	...	...	...	2,572	8,653	1,920	252	2,383	1,989	2,150	8,694	1,732	2,149	87	...	538	7	14	14	46	237	22,171
X.—Miscellaneous	1,445	1,717	1,230	1,689																			
Total Kharif, 1886-87	48,346	45,051	56,978	38,400	48,722	237,497	9,231	5,126	29,159	38,970	21,039	103,525	51,083	91,313	2,677	5,884	47,465	2,028	300	22,494	25,592	589,908	
Total Kharif, 1885-86	47,891	56,684	58,734	59,913	77,430	298,652	17,496	24,196	45,719	65,752	38,562	191,725	65,019	94,622	...	5,424	43,279	3,228	83	226	...	...	702,258

H. W. CONDUITT,
Asst. Secy. to Govt., N.-W. P. and Oudh, P. W. D., Irrigation Branch.

ALLAHABAD,
The 19th February, 1887.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 21st APRIL, 1887.

GENERAL REMARKS.—Slight rain has fallen generally in most parts of Madras, Bombay, Mysore, Bengal, and Assam, and showers are also reported from a few places in the North-Western Provinces and Oudh, the Punjab, Central Provinces, Central India, and Rajputana.

In Burma there was general rain during the week ending the 9th instant, but during the week ending the 10th idem the falls were confined to a few districts in Lower Burma only.

The *rabi* crops have been nearly gathered in all Provinces, and threshing operations are now in general progress. Prospects show no improvement in the Punjab, where the harvest, which is advancing, is anticipated to yield below the average.

Preparations for the *kharif* have begun in parts of Bombay, the Central Provinces, and Berar, where the land is being ploughed.

Except that the crops need rain in one or two districts, agricultural prospects in the Madras Presidency are fair. In Mysore and Coorg the outlook continues satisfactory.

The spring rice harvest is progressing in Bengal and Assam, and promises to yield excellently in Sylhet. Lowland paddy is being sown in Bengal, and the *ahu* paddy is coming up well in Assam.

Sugarcane is doing well in Bengal, the North-Western Provinces and Oudh, and the Central Provinces; it is being planted in Bombay and is being harvested in Madras.

Cotton-picking is in progress in Madras and Bombay.

Indigo-sowing has commenced in the North-Western Provinces and Oudh, and the crop promises favourably in Bengal.

The public health is generally satisfactory in all Provinces.

Cattle-disease is chiefly prevalent in Madras and Bombay.

Prices are fluctuating in the Punjab. Elsewhere they are generally stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(April 20th)		
Bellary . . .	Average last week since revised, ·21; this week, ·22.	Standing crops generally good. Harvest paddy, sugarcane and cotton, yield about average. Fever in one and cattle-disease increasing in four taluks.
Kurnool . . .	Average ·02	Standing crops good. Harvest cotton, outturn below average. Cattle-disease decreasing in five taluks.
Ganjam . . .	Average for week ending 2nd instant since revised, ·65; this week, ·15.	Small-pox in two and fever in four divisions. Cholera slightly increasing. Cattle-disease in one division.
Kistna . . .	Average ·05	Standing crops generally good. Slight fever. Cholera decreasing in four and cattle-disease increasing in two taluks.
Chingleput (Madras) .	. . . .	Standing crops fair, but in parts withered to some extent for want of rain. Harvest paddy, outturn below average. Fever in one and small-pox in two, and cattle-disease decreasing in one taluk.
Coimbatore . . .	Average ·23	Standing crops generally good. Harvest paddy and *ragi*, outturn average. Fever and small-pox in one taluk.
Tanjore . . .	Average ·28	Standing crops generally good, but in parts of one taluk not flourishing for want of rain. Harvest wet and dry crops, outturn up to average. Cattle-disease decreasing in two taluks.
Madura . . .	Average last week since revised, ·52; this week, ·30	Fever and small-pox in one, and cattle-disease increasing in two taluks.
Malabar . . .	Average ·88	Third crop cultivation progressing. Fever in two and small-pox in nine taluks.
Travancore . . .	·34	Sowings going on. Small-pox and fever in places. *General Remarks.*—General prospects fair.
Bombay—(April 20th)		
Karachi . . .	*Nil*	River at Kotri on 17th, 4 feet 8 inches against 8 feet on same date last year. *Rabi* harvesting in progress throughout the district. Fever in eight and cattle-disease in one taluka. Previous case of small-pox in Ghorabari recovered. Wheat, red rice and *bajri* in Karachi 22, 30 and 32 and in Kotri 24, 40 and 40 pounds per rupee, respectively.
Hyderabad . . .	*Nil*	*Rabi* harvesting continues in eleven talukas. Fever in two, small-pox in four, and cattle-disease in one taluka. River at Kotri on 18th, 4 feet 10 inches against 8 feet 1 inch on same date last year. Wheat 22, *bajri* 37, *jowari* 40, white rice 20 and red rice 40 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Ahmedabad . . .	*Nil*	Harvesting of *rabi* and cotton-picking in progress. Public health good. Small-pox among cattle in Dholka and Paranij. Wheat 29 and *bajri* 31 pounds per rupee.
Baroda . . .	*Nil*	Public health good. Measles prevalent in Baroda, Kadi and Amreli divisions. Cotton-picking in progress. *Bajri* 29, wheat 19, and rice 21 pounds per rupee.
Surat	*Nil*	*Rabi* reaping almost completed. Cattle healthy. Fever in Bardoli taluka. *Jowari* 39 and *nagli* 44 pounds per rupee.
Nasik . . .	Baglan, ·30	*Rabi* thresling in progress. Land being prepared for rice and *nagli* crops in parts of Kalwan and Peint. Public health good throughout the district, except in Peint, where slight fever continues. Wheat 23¼, *bajri* 30¾, and rice 20¾ pounds per rupee.
Colaba (Bombay) . .	·02 on 13th	Abnormal temperature rose from 1° warm on 13th to 2° warm on 14th; fell to 2° cool by the 17th and then again rose to *nil* by the 19th. Vapour in air decreasive on 13th. Normal from 14th to 18th and excessive on 19th. Abnormal wind northerly from 13th to 15th. Wind normal from 16th to 19th. Thunder on 13th and lightning on 19th.
Poona	Light showers in Indapur, Khed and Purandhar talukas and in Poona city.	Harvesting of *rabi* crops almost completed, except in Bhimthari taluka, where *jowari*, wheat and grain are being threshed. Public health generally good. Slight cattle-disease in Indapur and small-pox in Bhimthari taluka. *Bajri* 44 and *jowari* 55 pounds in the district, and *bajri* 37 and *jowari* 42 pounds per rupee in Poona city.
Ahmednagar . .	*Nil*	Harvesting of *rabi* crops in progress. Health good. *Bajri* 57 and *jowari* 61 pounds per rupee.
Sholapur . . .	Sholapur, ·22; Barsi, ·84; Madha, ·85; Karmala, ·23; Pandharpur, ·73.	Lands being prepared for *kharif* crops. Five cholera cases at Pandharpur, one fatal. *Jowari* 62½ and *bajri* 53¾ pounds per rupee.
Dharwar . . .	Above 2·0 in Mugud and above 1·0 in Dharwar and Nadgund; slight in other talukas.	Harvesting of late *jowari* and cotton-picking in progress. Ground being prepared for early crops. Scarcity of fodder in Nawalgund and of drinking-water in Gadag, Karajgi and Kod talukas. Small-pox in Nawalgund taluka. Public health generally good. Rice 24¾ and *jowari* 58¾ pounds per rupee.
Kanara . . .	Siddapur, ·25; Mundgod, 1·16; Haliyal, 1·10; Supa, ·57.	Sugarcane planting continues. Preparing and manuring fields for monsoon crops. Slight fever in Sirsi and cattle-disease in Haliyal taluka. Weather hot. Common rice in Karwar and district average 13 seers per rupee.
Rajkot . . .	. . . .	Weather hot. Health generally good. Measles in some parts of Halar and Sorath. Wheat 24, *bajri* 25, and *jowari* 35 pounds per rupee.
		General Remarks.—Slight rain in parts of nine districts. Harvesting of *rabi* crops still progressing in some districts. Scarcity of drinking-water and fodder continues in parts of Dharwar. Fever and cattle-disease in parts of nine, small-pox in parts of eight, and cholera in parts of three districts.
Bengal—(April 20th)		
Chittagong (April 19th)	Drizzling rain on 16th	Weather hot. Lands being prepared for early rice. Prices steady. Cholera still reported, but public health good.
Dacca	1·21	Prospects good. *Boro* rice harvest begun. *Aman* paddy being sown in lowlands. Cholera in parts of district.
24-Pergunnahs (Calcutta).	0·50	Sugarcane promising. Ploughing continues. A few cases of cholera; public health otherwise good.
Khoolna . . .	*Nil*	Ploughing goes on. Harvesting of *boro* rice continues. Some cholera, but public health fair.
Moorshedabad . .	*Nil*	Weather hot. *Rabi* crops harvested. Prospects of indigo and sugarcane good. Public health good.
Pubna	0·95	Weather hot. Outturn of *rabi* crops fair. Rice sowing goes on. Cholera in some places.
Dinagepore . . .	0·57	Rain throughout district. Land being prepared for *bhadoi*. Sowing of jute and planting of sugarcane begun. Cholera reported from seven thanas.
Rungpore . . .	0·83	Weather stormy. Jute up in some places. Cholera, bowel-complaints, and measles prevalent in Sadr station. Health of district fair.
Midnapore . . .	1·34	Weather cool. Tillage going on well. General health excellent.
Burdwan . . .	1·24	Prospects very good. Rice cheap. Public health fair. Cow-pox in one thana.
Bhagulpore . . .	0·14	*Rabi* harvest nearly over. Rice sowings progressing in lowlands. Sugarcane doing well. Mango not promising. Cholera continues in north.
Purneah . . .	0·08	All crops doing well. Cereal harvest progressing. Lands being prepared for *bhadoi* and sowings begun. Health of people and cattle fair. Rivers low.
Chumparun . . .	0·42	*Rabi* crops being gathered. Indigo plants growing. Public health fair. Cholera has appeared among opium *asamis*.
Patna	*Nil*	*Rabi* crops all gathered and are in threshing floor, a fair outturn expected. Opium weighment begun. Public health generally good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Durbhanga . . .	0·46	*Rabi* harvest nearly over. Late rain benefited rice and *moong* sowings, but did considerable injury to mango. Cholera continues in the town.
Gya	*Nil*	Threshing of *rabi* crops still goes on. Sugarcane thriving well. Small-pox, fever, and cholera prevailing to some extent.
Hazareebagh . .	*Nil*	Weather seasonable. *Rabi* crops harvested, outturn generally good. Mango indifferent. *Mahua* fair. Public health good.
Cuttack . . .	0·86	Weather hot and cloudy. *Dalua* rice being reaped. Ploughing goes on briskly. Price of rice unchanged. Public health good.
		General Remarks.—Rain in many districts has helped ploughing and early sowings. Prospects of indigo and sugarcane favourable. In Darjeeling tea somewhat injured by hail. *Boro* rice harvest progressing. *Rabi* crops nearly all gathered. *Mahua* being gathered in Chota Nagpur. Public health continues generally fair.
N.-W. Provinces and Oudh—(April 20th)		
Benares (April 19th)	. . . . .	Weather getting warmer daily. Reaping of *rabi* completed. Threshing continues in some places. Sugarcane being irrigated. Supplies ample. Prices steady. Cholera no longer exists in an epidemic form in the district. Public health good. No cattle-disease.
Ballia („ 18th)	. . . . .	Sky clear. Weather getting hot. Threshing operations progressing. Sugarcane sowings completed. Supplies ample. General health good.
Gorakhpore („ „)	. . . .	Threshing in progress. Prices stationary. Health fair.
Fyzabad („ 19th)	. . . .	Weather clear, with high west winds. Sowing of sugarcane nearly completed and that of *sawan* and indigo going on. Small-pox in two tansils and cattle-disease in one.
Lucknow („ 18th)	. . . .	Heat increasing. *Rabi* crops nearly gathered. Sugarcane being irrigated. Markets well supplied. Prices steady. Public health good. No cattle-disease.
Rai Barelli („ „)	. . . .	Weather at times cloudy. Heat increasing. *Rabi* nearly harvested. Supplies ample. Prices unchanged. Cases of cholera reported from tahsil Dalmau; otherwise health good.
Partabgarh („ 19th)	. . . .	East and west winds prevalent. *Sawan* and sugarcane being irrigated. Indigo sowing has commenced. Prices rising. Cholera and small-pox are still reported from the tahsils.
Allahabad („ „)	Meja, ·70	Markets well supplied. Prices stationary. Sporadic cholera and small-pox in trans-Ganges tract; otherwise health good.
Cawnpore („ „)	. . . .	Weather generally sultry and cloudy or stormy. Harvesting in progress. Prices steady. Some fever in five and cattle-disease in one pergunnah.
Banda („ „)	Slight showers on 13th and 14th.	Weather seasonable. Threshing and winnowing going on. Prices slightly rising. Cholera in three tahsils, 20 attacks and 8 deaths; otherwise public health good. Cattle-disease in five villages.
Farakhabad („ „)	. . . .	Weather seasonable. Markets well supplied. Prices lowering. Health improving. No cattle-disease.
Sitapur („ „)	. . . .	Weather dry and hot. Most of the crops harvested, outturn said to be bad. Prices slightly rising.
Bareilly („ „)	. . . .	Harvest practically completed. Prices easy. Health of men and cattle good.
Kumaon („ „)	Rain with hailstorms	Weather cloudy and unsettled. The hail has injured crops in places. Prices stationary. Cholera in Kali Kumaon and Bhabar. Cattle-disease on decrease.
Agra („ 18th)	*Nil*	*Rabi* being harvested. Prices steady. Slight fever and small-pox reported in two pergunnahs.
Jhansi („ „)	Slight showers	Threshing and winnowing in full progress. Prices slightly rising. Small-pox in places. Condition of cattle good.
Meerut („ 19th)	Slight rain and storm	Weather seasonable. *Rabi* harvest almost completed and threshing commenced. Price of wheat falling. Health good.
		General Remarks.—*Rabi* harvest practically completed. Weather getting hot. Slight rain in a few districts. Sugarcane being irrigated and indigo sowing commenced. Supplies ample. Prices steady. But for cholera and small-pox which are reported from some districts, the public health is good.
Punjab—(April 20th)		
Delhi (April 19th) .	. . . .	Health good. Prices almost stationary. *Rabi* below average.
Hissar	. . . .	Fever increasing. Prices falling. *Rabi* very poor.
Umballa . . .	. . . .	Health good. Prices stationary. *Rabi* below average. Threshing in progress.
Jullundur . . .	. . . .	Health good. Prices high. *Rabi* crops indifferent. Harvesting commenced.
Amritsar . . .	. . . .	Health good. Prices stationary. *Rabi* harvesting in progress.
Sialkot . . .	Slight rain	Health good. Prices stationary. *Rabi* prospects good. Harvesting of wheat commenced.
Ferozepore . . .	. . . .	Health good. Prices stationary. *Rabi* crops favourable on irrigated lands.
Lahore . . .	. . . .	Health good. Prices stationary. *Rabi* below average.
Rawalpindi . .	Slight rain	Health good. Prices rising. *Rabi* below average.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Shahpur		Health good. Prices high and stationary. *Rabi* below average, being harvested.
Multan		Health good. Prices stationary. *Rabi* prospects good, except on *sailab* lands.
Dera Ismail Khan	·39	Health good. Prices rising. *Rabi* crops unimproved.
Peshawar	·40	Health good. Prices falling. *Rabi* prospects poor.
		General Remarks.—Rain has fallen in the Sialko', Rawalpindi, Dera Ismail Khan, and Peshawar districts. General health good. Fever prevalent in the Hissar district. Prices falling in the Hissar and Peshawar districts, rising in the Rawalpindi and Dera Ismail Khan districts; elsewhere stationary. *Rabi* being harvested, expected yield below average.
Central Provinces— (April 20th)		
Nagpur	·25	Weather hot and cloudy, with occasional showers. *Rabi* threshing progressing. Small-pox in places. Prices steady.
Jubbulpore	Light showers on 17th and 18th.	Weather cloudy. Winnowing in progress. Small-pox in places. Prices steady.
Saugor	·10	Weather hot and occasionally cloudy. Harvesting continues. Health good. Prices slightly rising.
Seoni		Weather cloudy and hot. *Rabi* being threshed. *Kharif* ploughings in progress. Cattle-disease in places. Prices steady.
Hoshangabad		Weather hot. Threshing of *rabi* continues. Fever prevalent. Prices stationary.
Khandwa		Weather seasonable. *Rabi* threshing in progress. Small-pox continues. Prices stationary.
Raipur		Weather hot. *Rabi* threshing nearly completed. Cattle-disease continues. Prices stationary.
Bilaspur		Weather cloudy and stormy. *Kharif* ploughings continue. Sugarcane doing well. Cattle-disease abating. Health good. Prices stationary.
Sambalpur (April 16th)	·14	Weather hot and cloudy. Sugarcane doing well. Health good.
		General Remarks.—Cloudy weather has continued throughout the week. The threshing of the *rabi* crops is approaching completion. Prospects unchanged.
Burma—(April 13th)		
Akyab (April 9th)		Several cases of cholera in town; otherwise public health and health of cattle good.
Bassein	·74 (Total rainfall to date ·85).	One death from small-pox; otherwise public health and health of cattle good.
Amherst (Moulmein)	·73 (Total rainfall to date 4·79).	Slight cholera in town; otherwise public health and health of cattle good.
Tavoy	·75 (Total rainfall to date 4·06).	Public health and health of cattle good.
Pegu	·99 (Total rainfall to date 2·45).	Public health and health of cattle good.
Henzada	·14 (Total rainfall to date ·35).	Public health and health of cattle good.
Prome	·31 (Total rainfall to date ·31).	Public health good. Slight cattle-disease in two townships.
Thayetmayo	·30 (Total rainfall to date ·30).	Public health and health of cattle good.
Shwebo	·06 (Total rainfall to date ·60).	One case of small-pox; otherwise health good. Spring crop commenced producing grain.
Mandalay	·27 (Total rainfall to date 1·17).	One case of cholera in town and slight small-pox in Ugasinga; otherwise public health and health of cattle good. Preparation of land for spring crop progressing. Food-supply sufficient, and prices normal.
Yamethen	*Nil* (Total rainfall to date 1·14).	Health good. Spring paddy sowing progressing.
		General Remarks.—Slight cholera in four and slight small-pox in one district; otherwise health of Lower Burma good. Slight cattle-disease in one district. Reports received from five districts of Upper Burma. Slight cholera and small-pox in Mandalay, small-pox also in Shwebo, and fever and small-pox in Miktila. Food-supply in Miktila insufficient. Crops progressing.
Burma—(April 20th)		
Akyab (April 16th)		Several cases of cholera in town and district. Cattle healthy.
Bassein		Public health good. Six deaths from cattle-disease in one township.
Rangoon		Public health and health of cattle good.
Moulmein	·10 (Total rainfall to date 4·89).	Cholera has been severe in jail, but only a few cases in town. Cattle healthy.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Tavoy	·95 (Total rainfall to date 5·01).	Public health and health of cattle good.
Pegu		Public health and health of cattle good.
Henzada		Public health and health of cattle good.
Prome	·51 (Total rainfall to date ·82).	Public health and health of cattle good.
Toungoo	·14 (Total rainfall to date ·49).	Public health and health of cattle good.
Thayetmayo	*Nil*	Public health and health of cattle good.
Shwebo	(Total rainfall to date ·60).	One case of small-pox; otherwise health good. Spring crop commenced producing grain.
Myingyan	*Nil* (Total rainfall to date ·05).	Some cases of measles; otherwise health good. Food-supply sufficient and prices ordinary.
Mandalay	·01 (Total rainfall to date 1·18).	Fifty deaths from small-pox in one township; otherwise public health and health of cattle good. Transplanting of spring crops progressing. Food-supply sufficient and prices normal.
Minbu	*Nil* (Total rainfall to date ·34).	Health good. Paddy all taken in. Food-supply sufficient and prices normal.
Yamethen	*Nil* (Total rainfall to date 1·14).	Health good. Sowing of spring crop progressing.
		General Remarks.—A few cases of cholera in Akyab town and district and in Amherst and Thongwa districts; otherwise health of Lower Burma good. Slight cattle-disease in two districts. Reports received from eight districts of Upper Burma. Fifty deaths from small-pox in one township of Mandalay district. A few isolated cases in two other districts; otherwise health of people good. Food-supply generally sufficient and prices normal, except in Poinmana, where prices are rising and scarcity of paddy is apprehended. Crop prospects satisfactory.
Assam—(April 20th)		
Gauhati (April 19th)	2·90	Weather seasonable. A few cases of cholera reported from Koulpur; public health otherwise good. Sowing of *ahu* paddy finished, and its prospects are fair.
Sylhet	1·04	*Boro dhan* harvest promises to be an excellent one. Prospects generally good.
Cachar	1·84	Weather warm. A severe storm on evening of the 16th. Ploughing and sowing of *dumahi* and *murali* crops continue. Common rice 15¼ seers per rupee. Thirty deaths from cholera reported from Katigara.
Dibrugarh	·10	Weather fair. Prospects of crops good. *Ahu* seedlings thriving. Public health good.
Mysore and Coorg— (April 20th)		
Bangalore	Except in Bangalore and Kolar districts, slight rain is reported throughout the State.	Standing crops in good condition, except in parts of the Tumkur district. Prospects of season favourable. In parts of the Kadur district water-supply is reported to be diminishing. Public health good. Small-pox and cattle-disease continue. No material change in prices.
Mysore		
Mercara (April 20th)	·14	Prospects good. Prices stationary.
Berar and Hyderabad— (April 20th)		
Amraoti		Weather cloudy and close. *Rabi* threshing completed. Lands being prepared for *kharif* crops. Slight fever in places. Wheat 16 and *jowari* 26 seers per rupee.
Akola		Weather warm. Preparation for next cultivation progressing. Isolated cases of small-pox in district.
Hyderabad	Average ·18	*Tabi* crops prospering. Reaping of *rabi* crops nearly concluded. Cholera still prevalent. Prices—wheat 13¾, coarse rice 12, white *juar* 13¾, yellow *juar* 19, and *tur* 15¼ seers per current sicca rupee.
Central India States— (April 20th)		
Indore		Weather cloudy at times. Health good.
Morar (Gwalior)	·13 (Total rainfall to date ·16).	Health good. Weather stormy and cloudy.
Neemuch	Few drops	Weather cloudy. Health good. Prices rising.
Goona		Health and prospects good.
Sutna		Weather hot. Cholera reported in Sutna Bazar; 5 cases, 1 death. Prospects good.
Agar	·17 and hail on 15th	Prospects fair. Health good.
Sehore		Weather warm and cloudy. *Rabi* harvest progressing.
Nowgong		Weather seasonable. Health fair. Prices steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana – (April 20th)		
Abu . (April 20th)	*Nil*	Weather seasonable and occasionally cloudy and windy.
Sirohi . („ 17th)	*Nil*	Tanks dry; wells good. Health good. Weather thundery, cloudy, and oppressive during afternoons of last three days.
Marwar („ 10th)	·38	Tanks about half full. Some small-pox. Crops being harvested. Nights warm and sultry. Prices stationary.
Kherwara („ 17th)	*Nil*	Tanks and wells slightly lower. Crops same as last week. Health good. Prices as before. Weather warmer and seasonable.
Meywar („ 19th)	*Nil*	Tanks and wells low. Crops being reaped. Health good. Prices stationary. Heat increasing daily
Harowti („ „)	Deoli, 2·0; Shahpura, 2·0.	Weather occasionally cloudy. Strong westerly wind. Health good.
Jhallawar („ 13th)	*Nil*	Weather cloudy, gusty and hot. Small-pox still reported.
Kotah („ 16th)	. . . .	Harvest in progress. Prices rising. Health good. Weather cloudy and unsettled, with occasional storms.
Ajmere („ 19th)	. . . .	Weather hot, with clouds. Crops being reaped. Health good. Cattle-disease reported in some villages of Todgarh. Wheat 23, barley 43, and gram 44 pounds per rupee.
Jeypore („ „)	. . . .	Weather seasonable.
Kerowlee („ 16th)	. . . .	Tanks dry; wells drying. Harvesting nearly finished. Small-pox continues. Prices rising. Weather hot.
Dholepore („ „)	*Nil*	Wells and tanks drying. Crops being threshed. Small-pox reported. Prices rising. Weather getting hotter.
Bhurtpore („ 19th)	. . . .	Harvesting in progress. Weather good. Prices falling.
Ulwur („ „)	Slight shower on 16th.	Fever continues; otherwise health good. Prices steady.
Bickanir („ 16th)	·18	Health good. Prices stationary. Weather getting hot.
Nepal – (April 14th)		
Katmandu (April 15th)	1·32	Weather seasonable. Prospects fair.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. L of 1886-87.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 20th March, 1887. Total.	Per mile open.	Total mean length open.	Receipts for week ending 19th March, 1887. Total.	Per mile open.	Total Receipts from 1st April, 1886, to 20th March, 1887. Total.	Per mile open per week.	Total Receipts from 1st April, 1886, to 21st April, 1886, to 19th March, 1887. Total.	Per mile open per week.	Total increase in 1886-87.	Total Decrease in 1886-87.
			Rs.	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
	Lines worked by Guaranteed Companies.												
2nd April, 1887	Oudh and Rohilkhand	680	1,34,071	198	686	1,26,736	185	55,77,581	177	63,67,853	185	7,90,272	...
26th Mar., 1887	Madras . . .	872	1,47,335	171	831	1,49,534	170	73,74,397	169	77,73,513	185	3,99,040	...
2nd April, 1887	South Indian . .	954	1,11,473	172	954	93,277	143	43,93,083	133	49,13,945	149	5,19,862	...
2nd ditto .	Great Indian Peninsula	1,504	8,49,017	563	1,504	8,23,199	561	3,59,45,140	491	3,77,50,920	498	17,05,480	...
2nd ditto .	Bombay, Baroda and Central India . .	401	2,47,178	539	401	2,44,000	520	1,24,35,450	533	1,27,05,005	546	2,69,555	...
	TOTAL .	4,160	14,88,084	358	4,130	14,83,826	359	6,48,25,727	312	6,97,09,942	333	46,84,215	...
	State Lines worked by Guaranteed Companies.												
9th April, 1887	East Indian . .	1,515	9,59,068	633	1,515	9,97,342	658	4,52,70,787	591	4,52,32,546	592	...	38,241
9th ditto .	Patna-Gya . . .	57	10,556	185	57	10,690	187	4,70,179	159	5,17,433	179	38,254	...
9th ditto .	Dildarnagar-Ghazipur	12	724	60	12	812	68	44,701	74	46,102	76	1,341	...
9th ditto .	Sindia . . .	75	6,141	82	75	8,513	114	3,01,503	99	3,29,573	103	28,070	...
2nd ditto .	Rajputana-Malwa (*a*) .	1,664	3,34,227	169	1,664	3,15,000	189	1,70,24,814	203	1,73,11,522	200	2,80,708	...
2nd ditto .	Southern Mahratta .	315	29,737	82	953	50,888	90	10,05,348	64	17,86,017	92	7,65,469	...
9th ditto .	Indian Midland . .	...	...	...	42	5,300	128	...	...	1,44,898	68	1,44,898	...
2nd ditto .	Lucknow-Sitapur-Sihramau . .	...	...	...	59	2,847	51	...	...	(*b*) 57,216	60	57,216	...
	TOTAL .	3,698	13,40,453	378	3,963	13,90,391	352	6,42,61,742	319	6,53,65,507	341	11,83,715	...
	State Lines worked by Government.												
Last 5 days of March, 1887	Eastern Bengal . .	234	91,610	391	234	88,225	377	44,41,304	370	51,82,681	439	7,38,377	...
2nd April, 1887	Nalhati . . .	27	1,056	72	27	2,627	96	76,003	56	84,833	62	7,840	...
Last 5 days of March, 1887	Northern Bengal .	249	38,805	150	249	36,180	145	22,00,304	178	25,24,832	193	2,58,528	...
Ditto .	Kaunia-Dharla . .	37	2,110	57	37	2,662	72	1,27,061	67	1,29,302	69	2 241	...
2nd April, 1887	Tirhoot . . .	220	26,001	115	240	31,246	127	12,63,078	111	15,34,841	124	2,71,103	...
2nd ditto .	Wardha Coal . .	45	14,350	314	45	13,183	293	6,29,454	277	7,27,669	321	98,215	...
2nd ditto .	Nagpur and Chhattisgarh . . .	149	33,180	223	149	30,444	205	13,80,585	184	12,37,235	164	...	1,49,350
2nd ditto .	Burma . . .	327	77,314	230	327	1,00,103	300	21,80,542	137	27,49,446	105	4,65,904	...
26th Feb., 1887	Chenta-Companyganj	...	...	...	...	... (*c*)	...	...	...	(*d*) 1,538	8	1,538	...
9th April, 1887	North-Western (*e*) .	1,869	5,04,755	270	1,989	4,48,221	225	2,81,70,048	298	2,24,04,392	224	...	56,64,686
2nd ditto .	Bareilly Pilibhit .	30	3,103	88	30	2,058	57	80,488	44	87,920	48	7,432	...
Last 5 days of March, 1887	Dacca . . .	80	4,207	49	80	5,415	63	1,58,355	30	2,06,258	62	1,49,903	...
26th Mar., 1887	Jorhat . . .	26	500	23	26	688	26	33,147	25	38,081	25	4,934	...
9th April, 1887	Bilaspur-Etawah(Kutni-Umaria Section) .	...	...	...	38	1,575	41	...	...	(*f*) 30,908	41	30,908	...
	TOTAL .	3,311	7,07,877	241	3,479	7,71,087	221	4,08,35,959	245	3,70,58,909	219	...	37,77,953
	GRAND TOTAL (GUARANTEED AND STATE)	11,169	36,26,014	326	11,578	36,46,974	315	16,98,63,478	305	17,90,54,355	301	21,90,877	...
	GROSS ESTIMATED EXPENSES .	...	...	...	...	...	...	8,63,45,118	155	8,46,60,582	148	...	...
	NET RECEIPTS .	...	...	...	...	...	...	8,35,18,300	150	8,73,84,773	153	38,66,413	...
	Assisted Companies.												
Last 5 days of March, 1887	Bengal Central . .	125	13,883	111	125	12,198	98	5,17,169	82	5,71,332	91	54,163	...
2nd April, 1887	Rohilkhand-Kumaon .	67	5,554	83	67	5,929	88	2,41,592	71	2,81,512	83	39,920	...
26th Mar., 1887	Dibru-Sadiya (late Assam Railway) .	78	6,629	85	78	7,387	95	2,68,066	65	3,33,572	81	65,506	...
2nd April, 1887	Bengal and North-Western . .	303	28,497	94	376	34,740	92	13,33,328	87	18,21,601	112	4,88,273	...
9th ditto .	Tarakessur . .	22	5,994	269	22	5,015	232	2,45,895	218	2,38,934	213	...	7,262
	TOTAL .	595	60,557	102	668	65,856	99	26,06,051	87	31,49,051	96	6,40,000	...
	Native States.												
26th Mar., 1887	Bhavnagar-Gondal .	193	17,069	88	193	20,169	104	9,13,056	93	9,42,523	97	29,467	...
2nd April, 1887	Jodapore . . .	64	4,802	75	64	4,100	64	1,81,327	56	2,05,077	64	23,750	...
26th Mar., 1887	Nizam's . . .	121	19,857	164	208	29,874	144	11,11,104	181	14,28,192	139	3,17,088	...
2nd April, 1887	Mysore . . .	140	8,570	61	140	9,830	70	4,29,910	61	4,96,945	66	3 ,9035	...
9th ditto .	Rajpura-Patiala .	16	1,379	86	16	1,693	68	54,999	68	56,144	70	1,148	...
2nd ditto .	Mohr . . .	...	...	...	68	2,307	37	...	...	51,135	24	51,128	...
	TOTAL .	534	51,677	97	689	67,579	98	26,90,393	100	31,49,609	94	4,59,210	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Total Receipts from 20th November, 1886, to 19th March, 1887.
(*c*) Return not received.
(*d*) Total receipts from 16th June, 1886, to 26th February, 1887.
(*e*) Includes the Amritsar-Pathankot State Railway.
(*f*) Total receipts from 31st October, 1886, to 19th March, 1887.

SIMLA,
The 20th April, 1887.

R. GARDINER, *Captain, R.E.,*
Offg. Under-Secretary.

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL BRANCH PRESS, *Simla.*

SUPPLEMENT TO

The Gazette of India.

No. 18.} CALCUTTA, SATURDAY, APRIL 30, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the Week ending the 23rd April, 1887.

The most important feature in the meteorology of the past week has been the establishment of hot dry north-westerly and westerly winds (characteristic of the hot season) down the Gangetic plain. From the 20th until the close of the week they blew steadily over the south of the Panjab, the North-Western Provinces, Behar and as far east as Lower Bengal. They were attended with a rapid rise of temperature and great dryness.

The distribution of pressure has been comparatively stable. On most days the pressure was lowest in Western Bengal and Chutia Nagpur; and the pressure has been high in the Indus region and down the west coast.

In the earlier part of the week there were two minima, one lying over Rajputana, the second in Western Bengal. The general aerial circulation was also simple. North to north-west winds prevailed at most stations in Western India and southerly to south-westerly winds on the east coast, with north-west winds down the Gangetic Valley. In Central and North-Western India and the Deccan, the northing of the winds has been very striking.

Any rainfall has been restricted to three well defined areas, *viz.*, the North-West Himalaya and the neighbouring plains stations, where slight rain fell locally on five out of the seven days; second, Assam and parts of North and East Bengal where rain fell on the 17th, 18th and 19th, and again slightly on the 22nd and 23rd; and third, the south of the Peninsula and Ceylon where light sporadic rain occurred throughout the week.

Throughout Northern India, with the single exception of Roorkee, the rain has been even less than the average; and the following table shows, therefore, an increase of the

seasonal deficiency as compared with that of last week. At Darjeeling and Calcutta the rainfall of the seven days was half an inch less than the normal average :—

Stations.	Actual rainfall from 1st November, 1886, to 23rd April, 1887.	Average rainfall from 1st November, 1886, to 23rd April, 1887.	Difference.
	In.	In.	
Multan	0·64	1·69	—1·05
Peshawar	2·43	6·88	—4·45
Murree	10·24	13·65	—3·41
Rawalpindi	4·98	10·18	—5·20
Lahore	0·62	3·48	—2·86
Simla	10·83	10·67	+0·16
Delhi	2·49	2·96	—0·47
Roorkee	4·06	5·59	—1·53
Meerut	2·76	3·75	—0·99
Bareilly	3·54	3·36	+0·18
Agra	1·13	1·64	—0·51
Lucknow	1·28	1·70	—0·42
Allahabad	4·58	1·72	+2·86
Darjeeling	9·69	7·05	+2·64
Calcutta	5·24	5·14	+0·10

The temperature returns exhibit a general rise during the week, the increase being most marked in Northern India. The day temperatures especially rose considerably during the last few days, and readings between 109° and 110° were registered in the central parts of the country from the 21st to the 23rd.

The weather generally has been clear or nearly so; except in the north of the Panjab, during the first part of the week, when overcast skies were reported locally.

The final table shows that the mean pressure of the week was above the normal average in the Panjab, part of the North-Western Provinces and Sind, but below it elsewhere; the greatest deficiency within India being in Behar. The temperature was above the monthly average except along the west coast of the Peninsula, where there was a slight deficiency. The excess was considerable over the central parts of the country and in Assam. The amount of moisture in the atmosphere was generally below the average, but in Behar, North Bengal, Assam, Guzerat, Malabar and the Carnatic there was a slight excess.

Districts.	Difference of Barometer from mean, April 17th to April 23rd.	Difference of Temperature from mean, April 17th to April 23rd.	Difference of Humidity from mean, April 17th to April 23rd.	Total Rainfall in week, April 17th to April 23rd.
Panjab, West	+·007	+2·8	— 3	1·01(1)
" East	+·013	+2·3	— 7	0·98(2)
N.-W. Provinces—Trans-Gangetic	—·031	+2·5	— 3	0·60(3)
" Cis-Gangetic	+·014	+3·3	— 8	Nil
Behar	—·076	+2·1	+ 7	Nil
Northern Bengal	—·039	+0·9	+17	0·79(4)
Assam—Cachar	—·065	+3·8	+ 1	4·79(5)
Lower Bengal—Chutia Nagpur	—·064	+1·7	— 4	1·33(6)
Orissa—Northern Circars	—·067	+0·8	— 2	0·01(7)
Central Provinces, South	—·041	+3·2	— 6	0·25(8)
Berar—Khandesh	—·045	+4·1	— 8	0·15(9)
Rajputana, Central India—Saugor and Narbudda	—·008	+1·7	— 2	0·35(10)
Sind—Cutch	+·007	+0·4	— 2	Nil
Guzerat	—·020	+2·8	+ 1	Nil
Konkan	—·027	0	0	Nil
Deccan—Hyderabad	—·052	+2·3	— 1	0·03(11)
Malabar	—·040	—0·5	+ 1	0·46(12)
Mysore—Bellary	—·029	+0·8	0	0·64(13)
Karnatic	—·050	+0·6	+ 4	0·78(14)
British Burma	—·081	+0·1	— 2	1·42(15)
Ceylon	—·032	—0·4	— 1	2·99(16)

(1) D. I. Khan, Peshawar, Murree, Rawalpindi, Sialkot.
(2) Ludhiana, Simla.
(3) Chakrata, Masuri, Roorkee.
(4) Darjeeling, Purneah.
(5) Sibsagar, Dhubri, Silchar.
(6) Burdwan, Dacca, Chittagong.
(7) Cuttack.
(8) Nagpur only.
(9) Amraoti only.
(10) Neemuch only.
(11) Belgaum only.
(12) Mangalore, Mercara, Cochin.
(13) Wellington only.
(14) Trichinoply, Coimbatore.
(15) Thyetmio, Tounghoo.
(16) Colombo.

Simla, the 25th April, 1887.

W. L. DALLAS,
for *Meteorological Reporter to the Govt. of India*

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt. Revenue) for the twelve months of the official year 1886-87, and of the fifteen preceding years.

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE TWELVE MONTHS, APRIL TO MARCH.																											
	BENGAL.			BOMBAY.			SINDH.			MADRAS.			BRITISH BURMA.			TOTAL BRITISH INDIA.												
	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	Total Import Revenue.	Export Revenue.	Total Revenue.	YEAR.
1871-72	10,52	70,95	24,64	6,32	48,75	4,66	1,10	1,35	2,44	3,74	12,57	14,31	1,82	4,60	23,83	23,50	1,38,22	69,88	30,25	1,06,811	1,61,72	2,31,60	1871-72.
1872-73	11,95	68,43	27,16	5,87	46,08	3,79	1,07	1,22	2,02	4,01	12,55	12,25	3,01	5,30	35,44	25,91	1,33,58	80,66	43,75	1,07,54	1,59,49	2,40,15	1872-73.
1873-74	11,23	65,09	21,19	6,71	51,69	4,34	1,30	1,00	1,40	3,79	14,02	15,20	3,40	5,49	30,74	26,43	1,37,29	72,87	39,63	97,51	1,63,72	2,36,59	1873-74.
1874-75	12,10	76,05	19,42	7,59	51,92	5,44	1,22	1,00	1,72	3,76	13,22	14,22	3,86	6,80	26,26	28,53	1,48,99	67,06	36,92	1,07,57	1,77,52	2,44,58	1874-75.
1875-76	12,71	72,96	20,94	8,17	50,29	4,43	1,37	1,02	1,20	4,81	13,44	11,79	3,77	5,46	34,03	30,83	1,43,17	72,39	43,26	1,06,61	1,74,00	2,46,39	1875-76.
1876-77	13,32	66,58	21,52	8,58	43,93	1,29	1,49	75	38	5,55	11,83	6,55	3,77	5,81	31,39	33,18	1,28,90	61,13	41,44	1,01,42	1,62,08	2,23,21	1876-77.
1877-78	14,28	80,86	21,02	8,58	49,56	1,51	1,87	89	48	6,00	10,13	2,81	4,93	6,76	29,32	35,66	1,48,20	55,14	41,01	1,16,16	1,83,86	2,39,00	1877-78.
1878-79	13,49	63,09	20,78	8,54	44,51	2,53	1,96	59	36	5,40	9,30	5,14	6,96	7,21	33,16	36,35	1,24,70	61,97	47,33	97,36	1,61,05	2,23,02	1878-79.
1879-80	12,47	59,45	15,48	9,47	40,53	2,57	3,46	75	38	5,02	9,17	8,43	8,31	7,40	37,24	38,73	1,35,72	64,10	52,95	87,49	1,56,03	2,20,13	1879-80.
1880-81	13,23	59,23	17,27	9,04	36,07	2,81	5,04	1,25	26	5,21	10,43	8,34	5,37	8,74	42,90	37,89	1,35,72	71,58	57,01	89,73	1,73,61	2,45,19	1880-81.
1881-82	13,55	47,66	19,41	10,47	45,19	2,06	4,01	1,24	51	5,76	9,20	7,99	7,53	7,69	47,88	40,57	1,10,98	74,85	63,10	80,62	1,51,55	2,26,40	1881-82.
1882-83	14,31	17	20,11	10,49	—98*	2,02	3,42	5	62	4,09	8	4,37	8,18	8	54,44	41,84	—58*	81,56	62,70	34,59	41,26	1,22,82	1882-83.
1883-84	14,44	45	18,71	11,87	55	1,81	3,66	5	60	4,31	4,89	10	8,11	13	43,44	42,07	1,28	43,35	51,68	33,60	43,35	1,13,98	1883-84.
1884-85	12,59	34	15,40	11,09	52	2,16	4,02	6	65	4,73	4,84	4	4,68	7,57	34,68	49,11	1,03	41,14	42,32	28,33	43,35	98,71	1884-85.
1885-86	13,32	23	17,49	11,56	56	1,59	4,36	8	97	5,41	5,03	12	3,85	9,00	6,96	8	49,69	56,13	31,44	31,09	42,82	72,99	1,15,81	1885-86.
1886-87	14,24	38	15,40	12,08	57	1,94	5,38	12	1,00	6,50	7,33	15	5,16	12,64	9,72	17	46,47	56,36	49,14	30,46	50,53	1,20,50	1,15,81	1886-87.

* The amount refunded is greater than the duty collected.

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE.
STATISTICAL BRANCH;
Calcutta, 26th April 1887.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 1st HALF OF FEBRUARY AND 2nd HALF OF MARCH 1887 PUBLISHED IN PAGES 366 AND 699 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 12th MARCH AND 23rd APRIL 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Channa, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
	1st half of February 1887.														
Raj-pootana.	Jhallawar	16 10	18 14½	8 1½	10 8	34 4	18 12	...	17 11	29 12	28 12	8 14	175 0	11 13	
	2nd half of March 1887.														
H. A. Districts.	Secundrabad	14 7	...	6 13	11 4	19 7	20 1	...	...	15 8	...	12 3	120 0	9 13	
	Bolarum	16 13½	...	6 7	9 15	21 6	...	...	...	18 1	...	...	116 14	10 4	
	Chadarghat	11 8	...	7 0	9 8	19 8	22 0	...	...	17 0	...	14 0	88 0	9 8	
Mysore.	Bangalore	11 0	12 0	9 13	11 0	25 14	..	36 11	...	13 5	...	15 13	96 0	11 0	
	Kolar	...	11 0	12 0	16 0	...	...	40 0	...	12 0	...	14 0	168 0	10 8	
	Tumkúr	13 0	12 0	13 0	14 0	...	...	50 0	...	15 0	...	20 0	340 0	10 0	
	Mysore	11 0	10 8	11 12	13 12	36 0	32 0	38 0	12 0	14 4	...	18 0	84 0	10 0	
	Hassan	...	12 0	15 0	17 0	...	...	48 0	...	15 0	...	15 0	96 0	11 0	
	Shimoga	12 10	...	12 10	15 12	33 10	...	44 2	...	17 13	...	21 0	480 0	11 9	
	Kadur	10 0	12 0	18 0	20 0	..	...	48 0	...	15 0	...	15 0	320 0	11 0	
	Chitaldroog	14 0	16 0	10 8	13 0	48 0	32 0	55 0	60 0	16 0	...	25 0	320 0	10 0	

Erratum.—In the Statement of Prices-current of food-grains throughout India for the second half of February 1887 published in page 571 of the Supplement to the *Gazette of India*, dated 26th March 1887, under "Rice common," against Howrah, Bengal, for 16 seers 8 chittaks, *read* 20 seers.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENT OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF DECEMBER 1886 PUBLISHED IN PAGES 138 AND 139 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 29th JANUARY 1887.

Provinces.	Districts.	Average wages per month.		
		Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter, or Blacksmith.
		R a. p.	R a. p.	R a. p.
N.-W. Provinces	Dehra Dun	5 0 0	6 0 0	10 0 0
	Saháranpur	5 0 0	5 0 0	9-0 to 10-0
	Muzaffarnagar	4 8 0	4 8 0	8-0 to 12-0
	Meerut	5 8 0	5 8 0	6-8 to 13-8
	Bulandshahr	4 0 0	4 8 0	8 0 0
	Aligarh	4 0 0	4 10 0	10 0 0
	Kumaun	6 0 0	5 0 0	8-0 to 10-0
	Garhwál	5 0 0	5 0 0	6-10-8 to 10-0
	Bijnor	3 12 0	5 0 0	7 8 0
	Moradabad	3 8 0	4 8 0	8-0 to 10-0
	Budaun	3 0 0	4 0 0	4-0 to 8-0
	Bareilly	3 8 0	4 0 0	7-8 to 8-0
	Sháhjahánpur	3 0 0	5 0 0	7 8 0
	Tarái Pergunnahs	5 0 0	6 0 0	8-0 to 10-0
	Mutra	4 11 0	5 0 0	9-4 to 10-0
	Agra	4 0 0	4 8 0	4-0 to 10-0
	Farukhabad	5 0 0	5 0 0	10 0 0
	Mainpuri	4 8 0	4 8 0	9-0 to 10-0
	Etawah	4 4 0	5 0 0	9 8 0
	Etah	4 0 0	4 4 0	5-0 to 10-0
	Jalaun	2 8 0	6 0 0	8-0 to 10-0
	Jhánsi	5 0 0	5 0 0	9 0 0
	Lalitpur	3 8 0	5 0 0	7-0 to 10-0
	Cawnpore	4 0 0	4 8 0	10 0 0
	Fatehpur	3 0 0	4 8 0	9-0 to 10-0
	Bánda	3 2 0	5 0 0	7-8 to 8-12
	Allahabad	3 13 0	5 0 0	10-5 to 15-0
	Hamirpur	3 0 0	4 0 0	6-0 to 8-0
	Jaunpur	3 12 0	4 8 0	4-8 to 7-8
	Gorakhpur	3 12 0	4 8 0	7-8 to 8-0
	Basti	3 12 0	4 8 0	10-0 to 12-0
	Azamgarh	4 0 0	5 12 0	7-0 to 7-8
	Mirzapur	4 0 0	5 0 0	7 8 0
	Benares	4 0 0	4 8 0	4-8 to 9-6
	Gházipur	4 0 0	5 0 0	7 8 0
	Ballia	3 12 0	4 0 0	7 8 0
	Pilibhit	3 8 0	3 8 0	8 0 0
Oudh	Sultánpur	2 10 9	5 0 0	6-9 to 7-0-6
	Partábgarh	3 0 0	3 8 0	7 0 0
	Fyzabad	2 13 0	3 12 0	7-8 to 9-6
	Kheri	4 0 0	4 8 0	7-0 to 7-8
	Lucknow	4 0 0	4 0 0	7-8 to 13-2
	Bára Banki	3 8 0	4 0 0	6-0 to 8-0
	Bahraich	2 14 0	(a)	5-0 to 10-0
	Rai Barcli	3 12 0	4 4 0	7-4 to 7-8
	Sitapur	4 0 0	4 8 0	6-8 to 8-0
	Gonda	3 0 0	3 8 0	8 0 0
	Unáo	3 12 0	4 8 0	7 8 0
	Hardoi	3 12 0	5 0 0	7-8 to 9-6

(*a*) Information not received.

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch.*)

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 28th APRIL, 1887.

GENERAL REMARKS.—Rain was heaviest during the past week in Assam. In Madras, Mysore, Bombay, and Burma there were showers in parts. Elsewhere the week has been practically rainless.

The *rabi* harvest has been completed in all the Provinces, with the exception of a few places in Bombay, the Central Provinces, and the Punjab, and threshing operations are now in general progress. Rain still holds off in the Punjab, where prospects show no improvement, and where the *rabi* harvest is yielding an outturn below the average in most districts.

Ploughing for the *kharif* is in progress in Bombay, the Central Provinces, and Berar, and sowings have begun in Bombay.

Agricultural prospects in Madras are fair, but rain is still wanted in one or two places. The outlook in Mysore and Coorg is satisfactory. The spring rice is promising and is being reaped in Bengal. The early rice sowings are in progress in Bengal and Assam.

Sugarcane is doing well in Bengal, the North-Western Provinces and Oudh, and the Central Provinces, and is being planted in Bombay and Assam.

Indigo is being irrigated in the North-Western Provinces and Oudh, and the crop is coming up well in Bengal. Cotton is being planted in Rajputana, and is being picked in Bombay and Madras.

The public health is generally good in all Provinces.

Cattle-disease is chiefly prevalent in Madras, Bombay, and the Central Provinces.

Prices are falling in four districts of the Punjab and in three districts of Mysore. Elsewhere they are generally steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(April 27th)		
Bellary . . .	Average ·17	Standing crops generally good. Harvest sugarcane and cotton, yield average. Fever in one and cattle-disease increasing in five taluks.
Kurnool . . .	. . . . .	Standing crops good. Harvest cotton, outturn below average. Small-pox in three and cattle-disease increasing in five taluks.
Ganjam . . .	Average ·14	Small-pox in three, fever in five, and cattle-disease increasing in four divisions. Cholera decreasing.
Kistna . . .	. . . . .	Standing crops good. Slight fever. Cholera slightly increasing in three and cattle-disease decreasing in three taluks.
Chingleput (Madras) .	*Nil*	Standing crops fair, but in parts withered to some extent for want of rain. Harvest paddy and *ragi*, outturn below average. Fever in one, small-pox in two, and cattle-disease increasing in two taluks.
Tanjore . . .	Average ·10	Standing crops generally good, but in parts of two taluks not flourishing for want of rain. Harvest wet and dry crops, outturn up to average. Slight cattle-disease in one taluk.
Coimbatore . . .	Average ·27	Standing crops generally good. Harvest paddy, outturn above average. Fever in one, small-pox in three, and cattle-disease in one taluk.
Madura . . .	Average last week since revised, ·38; this week, ·22	Fever and small-pox in one taluk.
Malabar . . .	Average ·51	Third crop cultivation progressing. Fever in two, small-pox in nine, and cattle-disease in one taluk.
Travancore . . .	. . . . .	Harvest second crop paddy, yield average. Lands being ploughed and sown for next crop. Small-pox and fever in places.
		General Remarks.—General prospects fair.
Bombay—(April 27th)		
Karachi . . .	*Nil*	River at Kotri on 25th, 6 feet 9 inches against 8 feet 1 inch on same date last year. *Rabi* harvesting completed in Shahbandar division and Kotri and Salaru talukas. Crops injured by *mahl* insect in Kotri taluka. *Kharif* sowings commenced in Ghorabari and Shahbandar talukas. Fever in seven and cattle-disease in two talukas. Wheat, red rice, and *bajri* in Karachi 22, 30 and 32 and in Tatta 22, 42 and 40 pounds per rupee, respectively.
Hyderabad . . .	Sakrand, ·03	*Rabi* harvesting continues in ten talukas. Fever in two and small-pox in one taluka. River at Kotri on 25th, 6 feet 9 inches against 8 feet 1 inch on same date last year. Wheat 22, *bajri* 37½, *jowari* 40, white rice 20 and red rice 28 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Ahmedabad	*Nil*	*Rabi* reaping and cotton-picking nearly completed. Public health good. Small-pox among cattle in Dholka and Parantij. Wheat 20 and *bajri* 31 pounds per rupee.
Baroda		Public health good. Cotton-picking and wheat-reaping continued. *Bajri* 29, wheat 19 and rice 11 pounds per rupee.
Surat	*Nil*	Reaping of *rabi* completed. Cotton-picking continues. Cattle healthy. Fever and small-pox in Bardoli taluka. *Jowari* 30 and *wheat* 44 pounds per rupee.
Nasik		Weather hot. Threshing of *rabi* crops continues. Fever in three and small-pox in ten talukas. Cholera in one village each of Dindori and Sinnar talukas, 3 cases, 2 deaths. Wheat 25 and *bajri* 42 pounds per rupee.
Colaba (Bombay)		Abnormal temperature 8° warm on 5th and 21st, 2° warm on 22nd; *nil* from 23rd to 26th. Virgoos in air excessive. Abnormal wind northerly on 26th and 27th. Wind normal on all other days. Distant lightning on 22nd and 26th.
Poona	Slight rain (·09) in Petha Baramati.	Harvesting of crops completed in all talukas, except Bhimthari, where threshing is still in progress. Land being prepared for cultivation in Indapur and Purandhar talukas. Public health generally good. Slight cattle disease in Indapur taluka. *Bajri* 43 and *jowari* 50 pounds per rupee in Poona city.
Ahmednagar	*Nil*	Cholera in Kopargaon, 20 attacks, 5 deaths. *Bajri* 35 and *jowari* 61 pounds per rupee.
Sholapur	Barsi, ·03; Karmala, ·29.	Land being prepared for *kharif* crops. Cattle-disease in Sholapur and Pandharpur talukas. Cholera in Mudha and Pandharpur talukas, out of 10 cases, 6 fatal. *Jowari* 61 and *bajri* 54 pounds per rupee.
Dharwar	Rain in Hubli above 1·0; in Dharwar and Mugud nearly 1·0; and slight in five other talukas.	Harvesting of late *jowari* completed. Cotton-picking in progress. Ground being prepared for early crops. Scarcity of fodder in Nawalgund and of drinking-water in Gadag, Kanajgi, and Kod talukas. Public health generally good. Rice 25 and *jowari* 57 pounds per rupee.
Kanara	Sirsi, ·90; Yellapur, ·35; Haliyal, 1·10.	Sugarcane planting above Ghats. Ploughing and manuring ground. Slight fever in Sirsi and Haliyal. Weather hot. Common rice in Karwar and district average 13 seers per rupee.
Rajkot	*Nil*	Weather very warm and cloudy. Cholera in Jetpur and measles in Dhrol and some parts of Sorath. Small-pox among at ploughbullocks in parts of Gohelwad. Wheat 24, *bajri* 21 and *jowari* 30 pounds per rupee.
		General Remarks.—Rain in eight districts. Reaping operations nearly completed everywhere. Land being prepared for *kharif* sowings in five districts. Slight fever and small-pox in parts of ten, cattle-disease in parts of eleven, and cholera in parts of four districts.
Bengal—(April 27th)		
Chittagong (April 26th)	*Nil*	Weather hot. Early rice being sown. Prices steady. Cholera in several places, but public health fair.
Dacca		Prospect good. *Aus* and *aman* paddy being sown. *Boro* paddy harvest going on. Planting of sugarcane begun. Cases of cholera in the district.
24-Pergunnahs (Calcutta).		Prospects favourable. Sugarcane doing well. Ploughing for early rice in progress. Public health generally good, but cholera still reported.
Khoolna		Weather hot. *Boro* rice harvest continues. Rain wanted for ploughing and sowing. Some cholera in Bagirhat; otherwise public health good.
Moorshedabad	*Nil*	Weather very hot. Prospects good. *Boro* paddy promising. *Rizdoi* being sown. Cholera in Jungipore subdivision; otherwise public health good.
Pubna		Weather very hot, with strong winds. Rice sowing in progress. Cholera in some places.
Dinagepore	*Nil* at head quarters, partial rain in interior.	*Rizdoi* and jute being sown. Cholera in parts.
Rungpore	0·17	Weather cool. Crops doing well. Cholera prevalent.
Midnapore	0·12	Weather continues very cool. Much wind. Tillage going on. General health good.
Burdwan	*Nil*	Weather seasonable. Prospects good. Public health fair.
Bhagulpore		Weather hot. *Rabi* outturn 12 to 14 annas all round. Ploughing goes on lowland. Sowings and sugarcane doing well. Mango prospects poor. Cholera worse in two thanas in north.
Purneah	*Nil*	All crops doing well. Early rice and other sowings in progress. Rivers low. Public health fair.
Durbhanga		*Rabi* harvest over. All standing crops doing well. Cholera continues in Madhubani subdivision; no fresh cases for some days in the town.
Chumparun		Harvesting of *rabi* crops nearly finished. Opium being weighed. Indigo doing well. Prices stationary. Sporadic cholera reported from Bettiah; otherwise public health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Patna		Threshing of *rabi* and opium weighments in progress. Sugarcane growing well. Castor seeds being gathered. Public health generally good.
Gya		Threshing of *rabi* nearly finished. Sugarcane coming on well. Cholera in Gya and Nalinagar. Fever and small-pox in other thanas.
Hazareebagh	*Nil*	Weather seasonable. Lands being ploughed. Sugarcane doing well. Mango very good. *Mahua* below average. Public health good.
Cuttack		Weather hot, with high winds. *Dalua* paddy being reaped. Ploughing in progress. Rain wanted. Price of rice unchanged. Public health good.
		General Remarks.—Weather hot and generally dry. Slight rain reported in Midnapore, Rungpore, and Dinapur. Ploughing and sowing progressing well. Sugarcane and indigo coming on well. *Boro* rice promising and is being reaped. *Rabi* harvest over and threshing is going on. *Mahua* still being gathered. Cholera prevalent in Rungpore and Backerganj; elsewhere public health generally fair.
N.-W. Provinces and Oudh—(April 27th)		
Benares		No report received.
Ballia (April 25th)		Weather clear. Threshing and winnowing going on. Sugarcane being irrigated. Markets well supplied. Public health good.
Gorakhpore („ „)		Threshing in progress. Health fair. Cholera assuming an epidemic form. Prices stationary.
Fyzabad („ 26th)		Weather dry and hot. Sugarcane, *sawan* and indigo being irrigated. Markets well supplied. Fever in one tahsil; cholera and small-pox in two and cattle-disease in one.
Lucknow („ 25th)		Heat increasing. Opium collection finished; weighments commenced. Summer crops being sown. Public health good, as well as the condition of cattle. Markets well supplied. Prices stationary.
Rai Bareli		No report received.
Partabgarh		No report received.
Allahabad (April 26th)	*Nil*	Weather seasonable. *Rabi* outturn fair. Sugarcane being irrigated. Markets full. Prices steady. Cholera and small-pox reported in places, but not in epidemic form; otherwise health good.
Cawnpore		No report received.
Farakhabad		No report received.
Sitapur (April 26th)		Wind throughout the week and keeping off rain. Prices stationary. Public health good.
Bareilly („ „)		*Rabi* harvested. Prices tending to fall. Health of men and cattle good.
Banda		No report received.
Kumaon		No report received.
Agra		No report received.
Jhansi (April 25th)		Heat increasing. *Rabi* operations nearly completed. Small-pox and cattle-disease in places. Markets well supplied.
Meerut („ 26th)	*Nil*	Harvest completed. Quality of wheat very good. Average outturn of wheat 12 annas, gram 10 annas, peas, &c., 10 annas. No sickness. Prices of wheat and gram falling.
		General Remarks.—*Rabi* harvest nearly completed. Weather hot. No rain. Sugarcane and indigo being irrigated. Markets well supplied. Prices generally stationary. Small-pox, cholera and cattle-disease in some places; otherwise public health good.
Punjab—(April 27th)		
Delhi (April 26th)		Health good. Prices fluctuating. *Rabi* reaping almost completed, yield below average.
Hissar		Fever somewhat prevalent. Prices stationary. *Rabi* harvested.
Umballa		Health good. Prices stationary. *Rabi* threshing in progress, yield below average and bad.
Jullundur		Health good. Prices stationary. *Rabi* indifferent. Harvesting in progress.
Amritsar		Health good. Prices falling. One-third of *rabi* crops harvested.
Sialkot		Health good. Prices falling. *Rabi* crops good. Harvesting in progress.
Ferozepore		Health good. Prices falling.
Lahore		Health good. Price stationary. Crops being reaped. *Rabi* yield below average.
Rawalpindi	Slight rain	Health good. Prices rising. *Rabi* below average.
Shahpur	Slight rain	Health good. Prices high and almost stationary. *Rabi* crops being harvested, yield below average.
Multan		Health good. Prices stationary. Reaping commenced. *Rabi* yield below average.
Dera Ismail Khan		Health good. Prices rising. Reaping commenced. *Rabi* yield much below average.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Peshawar . . .	30 .	Health good. Prices slightly falling. *Kabi* harvest poor. *General Remarks.*—Slight rain has fallen in the Rawalpindi, Shahpur and Peshawar districts. Fever still prevalent in the Hissar district; otherwise health generally good throughout the Province. Prices falling in the Ferozepore, Amritsar, Sialkot and Peshawar districts; rising in the Rawalpindi and Dera Ismail Khan districts; fluctuating in the Delhi district, elsewhere stationary. *Rabi* harvest operations in progress, expected outturn below average.
Central Provinces—(April 27th)		
Nagpur . . .	. . . .	Weather hot. Threshing continues. Fever, small-pox and cattle-disease prevalent. Prices steady.
Jubbulpore . . .	. . . .	Weather seasonable. Winnowing continues. Small-pox in places. Prices unchanged.
Saugor . . .	. . . .	Weather clear and warm. Harvesting continues. General health good. Prices unchanged.
Seoni . . .	. . . .	Weather very hot. *Rabi* threshing in progress. *Kharif* ploughings commenced. Small-pox and cattle-disease prevalent. Prices steady.
Hoshangabad . .	. . . .	Weather warm. Threshing and winnowing continue. Fever prevalent. Cattle-disease in places. Prices stationary.
Khandwa . . .	. . . .	Weather seasonable. Threshing in progress. 201 cases of small-pox, 10 fatal. Prices unchanged.
Raipur . . .	. . . .	Weather clear and hot. Threshing nearly completed. Cattle-disease continues. Rice 18 and wheat 24 seers per rupee.
Bilaspur . . .	. . . .	Weather clear. *Kharif* ploughing continues. Sugarcane doing well. Cattle-disease lingering. Prices stationary. Exports rice, wheat and linseed.
Sambalpur (April 23rd)	. . . .	Weather clear and hot. Sugarcane favourable. Health good. Rice 21 seers per rupee. *General Remarks.* Weather clear and hot. *Rabi* harvest continues. *Kharif* ploughings commenced. Fever and small-pox in places. Prices steady.
Burma—(April 27th)		
Akyab (April 23rd) .	. . . .	Several cases of cholera in town and district. Health of cattle good.
Bassein . . .	. . . .	Public health and health of cattle good.
Rangoon . . .	. . . .	Two cases of cholera in town.
Amherst (Moulmein) .	·06 (Total rainfall to date 4·95).	Cholera still prevails, but not severe, 1 death in jail.
Tavoy	. . . .	Public health and health of cattle good.
Pegu	·23 (Total rainfall to date 2·68).	Public health and health of cattle good.
Henzada . . .	. . . .	One death from cholera in district. Health of cattle good.
Prome	·05	Public health and health of cattle good.
Toungoo . . .	1·36 (Total rainfall to date 1·85).	Public health good. 38 deaths from cattle-disease.
Thayetmayo . . .	·06 (Total rainfall to date ·36).	Public health and health of cattle good.
Shewbo . . .	. . . .	Three cases of small-pox; otherwise public health and health of cattle good.
Myingyan . . .	. . . .	Some cases of measles; otherwise health good. Food-supply sufficient and prices ordinary.
Mandalay . . .	. . . .	Public health and health of cattle good. Transplanting of spring crops progressing. Food-supply sufficient, and prices normal.
Yamethen . . .	·57 (Total rainfall to date 1·71).	Four deaths from measles; otherwise public health and health of cattle good. Spring crops progressing. *General Remarks.*—Sporadic cholera in six districts; otherwise health of Lower Burma good. Slight cattle-disease in one district. Reports received from eight Upper Burma districts. Public health generally good.
Assam—(April 27th)		
Gauhati (April 26th) .	1·58	Weather seasonable. Public health fair. *Ahu* crop doing well.
Sylhet	1·18	State and prospects of the crops good.
Cachar	·38	Weather warm. Ploughing and sowing of *damai* and *murali* crops nearly finished. Common rice 15 seers per rupee. 17 deaths from cholera reported from Katigara; otherwise general health good. Rain wanted for tea.
Dibrugarh	2·57	Planting of sugarcane and ploughing for *sáil* commenced. Prospects of crops good. Public health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Mysore and Coorg—(April 27th)		
Bangalore . .	1·53; slight rain reported in parts.	Standing crops in good condition, except in parts of Tumkur district. Prospects of season fair. Water-supply diminishing in parts of the Kadur and Kolar districts. Public health good. Small-pox and cattle-disease prevalent in parts. Prices slightly fallen in Mysore, Tumkur and Kadur districts and risen in Bangalore and Kolar districts.
Mysore . .		
Mercara . . .	1·08	Crops in good condition. Prices stationary. Small-pox in one taluk.
Berar and Hyderabad—(April 27th)		
Amraoti . . .	. . . .	Heat increasing. *Kharif* ploughings continue. Slight sickness. Prices unchanged.
Akola	. . . .	Weather seasonable. Harvest completed. *Kharif* ploughings in progress. Fever and small-pox prevalent. Cattle-disease in three taluks.
Hyderabad . . .	*Nil*	*Rabi* crops prospering. Cholera still prevails at Hyderabad and in the taluks. Prices—wheat 14, coarse rice 11¾, white *juar* 18¼, yellow *juar* 19½ and *tur* 15 seers per current sicca rupee.
Central India States—(April 27th)		
Indore . . .	. . . .	Weather hot. Health good.
Morar (Gwalior) .	. . . .	Health good. Nights cool and days very hot.
Neemuch . . .	. . . .	Weather warm. High winds. Health good. Scarcity of water.
Goona . . .	. . . .	Few cases of small-pox in Goona city; otherwise health good.
Sutna . . .	. . . .	Weather hot. Cholera abating.
Agar . . .	. . . .	Prospects fair. Health good.
Sehore . . .	. . . .	Weather hot and cloudy.
Nowgong . . .	. . . .	Weather hot. Health fair. Prices steady.
Rajputana—(April 27th)		
Abu . (April 27th)	*Nil*	Weather seasonable and getting warmer.
Sirohi . („ 24th)	. . . .	Tanks dry; wells good; health good. Weather fine and dry.
Marwar („ 23rd)	. . . .	Tanks about half full. Some small-pox. Crops being harvested. Winds occasionally hot. Nights close and little cooler. Prices stationary.
Pertabgarh(„ „)	. . . .	Tanks and wells decreasing daily. Prices steady. Weather hot.
Meywar („ „)	Slight sprinkling of rain at some places.	Tanks and wells low. Crops being reaped. Weather good. Prices stationary. Heat increasing.
Harowti („ „)	*Nil*	Weather hot. Health good.
Jhallawar („ 25th)	. . . .	Weather hot. *Rabi* nearly harvested. Small-pox in parts.
Kotah („ 23rd)	. . . .	Days hot; nights cool. Weather good. Prices rising.
Ajmere („ 20th)	. . . .	Weather very hot. Slight fever in Ajmere. Cattle-disease still prevalent in some Todgarh villages. Tanks and wells drying. Wheat 23, barley 42½ and gram 42½ pounds per rupee.
Jeypore („ „)	. . . .	Weather hot.
Dholepore („ 23rd)	*Nil*	Wells drying; tanks almost dry. Crops being threshed. Health good. Prices stationary. Weather getting hotter.
Bhurtpore („ 26th)	. . . .	Harvesting progressing. Health good. Prices lowering. Weather bright.
Ulwur („ „)	. . . .	Cotton being sown. Fever prevalent. Prices steady.
Kherwara („ 24th)	*Nil*	Tanks and wells slightly lower. Threshing of crops still progressing, outturn doubtful. Health good. Cow-pox said to be prevalent. Prices stationary. Weather hotter and seasonable.
Bickanir („ 23rd)	Slight rain in two districts.	Fever in five districts and small-pox in Rajgarh. Prices stationary. Weather hot.
Nepal—(April 21st)		
Katmandu (April 22nd)	0·69	Considerable increase of heat during the week. Prospects fair.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. LI OF 1886-87.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 27th March, 1887. Total.	Per mile open.	Total mean length open.	Receipts for week ending 26th March, 1887. Total.	Per mile open.	Total Receipts from 1st April, 1885, to 27th March, 1886. Total.	Per mile open per week.	Total Receipts from 1st April, 1886, to 26th March, 1887. Total.	Per mile open per week.	Total increase in 1886-87.	Total Decrease in 1886-87.
	Lines worked by Guaranteed Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
9th April, 1887	Oudh and Rohilkhand	680	2,06,160	303	686	2,43,852	355	57,12,224	177	65,24,607	185	8,12,383	...
9th ditto	Madras	801	1,62,003	188	831	1,03,524	107	75,36,530	170	70,45,070	180	4,09,440	...
9th ditto	South Indian	654	93,979	144	654	80,990	133	44,87,402	133	50,00,212	149	5,13,150	...
9th ditto	Great Indian Peninsula	1,504	7,00,805	510	1,504	9,93,049	661	3,58,11,050	491	3,88,81,820	502	30,69,870	...
9th ditto	Bombay, Baroda and Central India	461	2,66,253	577	461	2,03,000	635	1,27,01,704	534	1,30,72,442	551	3,70,738	...
	TOTAL	4,160	14,95,269	359	4,136	17,81,015	431	6,62,49,470	313	7,14,25,051	330	51,75,581	...
	State Lines worked by Guaranteed Companies.												
16th April, 1887	East Indian	1,515	9,65,285	637	1,515	10,83,727	715	4,62,36,072	592	4,62,59,265	594	23,193	...
16th ditto	Patna-Gya	57	15,521	271	57	14,491	253	4,94,700	108	5,24,237	178	29,537	...
16th ditto	Dildarnagar-Ghazipur	12	1,095	91	12	937	78	45,856	74	46,875	70	1,019	...
16th ditto	Sindia	75	6,581	88	75	9,104	122	3,08,284	95	3,09,126	103	30,842	...
9th ditto	Rajputana-Malwa (*a*)	1,664	3,20,097	192	1,664	3,67,000	221	1,73,44,011	202	1,76,78,522	206	3,33,611	...
9th ditto	Southern Mahratta	345	26,181	83	565	53,510	95	10,47,809	64	18,39,527	91	7,91,628	...
9th ditto	Indian Midland	...	...	...	42	6,303	150	...	...	1,51,201	70	1,51,201	...
9th ditto	Lucknow-Sitapur-Sihramau	...	...	...	56	2,444	41	...	...	(*b*) 59,415	58	59,415	...
	TOTAL	3,638	13,34,760	307	3,986	15,37,586	386	6,55,37,722	349	6,69,58,158	342	14,20,436	...
	State Lines worked by Government.												
First 9 days of April, 1887.	Eastern Bengal	234	87,539	374	234	88,314	378	47,18,035	374	52,64,149	437	7,46,114	...
9th April, 1887	Nalhati	27	1,733	64	27	1,680	62	78,760	50	86,407	62	7,081	...
Last 5 days of March, 1887	Northern Bengal	249	52,731	212	249	38,070	157	23,16,955	183	25,05,802	202	2,44,707	...
Ditto	Kaunia-Dharla	37	2,718	73	37	2,890	78	1,20,770	60	1,32,192	70	2,413	...
9th April, 1887	Tirhoot	226	23,708	105	240	34,534	140	12,87,386	110	15,81,227	125	2,93,841	...
9th ditto	Wardha Coal	45	9,371	208	45	23,021	525	6,38,820	275	7,31,947	310	93,127	...
9th ditto	Nagpur and Chhattisgarh	149	40,704	273	149	42,101	283	14,31,211	186	12,79,101	167	...	1,52,110
26th Feb., 1887	Burma	327	80,575	246	327	87,833	268	23,01,117	139	28,35,437	166	4,74,320	...
16th April, 1887	Cherra-Companyganj	...	...	...	...	... (*c*)	...	...	...	(*d*) 1,538	8	1,538	...
9th ditto	North-Western (*e*)	1,869	6,36,770	341	1,989	4,49,345	226	2,87,68,818	298	2,29,13,707	224	...	58,52,111
First 5 days of March, 1887	Bareilly-Pilibhit	36	2,314	64	36	1,709	49	82,802	45	89,689	49	6,887	...
1st April, 1887	Dacca	86	10,396	121	86	4,839	56	1,28,751	38	2,72,740	62	1,43,989	...
9th ditto	Jorhat	26	1,007	39	26	631	24	34,154	25	38,712	25	4,558	...
	Bilaspur-Etawah (Kutni-Umaria Section)	...	...	...	38	1,388	37	...	...	(*f*) 32,129	40	32,129	...
	TOTAL	3,311	9,49,566	287	3,489	7,77,945	223	4,17,75,634	246	3,78,22,777	217	...	39,52,857
GRAND TOTAL (GUARANTEED AND STATE)		11,109	37,79,595	340	11,611	40,96,546	353	17,35,62,826	305	17,62,05,086	302	26,43,160	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	8,80,11,919	155	8,65,76,033	148	...	...
NET RECEIPTS		...	...	...	...	...	...	8,55,50,907	150	8,96,29,053	154	40,78,146	...
	Assisted Companies.												
First 9 days of April, 1887	Bengal Central	125	12,578	101	125	12,321	99	5,20,747	82	5,65,795	88	36,048	...
2nd April, 1887	Rohilkhand-Kumaon	67	4,003	68	67	5,530	82	2,40,193	71	2,87,042	83	40,847	...
2nd ditto	Dibru-Sadiya (late Assam Railway)	78	7,711	99	78	8,310	106	2,75,777	65	3,41,882	81	66,105	...
9th ditto	Bengal and North-Western	303	25,056	82	376	38,770	103	13,58,384	87	18,54,471	111	4,96,087	...
9th ditto	Tarakesur	22	5,359	241	22	6,594	296	2,51,255	219	2,45,525	215	...	5,730
	TOTAL	595	55,307	93	668	71,525	107	26,61,358	87	32,94,715	104	6,33,357	...
	Native States.												
9th April, 1887	Bhavnagar-Gondal	193	19,644	101	193	21,398	111	9,32,700	94	9,63,591	97	30,891	...
9th ditto	Jodhpore	64	3,093	62	124	6,200	63	1,85,290	56	2,11,337	64	26,047	...
9th ditto	Nizam's	121	20,512	170	208	26,941	129	11,31,616	181	14,55,733	136	3,24,117	...
9th ditto	Mysore	140	8,295	59	140	10,101	72	4,38,205	61	4,78,232	66	40,027	...
9th ditto	Rajpura-Patiala	16	1,430	89	16	1,051	65	56,426	68	57,195	69	769	...
9th ditto	Morvi	...	...	...	68	2,802	42	...	...	54,336	26	54,336	...
	TOTAL	534	53,844	101	749	68,643	92	27,44,237	100	32,20,424	83	4,76,187	...

(*a*) Includes the Gawnpore-Achnera State Railway.
(*b*) Total Receipts from 20th November, 1886, to 26th March, 1887.
(*c*) Return not received.

(*d*) Total receipts from 16th June, 1886, to 26th February, 1887.
(*e*) Includes the Amritsar-Pathankot State Railway.
(*f*) Total receipts from 31st October, 1886, to 26th March, 1887.

SIMLA,
The 27th April, 1887.

R. GARDINER, *Captain, R.E.,*
Offg. Under-Secretary.

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SUPPLEMENT TO

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF APRIL 1887.

Quantities per Rupee in seers of 80 tolas.

Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Madras.	Ganjam	10 5	...	14 10	15 8	...	...	29 5	...	...	...	...	215 13	13 13	
	Vizagapatam	14 0	...	9 0	10 3	24 13	23 13	23 2	...	...	...	...	93 5	14 0	
	Godavery	14 6	...	13 14	15 0	28 13	24 10	29 2	...	...	...	...	161 5	12 0	
	Kistna	7 5	...	13 8	15 3	18 11	...	31 5	...	...	...	...	145 13	14 10	
	Nellore	10 5	...	12 14	14 8	22 2	24 6	30 0	...	...	...	...	93 5	12 11	
	Cuddapah	12 14	...	12 6	15 13	23 11	29 0	27 0	...	...	...	...	140 0	14 6	
	Anantapur	11 8	...	11 13	15 11	31 14	22 10	32 0	...	...	...	...	64 13	12 8	
	Bellary	16 5	...	12 5	13 8	28 13	28 3	33 0	...	...	...	...	97 3	12 8	
	Kurnool	14 0	...	11 6	12 2	30 2	27 8	...	...	...	...	...	138 13	12 14	
	Madras	10 13	...	11 10	14 0	23 0	22 11	26 10	...	...	...	...	86 5	14 10	
	Chingleput	...	...	14 10	15 13	...	21 2	25 5	...	...	...	...	97 3	14 11	
	North Arcot	10 3	...	14 0	14 8	...	...	32 8	...	...	...	...	140 0	13 5	
	South Arcot	9 6	...	13 8	15 11	...	24 10	24 10	...	...	...	...	201 11	12 10	
	Tanjore	9 14	...	14 14	...	...	23 3	26 6	...	...	...	...	166 3	13 13	
	Trichinopoly	11 3	...	14 13	15 3	...	26 11	28 13	...	...	...	...	133 10	13 13	
	Madura	12 8	...	14 11	15 3	25 14	25 0	31 0	...	...	...	...	128 13	15 0	
	Tinnevelly	9 14	...	11 14	13 3	...	...	...	...	...	...	...	70 0	17 0	
	Coimbatore	14 13	...	12 10	14 8	22 10	23 13	26 3	...	...	...	...	121 8	14 10	
	Nilgiris	10 10	...	10 6	12 0	21 10	16 13	20 14	...	...	...	...	161 13	11 0	
	Salem	10 3	...	12 2	15 0	25 8	24 10	30 13	...	...	...	...	186 10	14 10	
	South Canara	7 14	...	13 10	16 0	...	...	21 13	...	...	...	...	128 13	16 3	
	Malabar	8 10	...	13 13	14 10	...	...	21 14	...	...	...	...	155 8	14 6	
Bombay.	Bombay	9 8	16 2	7 2	10 13	17 0	12 10	17 13	15 1	15 0	20 10	8 3	52 6	12 9	
	Daskrohi	11 0	20 0	6 8	12 0	18 0	15 0	...	20 0	15 0	22 0	9 0	80 0	16 8	
	Kaira	10 0	...	9 6	10 0	...	15 8	20 0	...	16 0	...	10 0	80 0	16 0	
	Surat	11 0	15 0	8 0	10 0	15 0	14 0	...	...	13 0	...	10 0	80 0	16 0	
	Broach	11 0	...	8 0	11 0	16 0	14 2½	...	...	16 0	...	11 0	120 0	14 2½	
	Tanna (Salsette)	9 0	...	8 3	10 0	14 0	14 6	...	...	12 5	...	8 0	71 2	13 5	
	Colába (Alibag)	10 12	...	7 4	11 4	...	13 0	...	...	12 12	8 0	8 2	100 0	12 0	
	Khandesh (Dhulia)	13 8	...	7 8	9 6	25 12	19 11	...	14 8	15 3	...	10 8	131 0	13 2	
	Násik	13 14	...	10 8	12 0	...	18 14	22 8	...	18 0	...	9 10	106 8	13 12	
	Ahmednagar	12 6	10 2	8 2	9 3	25 2	19 4	...	...	20 5	...	14 4	85 5	13 10	
	Poona (City)	11 8	9 0	9 3	10 7	21 12	18 6	16 6	...	17 8	...	13 8	60 13	13 6	
	Sholápur	14 15	20 4	10 7	11 5	25 14	25 12	...	23 3	21 4	...	14 3	80 0	13 0	
	Bijapur	17 0	14 10	7 15	11 3	30 6	27 6	...	...	21 9	...	20 0	80 0	12 2	
	Satara	13 6	...	9 9	11 7	22 10	20 11	...	...	19 8	...	16 8	116 8	14 9	
	Belgaum	17 0	12 0	10 8	11 0	22 0	27 0	29 0	...	17 0	...	17 0	62 0	14 0	
	Dharwar (Hubli)	17 0	...	10 0	11 0	27 0	23 0	38 0	...	19 0	...	12 0	80 0	10 0	
	Ratnágiri	10 9	...	11 6	12 11	14 15	14 1	20 0	...	14 11	...	10 14	120 0	12 15	
Bombay.	Karwar	10 8	...	7 0	11 8	17 8	16 0	22 0	...	14 0	...	11 8	213 5	13 0	
	Pánch Mahals (Godhra)	10 0	...	8 0	10 0	...	15 6	20 *	...	16 6	23 0	10 0	160 0	16 0	
	Aden	No return received.													
	Asirgarh Cantonment	15 0	...	10 0	12 6	25 2	27 0	...	19 0	19 2	...	10 0	160 0	12 0	
	Baroda Camp (Sadar Bazar)	8 9	13 11	6 15	8 9	16 0	14 4½	18 4½	...	13 11	...	10 14	80 0	13 11	
	Disa Cantonment	12 14	...	8 0	9 6	21 14	22 12	...	...	18 1	...	10 4	150 0	14 0	
	Nimach Cantonment	14 4	22 0	8 0	10 0	23 12	21 0	...	...	23 0	25 0	13 0	190 0	14 0	
	Nasirabad Cantonment	12 0	22 4½	7 0	8 0	24 0	19 2½	...	12 0	23 6½	25 0	12 12	90 0	15 8	
	Rajkot Station	13 0	...	6 8	9 0	16 8	12 8	...	...	13 12	...	7 8	80 0	40 0	
	Upper Sind Frontier	10 8	20 0	10 0	16 0	22 0	21 0	...	...	12 0	...	13 5	160 0	13 0*	
	Karachi	11 0	20 0	8 0	14 0	19 0	16 0	...	...	15 8	12 0	8 0	85 0	16 0	
	Haidarabad (Gidu Bunder)	10 0	19 8	8 8	19 8	21 8	18 8	...	...	18 0	...	...	130 0	13 8	
	Shikarpur	11 0	17 4	10 0	13 0	19 8	22 0	...	...	17 0	...	11 8	160 0	13 12	
	Sukkur	14 0	21 0	11 0	16 0	21 0	22 0	...	...	18 8	...	12 0	120 0	13 0	
	Thar & Parkar (Umarkot)	14 9	...	...	17 3	...	20 15	...	...	...	...	...	160 0	14 12	
	Western Districts.														
Bengal.	Burdwan	14 7	33 15½	19 8	24 12	...	...	...	...	24 0	...	18 4	120 0	13 4*a*	
	Bankoora	15 8	20 0	19 8	24 9	...	...	...	...	19 8	40 0	22 8	280 0	12 8*b*	
	Beerbhoom	20 4	...	20 0	24 0	...	...	...	...	26 8	...	16 0	160 0	12 4*b*1	
	Midnapore	17 8	...	20 0	26 0	...	...	...	...	17 12	...	16 0	155 0	13 0*c*	
	Hooghly	14 0	...	10 0	18 0	...	...	...	...	19 0	...	13 0	120 0	13 0*d*	
	Howrah	12 0	...	13 0	20 0	...	...	...	...	22 8	...	13 4	90 0	12 0	
	Central Districts.														
	Calcutta	15 0	21 0	9 5	19 6	21 0	16 8	...	17 0	19 12	25 0	16 12	80 0	13 4	
	24-Pergunnahs	13 5	22 8	8 0	18 12	...	...	...	...	20 0	26 8	17 8	100 0	13 0*d*1	
	Nuddea	16 0	32 0	16 0	19 0	...	...	...	...	30 8	...	20 0	...	11 10½*e*	
	Khoolna	...	...	18 0	22 0	...	...	...	...	16 0	...	...	160 0	10 8*f*	
	Jessore	16 0	...	16 0	24 0	...	...	...	...	23 0	...	22 0	110 0	10 12*g*	
	Moorshedabad	15 0	...	16 0	23 0	...	...	...	...	29 8	32 0	18 0	160 0	12 0*h*	
	Dinagepore	16 0	22 0	21 0	26 0	...	...	...	...	19 0	...	...	160 0	12 4	
	Rajshahye	17 4	40 0	18 6	22 8	...	...	...	...	27 0	...	17 0	240 0	12 0*i*	
	Rungpore	...	...	22 8	24 10	...	...	...	...	20 0	...	8 10	120 0	10 5*j*	
	Bogra	16 8	...	20 0	24 0	...	...	...	...	18 12	...	...	90 0	11 4	
	Pubna	21 0	...	8 0	21 0	...	...	...	...	27 8	...	24 0	200 0	11 10	
	Darjeeling	10 0	12 0	5 0	13 0	...	...	13 0	...	10 0	25 0	8 0	120 0	9 0*k*	
	Jalpáiguri	10 0	20 0	13 0	25 0	...	...	...	...	18 0	20 0	10 0	128 0	11 0*l*	
	Eastern Districts.														
	Dacca	14 0	26 0	17 0	19 0	...	...	...	...	15 0	...	...	120 0	12 0*m*	
	Furreedpore	...	32 0	18 8	22 0	...	...	...	...	23 0	...	20 0	120 0	13 0*n*	
	Backergunge	...	...	17 0	19 0	...	...	...	...	16 0	...	14 0	120 0	12 0*o*	
	Mymensingh	11 8	...	12 0	16 0	...	...	...	...	16 0	...	16 0	...	12 0*p*	
	Chittagong	16 0	...	13 0	17 0	...	...	...	...	12 0	...	10 0	75 0	12 0*p*1	
	Noakholly	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Tipperah	12 4	...	14 1	18 6	...	...	...	...	14 8	...	10 2	...	11 8*q*	
	Chittagong Hill Tracts	...	...	13 5	15 0	...	...	...	...	...	...	...	320 0	8 0	
	Hill Tipperah	12 0	...	14 0	18 0	...	...	...	...	12 0	...	16 0	...	11 0	

* In common use.

a In sub-divisions retail prices of salt per rupee were:—Culna 12 seers, Cutwa 13 seers, and Raneegunge 12-1 seers.
b In Bishenpore sub-division retail price of salt 12 seers per rupee.
*b*1 In Rampore Hât sub-division retail price of salt 13 seers per rupee.
c In Tamlook sub-division retail price of salt 11 seers per rupee.
d In sub-divisions retail prices of salt per rupee were:—Serampore 13 seers, and Jehanabad 13-8 seers.
*d*1 In sub-divisions retail prices of salt per rupee were:—Baraset and Bussirhât 12 seers, Diamond Harbour (Magrahât) 11-8 seers, Barrackpore 12-12 seers, and Dum-Dum 11 seers.
e In sub-divisions retail prices of salt per rupee were:—Kooshtea and Meherpore 12 seers, Chooadanga 13 seers, and Ranaghat 10-14 seers.
f In Satkhira sub-division retail price of salt 11 seers per rupee.
g In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, Magoora 10-12 seers, and Bongong 13 seers.
h In sub-divisions retail prices of salt per rupee were:—Lalbegh 13 seers and Jungipore and Kandi 12-8 seers.
i In Nattore and Nowgong sub-divisions retail price of salt 12 seers per rupee.
j In sub-divisions retail prices of salt per rupee were:—Gaibanda 9-12 seers, Nilphamari 13 seers and Kurigram 11 seers.
k At Silliguri retail price of salt 10 seers per rupee.
l In Alipore sub-division (at Fallacotta) retail price of salt 8 seers per rupee.
m In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers, Moonsheegungc 10-12 seers and Naraingunge 12-12 seers.
n In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers and Madaripore 12-8 seers.
o In sub-divisions retail prices of salt per rupee were:—Patuakhali 9 seers, Perozepore 11 seers, and Bhola 10-8 seers.
p In sub-divisions retail prices of salt per rupee were:—Kishoregunge 9-2 seers, Attea 12 seers, Jamalpore 10-10 seers, Sherpore 10 seers, and Netrokona 9 seers.
*p*1 In Cox's Bazar sub-division retail price of salt 12 seers per rupee.
q In Brahmunberiah and Chandpore sub-divisions retail price of salt 11-8 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF APRIL 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Baira or Cumbu (*Penniseturn typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Bengal—*continued.*	*Behar.*														
	Patna	18 8	32 0	11 8	25 0	26 0	26 0	26 0	20 0	30 0	30 0	28 0	120 0	11 8	
	Gya	17 0	32 0	9 4	19 8	...	...	...	17 0	25 8	...	23 0	140 0	11 0	
	Shahabad	17 0	28 0	8 0	17 0	...	...	...	...	29 0	...	16 0	160 0	12 0*r*	
	Durbhunga	19 4	33 0	13 3	23 0	33 0	...	33 0	...	27 8	33 0	16 8	176 0	13 0*s*	
	Mozufferpore	18 0	30 0	12 8	22 0	...	...	...	...	26 0	30 0	13 0	140 0	12 0	
	Sarun	15 0	29 0	8 0	22 0	...	...	...	...	27 0	28 0	24 0	160 0	12 0*t*	
	Chumparun	17 8	35 0	7 8	17 8	...	...	26 0	14 0	28 0	30 0	22 0	...	11 8*u*	
	Monghyr	18 8	31 8	13 2	17 13	21 0	...	...	21 0	27 12	37 12	18 14	126 0	12 0*v*	
	Bhágalpur	17 10	37 14	18 15	21 7	...	...	...	...	25 4	37 5	20 3	177 4	12 10*w*	
	Purneah	16 0	...	21 0	24 0	...	...	...	...	20 0	...	16 0	128 0	10 8*x*	
	Maldah	19 0	...	18 0	26 0	...	...	...	...	27 0	...	...	160 0	12 0	
	Sonthal Pergunnahs	16 0	...	18 0	27 8	...	...	...	...	20 0	37 8	26 0	200 0	11 8*y*	
	Orissa.														
	Cuttack	14 7	...	13 2	18 6	...	...	...	...	17 1	...	...	80 0	14 0	
	Pooree	11 13	...	17 1	23 10	...	...	...	...	13 2	...	15 12	70 0	14 7	
	Balasore	18 0	13 0	14 0	25 0	...	...	...	...	15 0	...	12 0	160 0	10 8*z*	
	Chota Nagpore, South-Western Frontier Agency.														
	Hazáribágh	20 0	25 0	10 0	19 0	...	...	33 0	...	22 0	27 0	20 0	320 0	10 0*z*1	
	Lohardugga	26 0	36 0	19 0	23 0	...	...	40 0	...	24 0	24 0	32 0	120 0	10 0	
	Singbhoom	24 0	32 0	28 0	32 0	....	...	...	...	16 0	...	24 0	320 0	9 0	
	Manbhoom	17 0	44 0	18 8	29 0	...	...	...	...	17 0	40 0	23 0	240 0	10 0*z*2	
Assam.	Sylhet	10 0	...	12 4	16 3	...	...	...	...	12 4	...	13 0	108 0	11 8	
	Cáchár	7 8	...	13 0	16 0	...	...	...	...	13 0	...	11 8	64 0	10 8	
	Goálpará	20 0	...	8 0	16 0	...	...	...	...	13 4	...	11 0	80 0	11 0	
	Garo Hills	8 0	...	6 0	15 0	...	...	...	...	10 0	...	9 0	160 0	8 0	
	Kámrup	20 0	...	8 0	20 0	...	...	...	...	14 0	...	11 0	160 0	11 0	
	Darrang	7 0	...	8 0	16 0	...	...	...	...	13 0	...	10 0	150 0	10 0	
	Nowgong	8 0	...	8 0	16 0	...	...	...	...	10 0	...	10 0	120 0	9 0	
	Sibsagar	...	...	14 0	16 0	...	...	...	...	11 0	...	10 0	80 0	8 8	
	Lakhimpur	8 0	...	8 0	15 0	...	...	...	...	13 0	8 0	10 0	160 0	9 0	
	Khási and Jaintiá Hills	..	...	6 8	8 8	...	...	...	...	9 0	16 0	7 8	100 0	8 0	
	Nága Hills	...	...	3 6	8 0	...	...	...	...	3 7	...	3 8	120 0	3 8	
N.-W. Provinces.	Dehra Dun	14 8	24 0	6 8	10 8	14 0	14 0	20 0	...	20 0	16 0	18 0	...	11 0	
	Saháranpur	16 2	21 8	8 9½	11 13½	17 3	17 3	23 14½	19 5½	21 8	19 5½	19 5½	...	12 14½	
	Muzaffarnagar	16 8	26 6	6 9	12 2	17 10	16 8	16 8	14 5	22 8	19 12	15 6	...	12 10	
	Meerut	15 8	26 0	6 0	14 0	18 8	20 0	20 0	20 0	24 0	21 8	22 0	...	13 8	
	Bulandshahr	17 9	29 0	7 0	11 8	17 0	16 0	...	16 0	28 4	24 6	18 0	...	13 4	
	Aligarh	18 8	28 0	5 4	11 8	22 0	21 0	...	16 4	28 0	27 0	31 0	...	14 0	
	Kumaun	13 0	14 0	11 8	12 0	...	...	16 0	18 0	14 0	18 0	10 0	...	8 0	
	Garhwál	No return received.													
Oudh.	Bijnor	17 12	25 14	11 4	12 10	...	...	...	...	21 2	...	...	...	12 8	
	Moradabad	18 4	30 12	10 4	14 0	23 0	18 8	...	15 8	23 0	25 0	25 0	...	13 8	
	Budáun	20 6½	30 9½	6 0	14 6½	...	18 0	...	...	28 3	...	31 3	...	12 9½	
	Bareilly	17 13	25 10	6 4	13 2	25 0	17 8	...	15 0	23 12	23 12	28 12	...	12 8	
	Sháhjahánpur	19 8	32 0	10 0	16 8	...	...	...	16 0	27 0	...	24 0	...	12 8	
	Tarái Pergunnahs	18 12	30 0	9 6	13 12	27 8	18 12	...	22 8	21 4	26 0	25 0	...	11 4	
	Muttra	16 0	23 8	8 0	13 0	16 0	18 0	...	...	24 0	...	25 0	...	13 0	
	Agra	16 0	22 0	6 0	12 0	20 0	19 0	...	...	24 0	24 8	14 0	...	13 0	
	Farukhabad	17 12	25 0	6 12	12 0	...	...	...	...	24 0	...	23 8	...	13 4	
	Mainpuri	16 8	24 8	4 8	9 8	...	...	35 0	16 8	23 8	...	23 8	...	13 12	
	Etáwah	16 8	24 8	12 0	15 0	21 0	20 8	19 4	19 4	25 12	27 0	27 0	...	12 0	
	Etah	19 8	27 0	7 0	15 0	...	15 0	30 0	16 0	20 8	...	18 8	...	12 8	
	Jalaun	22 0	25 0	9 0	11 0	25 0	23 0	...	14 0	32 0	22 0	35 0	...	11 0	
	Jhánsi	20 8	26 10	7 0	13 0	27 8	22 0	...	...	28 0	...	35 0	...	11 8	
	Lalitpur	19 0	28 0	10 0	12 0	28 8	20 0	32 0	32 0	29 0	30 0	14 12	...	11 4	
	Cawnpore	17 8	26 8	10 0	15 0	25 0	24 8	...	26 0	28 0	...	26 0	...	14 0	
	Fatehpur	15 0	23 8	13 8	15 0	...	...	...	...	28 4	...	28 4	160 0	11 8	
	Bánda	26 0	31 0	8 0	14 8	26 0	22 0	36 0	22 0	36 0	...	24 8	160 0	12 8	
	Allahabad	16 0	24 0	8 0	14 8	21 8	20 8	...	...	30 0	...	19 0	...	11 8	
	Hamírpur	23 14	31 0	11 8	14 0	26 3	...	...	...	35 2	...	33 5	140 0	13 3	
	Jaunpur	16 0	21 0	7 0	12 8	...	...	...	...	25 4	...	23 12	140 0	12 0	
	Gorakhpur	12 9½	27 0	9 14½	18 0	...	...	23 6½	21 9½	28 13	27 0	20 4	140 0	12 0	
	Basti	18 12	30 0	10 0	15 0	...	...	...	...	29 0	...	...	140 0	11 8	
	Azamgarh	15 8	20 10	10 5	17 11	...	...	...	...	23 10	...	14 12	177 8	11 2	
	Mirzapur	16 0	24 0	8 0	15 0	22 0	21 0	28 0	22 0	28 0	26 0	26 0	90 0	11 0	
	Benares	16 0	23 14	12 7½	17 14	22 12	22 4	...	22 12	25 0	25 0	25 0	110 0	11 13	
	Gházipur	18 0	25 1½	7 12	16 12	21 14	23 13½	36 1	18 0	28 5	29 10	23 3	154 8	11 9	
	Balia	17 6	28 0	10 4	18 0	...	...	...	...	28 4	...	25 12	100 0	12 4	
	Pilibhít	17 8	12	12 8	15 0	...	...	...	...	22 8	...	...	150 0	11 4	
Punjab.	Sultánpur	18 0	30 0	10 0	16 0	24 0	22 0	40 0	20 0	26 8	30 0	27 8	160 0	12 0	
	Partábgarh	18 8	25 6	14 6	15 2	...	...	...	...	27 8	...	17 6	193 0	11 5	
	Fyzabad	16 12	28 0	10 0	15 8	24 0	22 0	...	15 0	25 0	25 0	23 8	100 0	11 8	
	Kheri	18 4	30 0	8 0	14 0	30 0	27 0	40 0	27 0	25 0	31 0	17 0	120 0	12 0	
	Lucknow	17 5	24 6	6 0	14 0	22 0	21 12	...	22 0	24 4	26 0	24 12	140 0	11 8	
	Bára Banki	14 0	25 0	8 0	12 0	22 0	16 0	26 0	16 0	24 0	29 0	26 0	120 0	11 8	
	Bahraich	16 6	40 0	14 0	18 0	30 0	23 0	...	...	33 0	33 0	27 0	160 0	12 0	
	Rai Bareli	18 2	25 8	7 0	15 8	21 0	16 0	26 0	19 0	27 0	25 8	30 0	180 0	11 0	
	Sitapur	19 0	30 0	8 0	15 0	24 0	22 0	32 0	23 0	30 0	27 0	30 0	160 0	11 0	
	Gonda	18 8	32 0	16 4	17 8	28 0	28 0	35 0	30 0	31 8	30 8	30 0	200 0	12 4	
	Unáo	17 0	25 0	9 0	15 0	24 0	22 0	...	21 0	27 0	28 0	17 0	160 0	13 0	
	Hardoi	19 0	30 0	5 0	10 0	...	...	...	...	26 0	...	27 0	160 0	11 0	
	Hissar	14 0	21 0	...	10 0	22 0	17 0	...	...	26 0	18 0	...	120 0	13 8	
	Rohtak	14 0	22 0	...	11 0	20 0	16 0	...	...	24 0	17 0	...	120 0	13 0	
	Gurgaon	16 0	25 0	...	12 0	20 0	19 0	...	18 0	23 0	20 0	25 0	140 0	12 0	
	Delhi	15 0	24 0	...	14 0	16 0	18 0	...	17 0	23 0	16 0	22 0	80 0	12 0	
	Karnál	15 0	23 0	...	12 0	14 0	16 0	20 0	16 0	23 0	16 0	20 0	160 0	12 8	
	Umballa	14 0	24 0	...	12 0	16 0	16 0	20 0	16 0	23 0	20 0	20 0	140 0	14 4	
	Simla	9 0	14 0	...	9 0	14 0	12 0	15 0	12 0	17 0	13 0	11 0	70 0	10 0	
	Kangra	13 0	21 0	...	12 0	13 0	10 0	20 0	10 0	15 0	16 0	12 0	120 0	11 0	
	Hoshiarpur	15 0	24 0	...	11 0	16 0	16 0	14 0	20 0	22 0	18 0	14 0	110 0	14 8	
	Jullundur	15 0	28 0	...	8 0	19 0	14 0	...	16 0	24 0	21 0	...	120 0	14 0	
	Ludhiana	16 0	24 0	...	12 0	20 0	17 0	...	16 0	25 0	20 0	14 0	120 0	15 0	

r In sub-divisions retail prices of salt per rupee were:—Buxar 12-8 seers, Sasseram 12 seers and Bhabooah 11-12 seers.
s In Madhubani and Tajpore sub-divisions retail price of salt 12 seers per rupee.
t In Sewan sub-division retail price of salt 11-8 seers per rupee.
u In Bettiah sub-division retail price of salt 11-8 seers per rupee.
v In Beguserai and Jamui sub-divisions retail price of salt 11 seers per rupee.
w In Banka, Mudehpura and Soopool sub-divisions retail price of salt 11 seers per rupee.
x In sub-divisions retail prices of salt per rupee were:—Kissengunge 10 seers, and Arrareah (at Raneegunge) 11 seers.
y In sub-divisions retail prices of salt per rupee were:—Deoghur and Jamtara 13 seers and Pakour 12 seers.
z In Bhadruck sub-division retail price of salt 9-8 seers per rupee.
*z*1 In Girid sub-division (at Kharagdiha) retail price of salt 12 seers per rupee.
2G*z* In ovindpore sub-division retail price of salt 12 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF APRIL 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chola, Kadalay or Sunaga (*Cicer arietinum.*)	Maize (*Zea Mays*).	Arhar or Thur Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Punjab—*continued.*	Ferozepore	14 0	22 0	...	12 0	17 0	16 0	...	20 0	24 0	25 0	12 0	90 0	14 8	
	Mooltan	12 0	22 0	...	10 0	15 0	18 0	...	16 0	19 0	16 0	...	90 0	15 0	
	Jhang	13 0	25 0	...	10 0	24 0	16 0	13 0	18 0	19 0	20 0	10 0	200 0	14 0	
	Montgomery	13 0	20 0	...	10 0	20 0	14 0	...	20 0	21 0	16 0	12 0	200 0	12 0	
	Lahore	16 0	24 0	...	13 0	17 0	16 0	...	16 0	25 0	17 0	12 0	100 0	14 0	
	Amritsar	16 0	30 0	...	13 0	16 0	18 0	16 0	21 0	25 0	18 0	16 0	100 0	15 0	
	Gurdáspur	18 0	24 0	...	14 0	16 0	14 0	...	14 0	23 0	18 0	8 0	120 0	14 0	
	Siálkot	13 0	25 0	...	13 0	17 0	17 0	25 0	16 0	22 0	18 0	12 0	120 0	15 0	
	Gujrát	15 0	25 0	...	12 0	20 0	17 0	...	10 0	21 0	18 0	11 0	120 0	16 0	
	Gujránwála	13 0	24 0	...	14 0	15 0	12 0	25 0	10 0	23 0	16 0	8 0	100 0	15 8	
	Shahpur	12 0	22 0	...	10 0	16 0	15 0	16 0	14 0	20 0	18 0	10 0	240 0	16 0	
	Jhelum	14 0	27 0	...	12 0	17 0	15 0	15 0	16 0	23 0	18 0	13 0	150 0	16 0	
	Ráwalpindi	12 0	21 0	...	8 0	...	14 0	...	20 0	22 0	16 0	22 0	100 0	15 8	
	Hazára	12 0	16 0	...	12 0	...	12 0	...	...	16 0	14 0	...	120 0	12 0	
	Pesháwar	11 0	21 0	...	10 0	15 0	13 0	...	15 0	19 0	18 0	23 0	118 0	46 0	
	Kohát	13 0	23 0	...	13 0	16 0	16 0	...	20 0	19 0	16 0	...	106 0	60 0	
	Bannu	17 0	26 0	...	11 0	20 0	16 0	8 0	8 0	22 0	23 0	13 0	60 0	40 0	
	D. I. Khán	13 0	23 0	...	9 0	15 0	15 0	15 0	5 0	20 0	14 0	13 0	119 0	32 0	
	D. G. Khán	12 0	19 0	...	9 0	16 0	16 0	10 0	10 0	19 0	15 0	18 0	125 0	21 0	
	Muzaffargarh	13 0	21 0	...	12 0	13 0	15 0	...	12 0	19 0	16 0	11 0	100 0	14 0	
Central Provinces.	Saugor	18 0	...	8 15	10 4	...	...	...	...	26 0	...	13 0	192 0	9 12	
	Damoh	21 5	...	10 0	10 11	...	...	...	...	30 0	...	12 13	200 0	10 11	
	Jubbulpore	16 0	...	10 0	13 0	18 0	...	...	...	22 0	...	14 0	130 0	11 0	
	Mandla	20 13	...	10 0	12 0	...	...	...	...	30 0	...	13 0	256 0	11 0	
	Seoni	19 8	...	9 5	11 12	...	...	...	...	22 6	...	13 9	220 0	10 11	
	Narsinghpur	16 6	...	9 3	10 8	...	...	...	...	24 2	...	13 15	140 0	11 7	
	Hoshangabad	16 0	...	7 0	9 0	...	...	...	...	22 0	...	11 0	200 0	10 14	
	Nimár	16 0	...	7 8	12 10	27 9	...	...	...	20 2	...	11 10	120 0	11 15	
	Betul	16 12	...	10 7	11 1	20 3	...	...	...	22 0	...	9 12	320 0	11 6	
	Chhindwára	19 0	...	8 14	11 7	21 10	...	...	...	25 5	...	12 0	160 0	10 11	
	Wardha	17 7	...	8 12	10 11	24 0	...	...	...	17 7	...	16 0	160 0	9 10	
	Nágpur	17 8	...	8 7	12 3	22 13	...	...	...	18 12	...	12 8	119 0	10 14	
	Chánda	18 8	...	11 13	12 3	24 2	...	...	...	17 14	...	13 11	612 0	10 5	
	Bhandára	16 4	...	8 12	12 8	...	...	...	...	20 0	...	12 8	240 0	11 0	
	Bálaghát	18 6	...	14 7	15 5	...	...	...	...	21 10	...	16 4	144 0	10 0	
	Raipur	24 0	...	11 4	18 8	...	...	...	...	25 0	...	18 5	100 0	10 12	
	Bilaspur	28 14	...	16 14	20 4	...	...	...	...	33 8	...	30 10	128 0	10 0	
	Sambalpur	22 5	...	14 14	20 2	...	...	...	...	19 8	...	11 8	160 0	10 1	
Lower Burma.	*Arakan Division.*														
	Akyab	...	...	14 0	18 8	...	...	...	...	11 0	...	...	240 0	35 0	
	Kyoukpyu	...	...	19 8	21 0	...	...	...	...	5 0	...	...	50 0	42 0	
	Sandoway	...	...	26 13	30 13	...	...	...	...	...	...	...	469 11	37 5	
	Pegu Division.														
	Rangoon Town	11 2	...	13 0	15 0	...	...	...	...	16 0	22 2	...	275 0	15 10	
	Pegu	...	...	10 15	15 12	...	...	...	...	11 2	...	...	135 0	26 15	
	Tharrawaddy	...	...	13 10	17 8	...	...	...	...	11 1	...	...	535 11	29 12	
	Prome	12 2	...	14 15	16 2	...	...	...	...	12 7	33 9	...	167 9	18 10	
	Irrawaddy Division.														
	Bassein	...	...	16 8	20 3	...	...	...	...	10 6	...	...	145 0	24 13	
	Henzada	...	...	13 0	15 10	...	...	...	...	...	...	...	183 8	35 8	
	Thongwa	...	...	11 9	14 11	...	...	...	...	12 14	...	...	246 0	35 0	
	Thayetmyo	8 0	...	11 2	15 9	...	...	...	...	11 1	...	...	367 8	18 15	
	Tenasserim Division.														
	Moulmein Town and Amherst	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Tàvoy	...	...	13 12	19 6	...	...	...	...	...	...	...	399 3	16 1	
	Mergui	...	...	15 6	17 11	...	...	...	...	...	...	...	428 0	14 9	
	Toungoo	...	...	10 10	12 13	...	...	...	...	9 7	...	...	27 0	14 1	
	Shwaygyin	...	...	10 10	12 7	...	...	...	...	...	...	...	*	18 14	
Hyderabad Assigned Districts.	Secunderabad	14 7	...	6 13	10 14	20 1	20 1	...	...	15 2	...	12 3	120 0	9 9	
	Bolarum	15 9½	...	6 7	9 13	24 14	...	...	...	17 3	...	...	116 14	10 2	
	Chadarghat	11 8	...	7 0	9 8	19 8	22 0	...	...	15 0	...	14 0	88 0	9 8	
	Amráoti	14 12	...	7 12	9 4	25 2	18 12	...	...	16 0	...	11 4	†	11 4	
	Akola	16 0	...	7 0	10 0	25 0	21 0	...	...	17 0	...	16 0	†	12 0	
	Ellichpur	16 0	8 0	7 0	10 0	24 0	15 0	...	...	15 0	...	10 0	†	11 0	
	Buldana	17 0	8 0	8 0	11 0	28 0	26 0	...	...	21 0	...	10 0	†	12 0	
	Wun	14 8	...	8 0	11 0	30 0	12 0	...	...	14 0	...	20 0	†	11 8	
	Básim	21 0	...	7 0	11 5	30 0	30 0	...	...	19 0	...	22 0	†	10 0	
Mysore.	Bangalore	11 0	12 0	9 11	11 0	24 0	...	38 0	...	13 8	...	16 6	96 0	11 0	
	Kolar	...	11 8	12 0	16 0	...	...	40 0	...	12 0	...	14 0	144 0	11 0	
	Túmkúr	14 0	12 0	13 0	14 0	...	...	50 0	...	14 0	...	20 0	340 0	10 0	
	Mysore	11 0	10 8	11 4	13 12	36 0	...	38 0	12 0	14 4	...	18 0	84 0	10 0	
	Hassan	...	13 0	14 0	16 0	...	...	48 0	...	16 0	...	13 0	96 0	10 0	
	Shimoga	13 10	...	13 10	16 13	31 8	...	46 3	...	17 14	...	23 2	480 0	11 9	
	Kadur	10 0	12 0	18 0	20 0	...	...	48 0	...	15 0	...	14 0	320 0	11 0	
	Chitaldroog	14 0	16 0	10 8	13 0	48 0	32 0	55 0	60 0	16 0	...	25 0	320 0	10 0	
Coorg	Coorg	10 0	9 8	14 0	18 0	...	...	41 0	...	31 0	...	...	110 0	13 8	
Rajpootana.	Jeypore	13 0	25 0	5 0	9 0	23 0	20 0	...	20 0	22-0 to 23-0	25 0	31 0	120 0	13 8	
	Kishengurh	12 4	23 8	9 0	10 0	24 8	18 8	...	...	24 8	23 8	...	...	16 0	
	Kerrowlee	13 2	19 2	10 10	11 4	20 10	17 3	...	21 4	20 0	...	31 4	200 0	12 8	
	Ulwur	16 5	23 5	8 0	11 9	20 8	19 4	...	18 0	21 12	25 12	32 6	200 0	14 12	
	Bhurtpore (City)	15 12	23 8	7 4	8 4	21 2	15 9	...	13 4	22 8	21 0	21 12	220 8	12 4	
	Ajmere	11 8	22 0	3 0	8 0	21 0	17 0	...	...	22 0	22 8	...	70 0	14 0	
	Deoli Cantonment	No return received.													
	Erinpura														
	Sirohee														
	Abu														
	Anadra														
	Bálmere														
	Jeysalmere														
	Hilly Tracts of Meywar	15 0	21 0	..	15 0	...	...	...	...	20 0	30 0	...	‡	11 8	
	Meywar (Oodeypore)	11 5½	17 15½	9 12½	10 8¾	17 15½	13 4½	...	15 10	17 9½	19 2½	10 2½	200 0	11 11½	
	Bánswára (Meywar Agency)	16 4	17 8	8 12	15 0	...	...	...	...	25 0	27 8	...	...	12 8	
	Partábgarh (,,)	15 5	25 0	10 10	13 2	22 8	18 12	...	...	21 14	25 0	28 0	...	17 14	
	Marwar (Jodhpore)	No return received.													

* Rs per cart-load. † Firewood is sold by head-load, bullock-load, and cart-load, and not by weight. ‡ Eight pies per bundle.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF APRIL 1887 —*concluded.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Rajpootana—*contd.*	Bikanir	10 3	...	3 5	8 1	...	16 14	...	...	18 11	...	8 8	100 0	14 0	
	Boondee	15 0	24 0	10 0	10 8	23 0	...	...	...	25 0	...	...	200 0	11 8	
	Kotah	18 0	19 0	8 0	11 0	25 0	16 0	...	...	30 0	22 8	15 0	240 0	12 0	
	Tonk	14 8	22 0	8 8	9 8	26 0	...	...	...	27 12	...	...	100 0	14 4	
	Jhallawar	16 10	19 14	7 5½	10 4	26 3	18 4	...	...	23 9	25 8	10 4	175 0	10 14	
	Shahpoora	13 8	22 12	9 2½	13 0	30 0	24 0	...	...	22 4	25 13½	...	160 0	13 8	
	Dholpur	15 0	21 6	9 9	11 0	21 12	19 4	...	18 0	22 6	...	18 1½	90 0	13 8	
Central India.	Indore	14 8	17 0	7 8	8 9	26 10	21 14	*	*	17 4	25 4	16 8	100 0	12 0	
	Gwalior	16 1	19 0	6 14	9 9	20 14	19 13	*	18 2	20 3	19 15	20 12	126 14	11 6	
	Goona	23 0	20 0	9 8	10 0	35 0	18 0	*	*	30 0	30 0	16 0	200 0	12 0	
	Baghelkhand (Sutna)	16 0	30 0	8 0	16 8	19 0	17 0	*	*	27 8	*	19 0	200 0	12 0	
Baluchistan.	Quetta	8 12	13 0	4 0	9 0	15 0	...	...	...	12 8	12 0	...	45 0	8 0	

* Not sold.

Department of Finance and Commerce.
(Statistical Branch).

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENT OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF MARCH 1887 PUBLISHED IN PAGES 694 AND 695 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 23rd APRIL 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Bombay.	Khandesh (Dhulia)	13 8	...	7 8	10 4	25 8	19 4	...	14 8	15 3	...	10 15	131 0	12 11	
	Násik	13 14	...	10 8	12 0	27 8	18 14	22 8	...	17 8	...	9 10	106 8	13 12	
	Bijapur	15 11	13 10	7 6	10 0	28 0	27 11	...	...	19 7	...	16 7	80 0	12 2	
	Pánch Maháls (Godhra)	9 3	...	8 0	10 0	...	16 0	...	...	18 7	23 5	10 0	160 0	16 0	

Department of Finance and Commerce,
(Statistical Branch).

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

REVIEW OF THE REGISTRATION REPORTS OF THE SEVERAL PROVINCES FOR THE YEAR 1885-86.

No. $\frac{20}{937-40}$.

Extract from the Proceedings of the Government of India in the Home Department (Public),— under date Simla, the 29th April, 1887.

Read—

Home Department Resolution No. $\frac{13}{795-807}$, dated the 4th June 1886, reviewing the Registration Reports of the several Provinces for the year 1884-85.

Read also—

The Registration Reports of the several Local Governments and Administrations for the year 1885-86.

RESOLUTION.

OBSERVATIONS.—The Governor-General in Council is again glad to observe that the reports of the year under review testify to a satisfactory advance in the operations of the Department. The total number of registrations during the year, compared with the figures of the previous year, are shown in the margin. The increase as shown in the appended statement is general to all Provinces, with the exception of Punjab and Coorg, where the operations of the Department were of a stationary character, and of Burma, where they were slightly retrogade, owing to the disturbances during the year. The gross receipts of the Department increased in all Provinces, except in Coorg, where the decline was nominal. The expenditure rose in seven Provinces and declined in four. On the whole, the development of registration in the several Provinces is regarded by the Government of India as indicative of the increasing popularity of the Department. The following observations on the various Provincial reports will show the extent to which progress has been made, and its more salient features in each Province.

1884-85	...	...	1,627,650
1885-86	...	...	1,752,622

2. *Madras.*—Registrations which in the year 1876-77 amounted in the Madras Presidency to 251,405 have risen year by year until they numbered 584,224 in the year under report. The increase was common to all districts in the Presidency, except the Nilgiris, where there was a decline from 1,158 to 999, which is attributed to the collapse of speculations in gold-mining and to the failure of the coffee crops. The percentage of increase of compulsory registrations was 10·7, and of optional registrations 18·2. The percentage of optional to total registrations advanced from 51·8 to 53·3—a rise which is said to be largely due to the reduction in May 1884 of the fees for registering documents of small value.

The financial results [illegible] penditure of the Department were respectively Rs. 8,38,455 and Rs. 6,60,800, compared with Rs. 7,45,550 and Rs. 6,99,182 in the preceding year. The charges were less owing to a reduction in the expenditure on buildings from Rs. 1,27,284 to Rs. 40,318. The surplus revenue of the year, amounting to Rs. 1,78,605, was the largest net revenue hitherto realized.

3. *Bombay.*—In the Bombay Presidency the number of registrations increased by 1,380 transactions, or about 1·29 per cent., the increase being, it is said, mainly due to the large number of Hindu marriages and thread-ceremonies which took place. The decline which occurred in eleven districts is attributed to recent legislation exempting notices of relinquishment of land from registration;

717 transactions only of this class were registered as compared with 4,132 in the preceding year. The receipts of the Department were greater and the expenditure less than in the previous year. The system of registration by a peripatetic agency, which was in force in four districts, has been extended so as to include the jurisdiction of three more sub-registrars in the districts of Ahmedabad, Poona, and Belgaum. In the last two districts the experiment is said to have been attended with unqualified success. It has since been extended to one more office in the Thana district.

4. *Bengal.*—In the Lower Provinces of Bengal there has again been an increase in the number of registrations under all the principal heads. Compulsory registrations increased from 374,730 to 386,632, or by 3·01 per cent., and optional registrations from 313,650 to 337,869, or by 7·72 per cent. The percentage of optional to total registrations was 46·67, or 1·11 per cent. higher than in the year 1884-85. In the orders on the report for the year 1884-85 special attention was directed to the marked increase in registration of deeds of sale of petty holdings and leases of agricultural land. In the year under review deeds recording 120,381 such transactions were registered as compared with 115,540 in the previous year. The Lieutenant-Governor maintains the opinion that the increase is probably due to a greater appreciation of the benefits of registration rather than to pressing necessity or agricultural depression. The operations under the Muhammadan Marriage Registration Act were only slightly in excess of those in the previous year, being 7,524 against 7,410 in 1884-85—a fact which seems to show that the Act has not yet come to be greatly appreciated. Rules for the regulation of registration in connection with the Tenancy Act have been sanctioned since the close of the year, and the effect of the working of that Act upon the Registration Department will, as remarked by the Government of Bengal, require close attention.

5. *North-Western Provinces and Oudh.*—In the North-Western Provinces and Oudh there was a moderate increase under each class of document registered, the total increase amounting to 7,847 for the united Provinces. The increase in compulsory registrations was proportionally far greater (7·8 per cent.) in Oudh than (1·2 per cent.) in the North-Western Provinces; while, on the other hand, the increase in optional registrations affecting both movable and immovable property was most marked in the North-Western Provinces. The rise in optional registrations in the North-Western Provinces is satisfactory as indicative of some recovery from the downward tendency of past years. An examination of the statistics relating to the sale and mortgage of land shows that in respect to the number of mortgages, whether compulsory or optional, there is no material difference between the North-Western Provinces and Oudh; but execution sales are far more rare in Oudh than in the sister Province. The reasons ascribed by the Inspector General of Registration for this difference are, as noticed by the Lieutenant-Governor, inconclusive, and the matter should continue to receive attention. The large increase in the number of sales and mortgages, both of the optional and compulsory class, in the Family Domains of the Maharaja of Benares has attracted the notice of the Local Government, and the attention of the Board of Revenue has been drawn to the subject with a view to ascertaining whether the inference of the Deputy Superintendent of the Domains is in point of fact correct, that "an already heavily indebted body of cultivators are becoming still more hopelessly involved."

The gross receipts of the Department increased by Rs. 9,077, and the expenditure was less than in the previous year.

6. *Punjab.*—In the Punjab the results of the year under review did not differ materially from those of the preceding year. There was again a slight decline in the total number of registrations, due to a falling off in the number of registrations belonging to the optional class. This decline was, however, counterbalanced by an increase in the number of compulsory registrations. Special registrations under the provisions of Section 89 of the Registration Act fell off from 3,486 to 2,388, owing to a smaller amount having been advanced as *takavi* compared with the previous year. The income and expenditure of the year

were respectively Rs. 1,77,661 and Rs. 1,00,812 against Rs. 1,74,564 and Rs. 1,00,147 in the year 1884-85. The new Revenue Rules, whereby mutations of possession of land are recorded by tahsildars on the spot on the oral admission of the parties, together with the fact that the Transfer of Property Act is not in force in the Punjab, will, the Inspector-General of Registration considers, have the effect of gradually diminishing the registration of deeds relating to land. Sir Charles Aitchison does not share in this apprehension, and observes that there is nothing new in the principle of the new Revenue Rules, which are mainly intended to carry out more efficiently than has hitherto been done the arrangements for mutations of names in the Revenue record. The principle of replacing official by non-official agency was further extended during the year; but the Inspector General is not hopeful of the success of the measure unless the non-official sub-registrars are carefully selected and the work properly supervised. The Lieutenant-Governor has drawn the attention of district officers to this point, and has impressed upon them the necessity of sparing no effort in order to improve the efficiency of the offices of non-official sub-registrars. The system of employing tahsildars at district head-quarters as joint sub-registrars was continued throughout the year, but did not prove satisfactory, as sadr tahsildars have very little leisure to attend properly to registration duties. Measures are therefore being taken to gradually relieve them of such work.

7. *Central Provinces.*—The results of the operations in the Central Provinces indicate a satisfactory increase of business compared with the preceding year. The total number of documents registered was 24,605 against 22,289 in the previous year, showing an increase of 10 per cent.. Of this increase nearly one-half occurred in the registration of documents of the optional class, and was for the most part confined to the districts of Chhindwara, Nagpur, Nursinghpur, and Hoshangabad. The largest increase in the registration of such documents occurred in Chhindwara, where it amounted to 1,336, owing to the abnormally large number of leases presented for registration. Excluding Chhindwara, the districts in which the business of the Department was relatively large are those situated on the railway line, where there is a greater demand for document stamps, and where written contracts appear to be more popular than elsewhere. One of the most important reforms carried out during the year was the substitution of special for *ex-officio* sub-registrars in places where there is a considerable amount of business. Owing to the increase of expenditure due to reforms effected in the Department from 35,766 to 41,530, the net receipts of the Department (Rs. 30,995) are smaller than those in the preceding year (Rs. 32,288).

8. *Burma.*—In Lower Burma there was a slight falling off in the total number of registrations. The decline was due to slackness of trade and the disturbances consequent on the war in Upper Burma. The decrease occurred principally in compulsory registrations affecting immovable property. Optional registrations affecting immovable property and movable property increased from 17·9 per cent. in 1884-85 to 20·8 per cent. in the year under review. The proportion of compulsory registrations affecting immovable property was 78·9 per cent. compared with 81·6 in the preceding year. The receipts of the Department rose slightly, but were balanced by a corresponding rise in expenditure incurred in connexion with the establishment of 25 new sub-registration offices. Since the beginning of the year 1886-87, a revised table of fees has been brought into force, the effect of which is to lower the fees paid on documents of small value and to raise those on documents of high value. This change will, it is hoped, encourage optional registrations. The Chief Commissioner has rightly impressed upon district officers the necessity of inspecting the registration offices within their districts, and the Governor-General in Council trusts that the current year's report will show an improvement in this respect.

9. *Assam.*—There was an increase in the total number of registrations in Assam as compared with the previous year. This advance was due to the rise from 12,101 to 15,206 in the total number of documents registered in the Sylhet district. In all the other districts, except at Sibsagar, where

there was some increase, the number of registration remained almost the same as in the previous year. Of the total registrations (numbering 21,213), 18,188 were contributed by the Surma Valley districts of Cachar and Sylhet, and 2,948 by the Assam Valley districts. In the former registration operations has doubled in extent since the year 1881-82, while in the latter they have remained stationary for some years, the explanation for this being the difference in the tenures of land which prevail in the two valleys. The number of registrations affecting immovable property rose from 15,598 to 18,650. This rise is said to be due mainly to the effect of the Transfer of Property Act, 1882, the provisions of which are gradually becoming known, and partly to a growing appreciation of the advantages of registration. The Chief Commissioner considers that the land revenue registration proceedings to be taken under the Assam Land and Revenue Regulation, 1886, will probably lead to a further expansion of business under this head.

10. *Coorg.*—In Coorg there was a slight decrease in the total number of registrations, due to a falling off in the number of documents relating to immovable property registered in the Mercara taluk, which has suffered from the failure and abandonment of coffee gardens. A satisfactory feature of the report is the steady increase in the number of optional registrations, the percentage of which on total registrations amounted to 30·63 during the year.

11. *Hyderabad Assigned Districts.*—In the Hyderabad Assigned Districts the total number of registrations increased from 25,049 to 26,652, or by 6·3 per cent. Every district contributed to this increase, except Bassim, where there was a slight decline in optional registrations affecting both immovable and movable property. The provincial increase chiefly occurred under the head of "compulsory registrations," which advanced in every district. Optional registrations relating to immovable property increased in every district except Bassim, while registrations of the same class relating to movable property advanced in three and declined in the same number of districts. The Inspector-General of Registration is of opinion that the increase in the registration of documents affecting movable property will not keep pace with the growth of registration of documents affecting immovable property, as in his opinion, in which the Resident concurs, the advantages that registered documents of the former class have over unregistered documents of the same kind hardly afford sufficient inducement to registration. The receipts and expenditure of the Department amounted respectively to Rs. 59,838 and Rs. 36,788 compared with Rs. 56,836 and Rs. 35,466 in the year 1884-85.

In the cantonment of Secunderabad the number of documents registered was 636 against 516 in the previous year. The receipts amounted to Rs. 2,053 and the expenditure to Rs. 776.

ORDER.—Ordered, that a copy of this Resolution be forwarded to the Local Governments and Administrations marginally noted, and to the Foreign and Revenue and Agricultural Departments for information. Ordered also, that the Resolution be published in the *Gazette of India*.

Madras.	Punjab.
Bombay.	Central Provinces.
Bengal.	Burma.
North-Western Provinces and Oudh.	Assam.
Hyderabad.	Coorg.

1	2			3		4			5			6				7			
Provinces.	Total number of Registrations.			Receipts.		Expenditure.			Percentage of column 4 on column 3.			Aggregate value of property transferred by registered documents.				Proportion of offices to area and population.			
												Affecting immovable property.			Total aggregate value.				
	1883-84.	1884-85.	1885-86.	1883-84.	1884-85.	1883-84.	1884-85.	1885-86.	1883-84.	1884-85.	1885-86.	1883-84.	1884-85.	1885-86.		Area in square miles.	Population.	Number of registration officers.	Average area in square miles to each registration office.	Average population to each registration office.
				Rs.	Rs.	Rs.	Rs.	Rs.				Rs.	Rs.	Rs.	Rs.				
Madras ...	473,434	510,899	594,224	5,24,613	7,44,779	5,03,585	6,99,182	6,59,850	95·0	93·9	78·7	10,53,52,270	11,09,09,387	11,87,93,177	12,14,73,632	141,001	31,170,631	338	417	92,220
Bombay ...	97,312	106,976	103,356	2,84,[illegible]	3,18,361	2,33,826	2,48,112	2,46,728	82·1	78·0	77·0	6,06,84,270	5,40,47,100	6,34,55,660	5,77,98,577	124,122	16,414,414	249	498	66,082
Bengal ...	601,062	688,356	723,901	9,74,711	10,74,601	5,04,755	5,54,110	5,69,365	51·8	51·6	52·3	10,99,10,877	10,99,10,877	13,64,79,249	12,93,78,850	103,195	60,536,861	292	661	233,140
North-Western Provinces ...	134,442	135,423	141,309	2,60,171	2,69,998	1,46,076	1,50,109	1,22,976	56·1	55·6	57·7	4,73,41,523	1,67,89,421	6,50,73,137	5,37,90,997	81,865	32,720,128	221	370	148,054
Oudh ...	41,817	43,822	45,783	78,706	79,655	47,238	46,394	49,053	60·0	58·2	64·2	1,56,81,407	49,07,374	1,91,84,851	1,91,03,255	24,216	11,387,741	125	193	91,101
Punjab ...	66,977	66,204	66,450	1,73,111	1,74,564	88,038	1,00,147	1,00,842	50·8	57·3	56·7	2,30,42,946	24,45,802	2,52,11,901	2,59,44,182	106,632	18,850,437	230	451	79,873
Central Provinces ...	22,380	22,289	24,605	69,[illegible]	66,054	28,957	35,786	41,530	42·3	52·55	57·2	76,19,794	8,72,516	80,36,791	86,67,100	84,415	9,338,791	75	1,125	131,183
Burma ...	8,176	9,498	8,919	19,[illegible]	24,480	10,347	12,965	13,384	52·3	52·54	54·5	1,31,29,293	22,84,816	1,53,73,973	1,66,52,270	87,220	3,736,771	113	771	33,069
Assam ...	15,738	18,146	21,213	27,[illegible]	30,547	16,316	19,370	19,205	58·7	63·4	55·6	31,11,315	9,75,021	42,36,539	44,77,301	46,311	4,881,426	22	2,106	221,881
Coorg ...	610	646	591	3,[illegible]	4,382	2,042	2,433	2,376	53·9	55·4	54·5	9,41,918	5,05,805	3,53,569	3,40,017	1,583	178,392	9	176	19,811
Hyderabad Assigned Districts (including Secunderabad)...	22,367	25,565	27,268	62,[illegible]	69,622	31,519	36,171	37,565	50·5	51·7	60·6	55,90,254	3,08,252	61,89,181	63,49,936	17,711	2,672,673	60	295	44,545
Total ...	1,469,185	1,627,650	1,752,822	24,67,[illegible]	28,37,[illegible]	17,02,760	18,03,957	18,61,874	64·31	63·79	64·9	39,93,70,732	39,45,28,927	44,22,99,558	45,09,63,804	908,384	201,426,175	1,794	623	116,163

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

ARRANGEMENTS MADE WITH THE FIRM OF MESSRS. THOMAS COOK AND SON FOR THE CONVEYANCE OF PILGRIMS FROM INDIA TO THE HEDJAZ AND BACK.

No. $\frac{2}{102-114}$.

Extract from the Proceedings of the Government of India in the Home Department (Sanitary), —under date Simla, the 3rd May 1887.

Read—

Home Department Resolution No. $\frac{1}{21-31}$, dated the 21st January 1886, on the subject of the arrangements made with the firm of Messrs. Thomas Cook & Son for the conveyance of pilgrims from India to Jeddah and back.

RESOLUTION.

In paragraph 3 of the Resolution cited in the preamble, it was announced that the Government of India contemplated the appointment of Messrs. Thomas Cook & Son to be pilgrim agents for the whole of India, and the outlines of the scheme then adopted for the improvement of arrangements for the conveyance of pilgrims to and from the Hedjaz were sketched. The Government of India has recently been in personal communication with Mr. F. H. Cook, the representative of the firm of Messrs. Thomas Cook & Son, who has come to India with the object of carrying the proposed arrangements into effect. The Governor-General in Council is now pleased to notify, for the information of the public, the arrangements which have been completed with that firm for the better ordering of the pilgrim traffic.

2. The understanding upon which Messrs. Thomas Cook & Son have been appointed pilgrim agents is that the arrangements shall last for three years from the beginning of 1887, and shall be terminable at the end of that period at the option of either the Government or Messrs. Cook & Son. In the event of Government withdrawing after three years from the arrangement, Messrs. Cook & Son will be at liberty to continue it as a private enterprise. It is, of course, understood that, though Government gives its countenance and assistance to Messrs. Cook & Son's enterprise, it has no desire to constitute a monopoly in favour of the firm. As, however, the firm engages to convey pilgrims to Jeddah at a fair charge, to protect them while on the journey from extortion and ill-treatment, and to provide them with such comforts and facilities in the way of supplies of food and banking arrangements as may be found desirable and practicable, the Government is satisfied that pilgrims will do well to take advantage of the firm's arrangement. The charges to pilgrims will consist of (1) railway fare; (2) steamship fare; (3) landing charge at Jeddah. The railway fares will be fixed sums; and as they will follow the railway tariffs, the amount will depend upon the distance of the place of departure from Bombay. The steamship fare will also be a fixed sum, which has been settled for the current season by the Government of India on the representation of Mr. F. H. Cook and the advice of the Government of Bombay as follows:

	Rs.
Single tickets from Bombay to Jeddah, 1st class ...	60
Ditto ditto 2nd class ...	40
Ditto ditto 3rd class ...	30
Return tickets from Bombay to Jeddah and back, 1st class ...	90
Ditto ditto 2nd class ...	60
Ditto ditto 3rd class ...	45

Tickets, which will include the railway and steamer fares either to Jeddah or to Jeddah and back, and passports [which can be *viséd* by Messrs. Cook & Son at Bombay] will be kept for sale at the office of the Collector (or Deputy Commissioner) of every district in India, who will be supplied by the firm through the Local Governments and Administrations with a requisite supply of tickets and passports for issue. A register will be kept up in the office of issue in the form appended to this Resolution in order to facilitate the refund of the cost of tickets in cases in which they

are not availed of. A copy of the entries in the first three columns of this register will be sent monthly by each district officer to Messrs. Thomas Cook & Son at Bombay, and the amount realized by the sale of tickets, which may in the meantime be deposited in the Treasury, will at the same time be remitted to Messrs. Thomas Cook & Son by means of a transfer receipt issued at par.

3. It has been arranged with Messrs. Thomas Cook & Son that the cost of tickets shall be refunded to the purchasers, or in case of their death to their heirs, should the holders of them be unable to start on the pilgrimage owing to illness or any other cause. Should a pilgrim die on the pilgrimage while under the charge of Messrs. Cook & Son's agents, the unused portion of the steamer ticket held by him will be recovered by such agents, and its value refunded by the firm through the Treasury and the District Officer to the pilgrim's heirs. If a pilgrim does not wish to return to India, he may, by delivering the unused portion of his steamer ticket to Messrs. Cook & Son's agent at Jeddah, obtain a refund of the price of such unused portion. The question of refunding the value of the unused portion of tickets for the railway journey is still under discussion; but Messrs. Thomas Cook & Son hope to be able to establish a system by which refunds of the price of unused railway tickets may, in the circumstances alluded to above, be also introduced.

4. Messrs. Cook & Son have engaged to send a Muhammadan employé of the firm on each steamer to see that the pilgrims are properly taken care of; and a Muhammadan doctor will accompany each steamer. The firm will be prepared to send at ten days' notice from any district a Muhammadan to accompany any party of pilgrims to Bombay, provided that the party consists of at least 30 persons. Arrangements have been made to enable pilgrims to deposit cash at a small charge at Messrs. Cook & Son's agency at Bombay, and to draw it at the firm's agency at Jeddah; and it is in contemplation to make provision whereby pilgrims will be able with full regard to religious customs to purchase food on board steamer at moderate rates.

5. Messrs. Thomas Cook & Son have agreed to submit their accounts for audit during the years for which Government has granted to them a guarantee against actual loss in the execution of these arrangements up to £2,000 for the first year and £1,000 for each of the two following years. It has been arranged that the audit of accounts shall be undertaken in the office of the Accountant-General, Bombay; and the Government of Bombay is requested to issue the necessary instructions to that officer, who may, if necessary, decide under its instructions in what form the accounts of the firm should be kept. The result of the audit will be communicated through the Government of Bombay to the Government of India.

6. Messrs. Cook & Son have prepared a prospectus, which has been approved by the Government of India, regarding the arrangements which are summarized above. Copies of this prospectus are herewith forwarded in order that they may be circulated as widely as possible. Local Governments and Administrations are requested to notify to this office, with as little delay as practicable, the number of additional copies that may be required.

7. The Governor-General in Council now leaves it to the Local Governments and Administrations to issue the subsidiary orders necessary to ensure that every facility is afforded to pilgrims who wish to provide themselves with tickets and passports. He also desires that district officers should be instructed to give the widest possible publicity to the advantages which will be secured by the purchase of return tickets. In fine, no effort should be spared to make known and explain the objects which His Excellency in Council has in view, and to facilitate the issue of tickets and passports in order that a full and fair trial may be given to the scheme as now made public.

ORDER.—Ordered, that a copy of this Resolution be forwarded to all Local Governments and Administrations and to the Foreign and Financial Departments for information and guidance, and for the issue of such subsidiary orders as may be necessary.

Ordered also, that a copy of this Resolution be published in the Supplement to the *Gazette of India*.

FORM OF REGISTER.

Date of issue of ticket.	Messrs. Cook & Son's Serial No. of ticket.	Price realized for ticket.	Whether the ticket is single or return.	Pilgrim's name and age, with name of the father.	Sect.	Village, pargana, thana, and district in which pilgrim resides.	Whether a passport was issued to pilgrim or not.	Remarks.
1	2	3	4	5	6	7	8	9

The Government of India being desirous of taking measures to alleviate the hardships and reduce the mortality during the pilgrimage to Mecca of its own Muhammadan subjects and of those of neighbouring countries who pass through India has experimentally, and on certain terms and subject to certain conditions, accepted the services of the firm of Messrs. Thomas Cook & Son as agents to secure the safety and comfort of pilgrims on the land journey and voyage.

It is to be clearly understood that pilgrims can make arrangements for the pilgrimage to Mecca in any manner that they please; those who employ the services of Messrs. T. Cook & Son will enjoy the advantages set forth in the following notification prepared by that firm, which is published for the information of all concerned:—

1. Tickets will be kept and sold at the office of the Collector or Deputy Commissioner of every district.
2. The price of these tickets will include railway and steamer fares of pilgrims from the place of departure to Jeddah.
3. The full fare will be charged on single tickets to Jeddah; but upon return tickets which are purchased before starting a reduction of one-fourth of the double fare between Bombay and Jeddah will be allowed. There will be no reduction on the railway fares.
4. By taking return tickets beforehand, pilgrims will not only save money, but will have to carry less cash with them, thus avoiding danger loss on the journey.
5. Each purchaser will receive a railway ticket to Bombay, a steamer ticket from Bombay to Jeddah, and a landing ticket for the small boats at Jeddah; and each of these tickets will be collected at each of these places separately by or under supervision of the agents of the firm.
6. Intending purchasers of tickets are recommended to apply for them about a month beforehand. No risk is run by purchasing tickets beforehand, as the cost of them will be refunded to the purchaser, or in case of his death to his heirs, if from illness or any other reason the holder is unable to start.
7. Should a pilgrim die on pilgrimage while under the charge of Messrs. Cook & Son's agents, the unused portion of the steamer ticket held by him will be recovered by such agents, and its value refunded by the firm through the district officer to the pilgrim's heirs. If a pilgrim does not wish to return to India, he may, by delivering the unused portion of his steamer ticket to Messrs. Cook & Son's agents at Jeddah, obtain a refund of the price of such unused portion.
8. The return ticket for one year's *haj* is available for a second year if pilgrims prefer to return after the second year's *haj*.
9. Arrangements for female attendants and for the privacy of *purdahnashin* women on the steamers will be made as far as practicable.
10. Dates of departure of pilgrim steamers will be fixed and notified beforehand at the office of the Collector or Deputy Commissioner of the district to save needless delay and expenditure to pilgrims at Bombay.
11. Seaworthy and properly found and equipped steamers will be employed with a view of ensuring the safety and comfort of the pilgrims.
12. The pilgrims will be allotted sufficient space to enable them to sleep and sit with comfort.
13. A Muhammadan employé of the firm will accompany each steamer to see that the pilgrims are properly taken care of and are not subjected to unnecessary hardships.
14. The firm will have agents at Jeddah and at Bombay to render every assistance possible to pilgrims.
15. Pilgrims will be at liberty to deposit cash at Messrs. Cook & Son's agency at Bombay, and draw it at the firm's agency at Jeddah at a small charge.
16. Pilgrims will also be able to deposit with Messrs. Cook & Son's agency at Jeddah cash or valuables until their return from Mecca on payment of a small charge.
17. A Muhammadan doctor (*hakim*), with medicines, will accompany each steamer.
18. Any alterations that may be made in the rate of fares for tickets will be ascertainable at the office of the Collector or Deputy Commissioner of the district.
19. By these arrangements pilgrims will escape the extortions which have been frequently practised on them in Bombay.
20. The firm will be prepared to send at ten days' notice from any district a Muhammadan to accompany any party of pilgrims to Bombay, provided that the party consists of at least 30 persons.
21. Hitherto passports issued by district officers had to be *viséd* at Bombay by the Commissioner of Police, whose office is at some distance from the place where pilgrims reside in Bombay. Under present arrangements passports issued at the office of the Collector or Deputy Commissioner of the district simultaneously with the tickets can be *viséd* at the office of Messrs. T. Cook & Son, which is close to the pilgrims' resting place. Passports issued by Messrs. T. Cook & Son can be obtained either at the office of the Collector or Deputy Commissioner of the district where the ticket is purchased, or at the office of the firm in Bombay.
22. The price of single tickets for the present season is as follows; but this is subject to revision in future seasons:

on payment of a small charge.

17. A Muhammadan doctor (*hakim*), with medicines, will accompany each steamer.

18. Any alterations that may be made in the rate of fares for tickets will be ascertainable at the office of the Collector or Deputy Commissioner of the district.

19. By these arrangements pilgrims will escape the extortions which have been frequently practised on them in Bombay.

20. The firm will be prepared to send at ten days' notice from any district a Muhammadan to accompany any party of pilgrims to Bombay, provided that the party consists of at least 30 persons.

21. Hitherto passports issued by district officers had to be *visé'd* at Bombay by the Commissioner of Police, whose office is at some distance from the place where pilgrims reside in Bombay. Under present arrangements passports issued at the office of the Collector or Deputy Commissioner of the district simultaneously with the tickets can be *visé'd* at the office of Messrs. T. Cook & Son, which is close to the pilgrims' resting place. Passports issued by Messrs. T. Cook & Son can be obtained either at the office of the Collector or Deputy Commissioner of the district where the ticket is purchased, or at the office of the firm in Bombay.

22. The price of single tickets for the present season is as follows; but this is subject to revision in future seasons:

	Rs.
1st Class	60
2nd Class	40
3rd Class	30

The above includes the steamer fare alone from Bombay to Jeddah. Railway fares and landing charges are not included in it.

23. The price of return tickets from Bombay to Jeddah and back is as follows:

	Rs.
1st Class	90
2nd Class	60
3rd Class	45

24. Arrangements for supplies of food and for cooking on the steamers are receiving the attention of the firm.

25. There will be no interference with the religious or social observances of the pilgrims. All persons employed in this part of the business of the firm will be Muhammadans of respectable character, and the wishes of the majority of the Muhammadans will, as far as possible, be carried out when practicable.

26. Tickets will be obtainable for the present year's *haj* at the office of the Collector or Deputy Commissioner of each district on or after this date.

27. The firm have appointed a Muhammadan Superintendent, who will travel constantly amongst the Muhammadan committees and explain all details connected with the arrangements, and will visit the various Mecca committees formed by the Muhammadan Gentlemen at each centre after the meetings held all over India by Messrs. F. H. Cook, R. F. Saunders, and Salamuloola Khan during the past cold weather.

A. P. MACDONNELL,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 30th April, 1887.

The general distribution of pressure over India during the present week has been very similar to that prevailing during the preceding seven days. During the whole period readings have been relatively low over the central parts of Northern India and relatively high over the Indus Valley, the Coasts of the Peninsula, Assam and Arakan. Within the central area of relative depression two distinct minima were shown on most days, one overlying the south of the Punjab, the second the Central Provinces and Western Bengal. The positions of these minima occasioned an important modification in the direction of the winds over the Gangetic plain, which changed from north-west and west to south-east and east at the majority of stations—more particularly at those in the eastern half of the plain. This alteration occasioned a brisk increase in the relative humidity which considerably exceeded the average in North Bengal, Behar, and the Trans-Gangetic divisions of the North-West Provinces. With this exception, the general aerial circulation was similar to that of the preceding week, north-westerly to westerly winds prevailing in Western India, south-south-easterly winds in the Carnatic, and southerly strong winds over the head of the Bay. During Thursday the 28th a southerly gale was blowing at Saugor Island with a very rough sea, and on the same day strong southerly winds and unsettled weather were reported from the neighbourhood of Ceylon.

The rainfall of the week was more or less confined to Assam and Lower Bengal on the one hand and the Peninsula on the other, within which limits the amount received was fully equal to the average. A slight shower fell at Murree and Bareilly on the 29th and a few drops at Amraoti on the 30th, but with these exceptions there was no rain throughout the week over the whole of Upper and Central India, Sind, Guzerat, Khandesh, and the greater part of the Deccan. At Darjeeling and the Assam stations rain fell on every day throughout the week—in Lower Bengal on the 29th and 30th; in some parts of Burma on every day except the 29th and 30th; and in the Peninsula and Ceylon on every day of the week. On the morning of the 28th as much as 6 inches of rain was reported from Colombo, and moderately heavy showers fell all over the south of the Peninsula on the succeeding day. On the 29th and 30th dusthaze and duststorms prevailed very generally throughout Northern India.

The table of seasonal rainfall shows a steady increase in the amount of deficiency over Northern India. At Peshawar, Lahore, Sirsa and Meerut the total rainfall received between the 1st of November 1886 and the 30th of April 1887 amounts to only 35, 17, 28, and 72 per cent. respectively of the average. The following table gives the actual and average rainfall up to date:

Stations.	Actual rainfall from 1st November 1886 to 30th April 1887.	Average rainfall from 1st November 1886 to 30th April 1887.	Difference.
Multan	0·64	1·75	—1·11
Peshawar	2·43	6·99	—4·56
Murree	10·37	13·92	—3·55
Rawalpindi	4·98	10·30	—5·32
Lahore	0·62	3·53	—2·91
Simla	10·83	11·04	—0·21
Delhi	2·49	3·08	—0·59
Roorkee	4·06	5·66	—1·60
Meerut	2·76	3·82	—1·06
Bareilly	3·62	3·43	+0·19
Agra	1·13	1·69	—0·56
Lucknow	1·28	1·76	—0·48
Allahabad	4·58	1·79	+2·79
Darjeeling	10·34	8·11	+2·23
Calcutta	5·42	5·97	—0·55

The final table shows that the mean pressure of the week was below the average of the month in all places except North Bengal, Assam and Ceylon, where there was a trifling excess. The deficiency was greater in Upper India, Sind and Rajputana than in the Peninsula, and was least in Burma. The variations of temperature from the normal average were, at least over Northern India, the reverse of those of pressure, there being a deficit in North Bengal and Assam and an excess elsewhere. In the south of the Peninsula, however, there was also a deficiency. The day temperatures during the week were high all over Northern India, the maximum being 114° at Agra on the 27th.

Districts.	Difference of Barometer from mean, April 24th to April 30th.	Difference of Temperature from mean, April 24th to April 30th.	Difference of Humidity from mean, April 24th to April 30th.	Total Rainfall in week, April 24th to April 30th.
	ins.	°		ins.
Punjab West	—·069	+10·9	—15	0·13 (1)
„ East	—·042	+ 8·3	—14	*Nil*
North-Western Provinces, Trans-Gangetic ...	—·050	+ 4·5	+ 2	0·08 (2)
„ „ Cis-Gangetic	—·070	+ 7·7	— 7	*Nil*
Behar	—·076	0	+24	*Nil*
Northern Bengal	+·005	— 1·5	+16	0·65 (3)
Assam—Cachar	+·035	— 1·9	+10	12·08 (4)
Lower Bengal—Chutia Nagpur	—·020	+ 2·4	— 4	1·64 (5)
Orissa—Northern Circars	—·017	+ 0·2	0	*Nil*
Central Provinces South	—·067	+ 5·5	+ 8	*Nil*
Berar—Khandesh	—·052	+ 6·0	— 7	0·01 (6)
Rajputana, Central India—Saugor and Narbudda ...	—·073	+ 7·3	— 6	*Nil*
Sind and Cutch	—·082	+ 7·9	— 7	*Nil*
Guzerat	—·058	+ 3·4	+ 6	*Nil*
Konkan	—·035	+ 1·9	— 2	0·01 (7)
Deccan—Hyderabad	—·036	+ 1·0	+ 6	1·59 (8)
Malabar	—·039	— 1·7	+ 4	9·4 (9)
Mysore—Bellary	—·015	— 1·2	+ 4	1·73 (10)
Karnatic	—·019	— 2·3	+ 9	6·83 (11)
British Burma	—·002	+ 0·5	0	1·91 (12)
Ceylon	+·002	— 3·7	0	8·09 (13)

(1) Murree only; (2) Bareilly only; (3) Darjeeling only; (4) Sibsagar, Dhubri, Silchar; (5) Dacca, Calcutta, Saugor Island; (6) Amraoti only; (7) Ratnagiri only; (8) Belgaum, Kurnool; (9) Mangalore, Mercara, Cochin; (10) Salem, Wellington, Bangalore; (11) Trichinopoly, Negapatam, Madura, Coimbatore; (12) Tounghoo, Diamond Island, Moulmein; (13) Colombo.

W. L. DALLAS,

SIMLA, MAY 3RD, 1887. for *Meteorological Reporter to the Government of India.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the period May 1st to 4th.

The following summary refers to the four days May 1st to 4th. During that period pressure has undergone rapid changes. On the 1st pressure was increasing very generally, but by the next morning a rapid fall had set in, the change amounting to over two-tenths of an inch at Dera Ismail Khan and Peshawar and to over one-tenth throughout almost the whole of North-Western India. On the 3rd this fall had, to a great extent, slackened; and on the 4th a rapid recovery was in progress everywhere. Notwithstanding these rapid changes of pressure, the weather over India has undergone but little alteration. In Bengal and Assam the sky has been more or less cloudy on all days and numerous local thunderstorms or nor'-westers have occurred, giving rain and occasional hail to most stations. The Eastern Peninsula participated in a modified degree in these unsettled conditions, and rain fell at all the Burmese stations except Tounghoo. The south of the Peninsula also experienced rain on several days, but it was generally slight and apparently unaccompanied by thunder. In other parts of India the weather has been fine, and in the North-West exceptionally hot. In Upper India duststorms or dusthaze have been very common.

The final table shows that the mean pressure of the four days has been below the average in the Punjab, the North-Western Provinces, Orissa, the Central Provinces, Rajputana, Sind, the Deccan and Burma, but above elsewhere. Temperature has exceeded the May average in the Punjab, the Central Provinces, the Berars, Rajputana, Sind, Guzerat, the Konkan and Ceylon, but has been slightly below elsewhere. The greatest excess was in Sind and Cutch, the mean temperature of Jacobabad and Bhuj being as much as 9° above the May average. The highest temperature recorded was 119° at Jacobabad. The dryness of the air was generally in excess of the normal. Slight showers of rain are reported from Chakrata, Bareilly, Lucknow and Ratnagiri, but otherwise the rainfall has been confined to Bengal, Assam, the Circars, Burma, and the south of the Peninsula.

Districts.	Difference of Barometer from mean, May 1st to 4th.	Difference of Thermometer from mean, May 1st to 4th.	Difference of Humidity from mean, May 1st to 4th.	Total rainfall for the period, May 1st to 4th.
	ins.	°		ins.
Punjab West	—·049	+ 5·7	—14	*Nil*
„ East	—·028	+ 1·0	— 9	*Nil*
North-Western Provinces, Trans-Gangetic ...	—·007	— 2·0	— 2	0·26 (1)
„ „ Cis-Gangetic ...	—·017	— 1·7	0	*Nil*
Behar	+·025	— 3·9	— 1	0·14 (2)
Northern Bengal	+·029	— 0·1	—14	1·17 (3)
Assam—Cachar	+·010	— 1·3	— 7	3·72 (4)
Lower Bengal—Chutia Nagpur	+·017	— 2·4	— 5	4·16 (5)
Orissa—Northern Circars	—·014	— 0·2	— 7	2·43 (6)
Central Provinces South	—·039	+ 2·0	—12	*Nil*
Berar—Khandesh	+·009	+ 2·0	—12	*Nil*
Rajputana, Central India—Saugor and Narbudda ...	—·011	+ 1·1	— 6	*Nil*
Sind—Cutch	—·018	+ 5·9	—16	*Nil*
Guzerat	+·005	+ 0·7	— 3	*Nil*
Konkan	+·013	+ 0·9	— 4	0·02 (7)
Deccan—Hyderabad	0	— 1·0	+ 5	*Nil*
Malabar	+·022	— 0·7	— 2	1·02 (8)
Mysore—Bellary	+·037	— 0·1	— 1	0·44 (9)
Karnatic	+·015	— 0·8	— 1	0·22 (10)
British Burma	—·034	— 1·4	+ 1	13·01 (11)
Ceylon	+·031	+ 1·6	— 8	*Nil*

(1) Bareilly, Lucknow, Chakrata; (2) Patna only; (3) Darjeeling, Purneah; (4) Sibsagar, Dhubri, Silchar; (5) Hazaribagh, Burdwan, Dacca, Chittagong, Calcutta, Saugor Island; (6) Gopalpore, False Point, Cuttack; (7) Ratnagiri only; (8) Karwar, Mangalore, Mercara, Cochin; (9) Wellington, Bangalore; (10) Madura, Cuddapah; (11) Akyab, Thyetmio, Diamond Island, Rangoon, Moulmein.

W. L. DALLAS,

SIMLA, MAY 6TH, 1887. for *Meteorological Reporter to the Government of India.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 5th MAY, 1887.

GENERAL REMARKS.—Rain has been heavy in Assam, and a fair amount has also fallen in most districts of Bengal. Slight showers have occurred in parts of the Deccan and Southern Mahratta Country and the North-Western Provinces and Oudh. Elsewhere the week has been rainless.

No reports have been received from Madras, Mysore and Coorg, Berar, and Burma for the week under notice.

The *rabi* harvest still continues in Hyderabad and a few places in Bombay, the Central Provinces, and the Punjab, and threshing operations are in active progress everywhere. The outlook is still unsatisfactory in the Punjab, where there was no rain again during the week under review.

Kharif operations have commenced in the North-Western Provinces and Oudh, and continue in Bombay and the Central Provinces. The spring rice harvest is being reaped in Bengal, and the sowings for the early rice are progressing in Bengal and Assam.

Sugarcane is in good condition in Bengal and the Central Provinces, and is being planted in Assam and the North-Western Provinces and Oudh.

Indigo prospects are favourable in Bengal, and the crop is being irrigated in the North-Western Provinces and Oudh. Cotton-picking is approaching completion in Bombay.

The public health is generally good, except in Bengal, where cholera is reported from several districts.

Cattle-disease exists chiefly in Bombay and the Central Provinces. In the Shahpur district of the Punjab the cattle are reported to be starving.

Prices are falling in four and rising in three districts of the Punjab, and are fluctuating in the North-Western Provinces and Oudh. Elsewhere they are generally steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—(May 4th)		
Karachi	*Nil*	River at Kotri on 2nd, 7 feet against 8 feet 4 inches on same date last year. *Kharif* sowings commenced in Sukro, Tatta and Sujawal talukas. Crops injured by salt-water freshets in Ghorabari taluka. Fever in seven and cattle-disease in one taluka. Wheat, red rice and *bajri* in Karachi 32, 30 and 32 and in Mirpur Bâtoro 20, 48 and 40 pounds per rupee, respectively.
Hyderabad	*Nil*	Weather warm. *Rabi* harvesting continues in five talukas. *Kharif* cultivation in progress. Fever in four, small-pox in three, and cattle-disease in two talukas. River at Kotri on 2nd, 7 feet against 8 feet 4 inches on same date last year. Wheat 22, *bajri* 37½, *jowari* 40, white rice 20 and red rice 28 pounds per rupee.
Ahmedabad	*Nil*	*Rabi* harvesting and cotton-picking nearly completed. Public health good. Small-pox among cattle in Dholka taluka. Wheat 29 and *bajri* 31 pounds per rupee.
Baroda	*Nil*	Public health good. Small-pox in Padra taluka and measles in Amreli. *Rabi* crops in fair condition. *Bajri* 27, wheat 18 and rice 21 pounds per rupee.
Surat	*Nil*	Cotton-picking continues. Other crops reaped. Fever in Bardoli taluka. *Jowari* 30 and *nagli* 44 pounds per rupee.
Nasik	*Nil*	*Rabi* threshing nearly completed. Land being prepared in most of the talukas for *kharif* sowing. Public health good, except in Igatpuri and Nandgaon, in parts of which small-pox continues. Slight fever in Peint. Prices stationary.
Colaba (Bombay)	*Nil.*	Abnormal temperature *nil* on 27th, 29th and 30th, 1° warm on 28th and 1st, and 2° warm on 2nd and 3rd. Vapour in air excessive, except on 29th, when it was normal. Wind normal from 27th to 30th. Abnormal wind southerly from 1st to 3rd.
Poona	Indapur, ·06; Baramati Petha, ·10.	Harvesting of *jowari*, wheat, &c., almost completed in Bhimthari taluka and Baramati Petha. In the latter reaping of *khapla* wheat in progress. Land being prepared for cultivation in Indapur and Purandhar talukas. Public health generally good. Slight cattle-disease in Indapur and small-pox in Haveli talukas. *Bajri* 44 and *jowari* 56 pounds in the district, and *bajri* 37 and *jowari* 43 pounds per rupee in Poona city.
Ahmednagar	*Nil*	Cattle-disease in Shrigonda. *Bajri* 57 and *jowari* 67 pounds per rupee.
Sholapur	Pandharpur, ·09	Lands being prepared for *kharif* crops. Cattle-disease in Sholapur and Pandharpur and cholera in Madha and Pandharpur talukas, 72 cases, 25 fatal. *Jowari* 63 and *bajri* 59 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Dharwar	Nawalgund, 2·5; Mugud, 1·70; Nargund, Gadag and Ranibennur, nearly 1·0; and slight in six other talukas.	Cotton-picking nearly completed. Ground being prepared for early crops. Sowing of rice commenced in Mugud. Scarcity of fodder in Nawalgund and of drinking-water in Gadag, Karajgi and Kod talukas. Public health generally good. Slight fever in Gadag and cattle-disease in Nawalgund. Rice 25 and *jowari* 50¾ pounds per rupee.
Kanara	Kanara, 20; Ankola, ·21; Honawar, ·09; Sirsi, ·11; Haliyal, ·34; Bhatkal, ·07; Mundgod, ·16; Yellapur, ·32.	Field operations continue. Slight fever above Ghats. Weather hot and cloudy. Wind southerly. Common rice in Karwar and district average 13 seers per rupee.
Rajkot	*Nil*	Weather hot. Measles in Godka, Manakwara, Manavadar, Mendarda, Bagasra and Bilkha. Fever in Rajkot, Porbandar, and Dedan. Wheat 25, *bajri* 25 and *jowari* 31 pounds per rupee. *General Remarks.*—Rain in parts of the Deccan and Southern Mahratta Country. Preparation for *kharif* sowing going on in ten districts. Scarcity of drinking-water and fodder continues in parts of Dharwar. Fever in parts of ten, cattle-disease in parts of eleven, small-pox in parts of seven, and cholera in parts of four districts.
Bengal—(May 4th)		
Chittagong (May 3rd)	0·14.	Weather sultry. More rain wanted. Prices steady. Cholera in Cox's bazaar, but general health good.
Dacca	*Nil*	*Boro* paddy being cut. Sowings being pushed on. Prospects good. Many cases of cholera in Munshiganj and Manickganj subdivisions.
24-Pergunnahs (Calcutta).	0·40	Ploughing continues. Sugarcane doing well. Isolated cases of cholera and fever. Public health generally good. An epidemic of anthrax among horses in Barrackpur Cantonment.
Khoolna	3·25	Rain and hail on night of 2nd. Weather hot. *Boro* rice harvest continues. Prospects good. Public health good.
Moorshedabad	*Nil*	Weather warm and cloudy occasionally. *Boro* rice being harvested. *Bhadoi* promising. Cholera prevailing in parts of Jangipore subdivision.
Pubna	0·23	Weather hot. Rain and hail on 29th. Rice sowing proceeding. Cholera reported.
Dinagepore	0·25	Rain throughout the district. Sowing of *bhadoi* and jute continues. Cholera reported from three and cattle-disease from one thana.
Rungpore	4·61	Weather cool. Violent storms with heavy rain and occasional hail. Crops promising. Cholera very prevalent.
Midnapore	0·35	Evening duststorms. Prospects of crops and public health good.
Burdwan	0·13	Weather seasonable. Prospects good. Public health fair.
Bhagulpore	*Nil*	Sugarcane doing well. Prospects of paddy and *moong* on lowlands good. Cholera still prevalent in north.
Purneah	0·32	All crops doing well. Early rice and jute cultivation in progress. Prices low. Public health fair.
Durbhanga	1·44	*Rabi* threshing in progress. Early rice, *cheena* and *moong* doing well. Fields being prepared for *bhadoi* sowings. Cholera abating.
Chumparun	*Nil*	Harvesting of *rabi* crops almost finished. Opium weighments going on. Indigo prospects favourable. *Bhadoi* and *aghani* sowings on lowlands commenced. Prices stationary. Cholera has appeared both in town and interior.
Patna	0·14	Atmosphere not clear, since last three days very strong east wind blowing. A storm of wind, followed by rain, on night of 1st. *Rabi* produce still in threshing floors. Opium weighment going on. Sugarcane growing well. Cholera prevails in Patna city.
Gya	Slight rain	*Rabi* being threshed. Sugarcane coming on well. Cholera, small-pox and fever reported.
Hazareebagh	*Nil*	Weather seasonable. Sugarcane doing well. Mango indifferent. *Mahua* below average. General health good.
Cuttack		Weather hot, but cloudy. Ploughing in progress, but requires rain. *Dalua* rice harvest nearly completed. Public health good. *General Remarks.*—Weather sultry with storms. Showers fell in many districts, but rain is wanted in Orissa and some of the eastern districts. Ploughing and *aus* and *bhadoi* sowings in full swing. Sugarcane in good condition. *Boro* rice harvest proceeding. *Rabi* threshing and opium weighment still going on. Public health indifferent. Cholera prevalent in several districts.
N.-W. Provinces and Oudh—(May 4th)		
Benares (May 3rd)		Weather seasonable. Harvest completed. Supplies ample. Prices steady. Some cholera in the district, otherwise health good. No cattle-disease.
Ballia („ 2nd)		Weather clear. Duststorm on the night of 30th April. *Rabi* operations progressing. Health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
N.-W. Provinces and Oudh—*contd.*		
Gorakhpore (May 2nd)	. . . .	Threshing nearly completed. Prices stationary. Epidemic cholera in some tahsils.
Fyzabad („ 3rd)	. . . .	Harvest completed. Sugarcane and indigo being irrigated. Markets well supplied. Cholera in three tahsils.
Lucknow („ 2nd)	A severe hurricane on the evening of 30th April, attended with slight fall of rain and hail.	The hail injured to some extent the melon crops. Markets well supplied. Prices steady. Health good. Condition of cattle fair.
Rai Barelli („ „)	. . . .	Weather seasonable. Prices slightly rising. Cholera prevailing. Some cases of cattle-disease reported from Sadr.
Partabgarh („ 3rd)	. . . .	East wind prevailing. Prices steady. Cholera in epidemic form. Small-pox continues.
Allahabad („ „)	. . . .	Strong hot winds blowing. *Rabi* harvest completed. Markets well supplied. Prices steady. Sporadic cholera reported, otherwise health good.
Cawnpore („ 2nd)	·20 in one tahsil	Winnowing in progress. Indigo and sugarcane being irrigated. Prices stationary. Fever in three and small-pox in one pergunnah.
Banda („ „)	. . . .	Heat increasing. Markets full. Prices slightly falling. Cholera in two tahsils, 11 attacks and 5 deaths. Cattle-disease in two villages.
Farakhabad („ 3rd)	Moderate fall of rain and hail in four tahsils on 30th April.	Fruit and vegetable crops somewhat injured. Threshing and irrigating continue. Markets well supplied. Prices steady. Itch and fever still linger. No cattle-disease.
Sitapur („ „)	. . . .	Weather stormy, with easterly winds. People engaged in threshing. Prices keep steady. A few cases of small-pox reported.
Bareilly („ „)	. . . .	Extra crops doing well. Markets steady. No sickness.
Kumaon („ „)	. . . .	Weather fair, with passing clouds. *Rabi* crops being cut. *Kharif* operations commenced. Prices stationary. Cholera still in district. Cattle-disease on the decrease.
Agra („ „)	*Nil*	Sugarcane being irrigated. Prices steady. Slight fever and small-pox in city and two tahsils, otherwise general health good.
Jhansi („ 2nd)	. . . .	Weather hot. *Rabi* operations nearly completed. Prices stationary. Small-pox continues. Condition of cattle good.
Meerut („ 3rd)	*Nil*	Wind westerly and easterly. Sugarcane and indigo being sown. Price of wheat falling, that of other grains rising or stationary. Supplies ample. Small-pox reported in Meerut and Baghpat, otherwise health good.
		General Remarks.—Weather somewhat unsettled. Storms accompanied by rain and hail reported from some places. Slight injury done to crops *Rabi* harvesting generally completed and prospects good Supplies ample. Prices fluctuating. Public health fair. Cases of cholera, small-pox and fever continue to be reported.
Punjab—(May 4th)		
Delhi (April 3rd) .	. . . . .	Health good. Prices fluctuating. *Rabi* reapings finished, yield below average.
Hissar	. . . . .	Fever still prevalent. Prices stationary. *Rabi* harvested.
Umballa	. . . . .	Health good. Prices rising. *Rabi* reapings completed. Threshing operations in progress, yield below average.
Jullundur	. . . . .	Health good, but small-pox and cattle-disease in some villages of Nawashahr and Phillour tahsils. Prices stationary. *Rabi* crops harvested and below average
Amritsar	. . . . .	Health good. Prices falling. *Rabi* produce satisfactory.
Sialkot	. . . . .	Health good. Prices stationary. *Rabi* harvest retarded by cloudy and windy weather.
Ferozepore . . .	. . . . .	Health good. Prices falling with incoming harvest.
Lahore	. . . . .	Health good. Prices slightly fallen. *Rabi* crops being garnered.
Rawalpindi . .	Slight rain	Health good. Prices rising. *Rabi* outturn below average
Shahpur	. . . . .	Health good. Prices high and almost stationary. *Rabi* being harvested, outturn much below average.
Multan	. . . . .	Health good. Prices falling. *Rabi* being threshed.
Dera Ismail Khan .	. . . . .	Health fair. Prices rising. *Rabi* harvest commenced, expected outturn below average.
Peshawar . . .	. . . . .	Health good. Prices almost stationary. *Rabi* harvest poor.
		General Remarks.—Slight rain has fallen in the Rawalpindi district. Fever still prevalent in the Hissar district. Small-pox and cattle-disease in some of the villages of the Nawashahr and Phillour tahsils, otherwise general health good. Prices falling in the Ferozepore, Amritsar, Lahore and Multan districts; rising in the Umballa, Rawalpindi and Dera Ismail Khan districts; fluctuating in the Delhi district; elsewhere stationary. Harvesting completed in most districts, crop outturn below averge. Cattle starving in the Shahpur district.
Central Provinces—(May 4th)		
Nagpur . . .	. . . . .	Weather hot. Threshing in progress. Small-pox and cattle-disease prevalent. Prices steady.
Jubbulpore . . .	. . . . .	Weather cloudy and hot. Winnowing continues. Small-pox prevalent. Prices unchanged.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Central Provinces—*contd.*		
Saugor . . .	. . . .	Weather hot and stormy. Harvest continues. General health good. Prices unchanged.
Seoni . . .	. . . .	Weather cloudy and hot. *Rabi* threshing in progress. *Kharif* ploughings continue. Slight small-pox. Prices steady.
Hoshangabad . .	. . . .	Weather hot and stormy. *Rabi* harvest in progress. Fever prevalent. Prices stationary.
Khandwa . . .	. . . .	Weather hot. Land being prepared for *kharif* sowings. Small-pox continues.
Raipur . . .	. . . .	Weather hot and cloudy. Threshing completed. Cattle-disease continues. Rice 18 and wheat 24 seers per rupee.
Bilaspur . . .	. . . .	Land being prepared for *kharif*. Cattle-disease in parts. Sugarcane doing well. Prices stationary.
Sambalpur (April 30th))	. . . .	Weather hot 4 deaths from cholera. Rice 21 seers per rupee.
		General Remarks.—Weather hot and windy. *Kharif* ploughings commenced. Fever and small-pox in places. Prices steady.
Assam—(May 4th)		
Gauhati (May 3rd) .	5·36	Weather rainy. Public health fair. Planting of sugarcane commenced. Prospects of crops good.
Sylhet	11·23	State of crops good. Prospects improved by the rains.
Cachar	3·91	Weather warm. Ploughing and sowing of *dumai* and *murali* crops progressing. Common rice 14¼ seers per rupee 13 deaths from cholera from Katigara and 4 from Lakhimpur reported. Cattle-disease reported.
Dibrugarh . . .	2·91	Weather seasonable. Surgarcane being planted Ploughing for *sail* progressing. Prospects of *arhar* good. Tea doing well. Some cholera cases reported from tea gardens.
Berar and Hyderabad—(May 4th)		
Hyderabad . . .	*Nil*	Reaping of *abi* crops concluded. *Rabi* crops being harvested. Cholera still prevalent. Prices—wheat 34, coarse rice 11¾, white *juar* 18¾, yellow *juar* 19¼ and *tur* 15 seers per current sicca rupee.
Central India States—(May 4th)		
Indore . . .	. . . .	Weather cooler, with strong west winds.
Morar (Gwalior) . .	. . . .	Small-pox in Lashkar, otherwise health good. Weather stormy. Heat increasing.
Neemuch . . .	. . . .	Weather very warm. High winds. Health good. Scarcity of water.
Goona . . .	. . . .	Small-pox continues, otherwise health good.
Sutna . . .	. . . .	Weather hot. Health good. Prospects fair.
Agar . . .	. . . .	Cholera at Rutlam. Prospects fair.
Sehore . . .	. . . .	Weather unusually hot. Health good.
Nowgong . . .	. . . .	Weather hot. Health fair. Prices falling.
Bhopawar . . .	. . . .	Prospects fair. Weather somewhat cooler, owing to high westerly winds. Health good. Prices steady.
Rajputana—(May 4th)		
Abu (May 4th)	*Nil*	Weather seasonable. High winds with dust.
Sirohi („ 1st)	. . . .	No water in tanks. Wells good. Health good. Weather fine and hot.
Marwar (April 30th)	. . . .	Tanks about half full. Weather good. Crops being harvested. Weather little cloudy, hot and dusty. Nights close. Markets light.
Meywar („ „)	. . . .	Tanks and wells low. Crops being reaped. Health good. Prices stationary. Heat increasing.
Harowti („ „)	. . . .	Heat increasing. Tanks dry, wells drying. Health good.
Jhallawar (May 2nd).	. . . .	Small-pox in Shahabad. Hot winds prevalent.
Kotah (April 30th)	. . . .	Heat increasing. Health good. Prices still rising, especially of gram.
Ajmere (May 3rd)	. . . .	Hot winds blowing. Great scarcity of drinking-water in Ajmere district. Cattle-disease in Todgarh not yet disappeared. Wheat 23, barley 40 and gram 40 pounds rupee.
Jeypore („ „)	. . . .	Weather seasonable.
Kerowlee (April 30th)	. . . .	Tanks and wells drying. Harvesting completed. Small-pox continues. Prices rising. Weather hot.
Dholepore („ „)	*Nil*	Wells drying; tanks almost dry. Threshing of crops nearly over. Health good. Prices stationary. Weather hotter.
Bhurtpore (May 3rd)	. . . .	Harvesting progressing. Health good. Prices lowering. Weather hot.
Ulwur („ „)	. . . .	Fever in four tahsils, otherwise health good. Weather hotter.
Kherwara („ 1st)	*Nil*	Tanks and wells lower. Crops gathered. Health good. Prices steady. Weather seasonable and hotter.
Pertabgurh(April 30th)	. . . .	Tanks and wells drying. Health good. Prices steady. Heat great.
Bickanir („ „)	Rain drops in four districts.	Fever in two districts. Prices stationary. Weather hot.
Nepal—(April 28th)		
Katmandu (April 29th)	·04	Weather seasonable. Prospects fair.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. LII OF 1886-87.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for four days ending 31st March, 1886. Total.	Per mile open.	Total mean length open.	Receipts for five days ending 31st March, 1887. Total.	Per mile open.	Total Receipts from 1st April, 1885, to 31st March, 1886. Total.	Per mile open per week.	Total Receipts from 1st April, 1886, to 31st March, 1887. Total.	Per mile open per week.	Total Increase in 1886-87.	Total Decrease in 1886-87.
	Lines worked by Guaranteed Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
16th April, 1887	Oudh and Rohilkhand	680	70,405	104	686	1,01,605	148	57,82,718	177	66,26,213	186	8,43,495	...
16th ditto	Madras	801	85,077	106	831	1,10,517	133	70,22,507	170	80,50,487	185	4,33,980	...
16th ditto	South Indian	654	57,241	87	654	64,00[illegible]	98	45,44,303	133	50,04,810	148	5,20,513	...
16th ditto	Great Indian Peninsula	1,504	5,04,900	339	1,504	7,71,854	513	3,63,16,917	463	3,95,89,010	505	32,72,093	...
16th ditto	Bombay, Baroda and Central India	461	1,82,647	396	461	2,34,386	508	1,28,84,351	536	1,33,06,728	553	4,22,377	...
	TOTAL	4,100	9,01,320	217	4,136	12,82,966	310	6,71,50,790	314	7,26,43,854	337	54,93,058	...
	State Lines worked by Guaranteed Companies.												
23rd April, 1887	East Indian	1,515	5,78,410	381	1,515	7,56,650	499	4,67,03,838	592	4,70,40,750	595	2,46,912	...
23rd ditto	Patna-Gya	57	8,804	150	57	9,755	171	5,04,041	109	5,39,750	184	35,709	...
23rd ditto	Dildarnagar-Ghazipur	12	608	50	12	692	58	40,521	74	47,731	70	1,210	...
23rd ditto	Sindia	75	4,350	58	75	6,205	83	3,71,803	95	4,05,033	104	33,770	...
10th ditto	Rajputana-Malwa (*a*)	1,664	2,08,534	125	1,664	2,69,286	102	1,75,50,417	203	1,76,47,809	207	3,88,392	...
16th ditto	Southern Mahratta	316	15,724	49	565	40,178	71	10,03,023	65	18,70,705	92	8,16,082	...
23rd ditto	Indian Midland	...	...	...	42	3,123	74	...	...	1,52,745	70	1,52,745	...
10th ditto	Lucknow-Sitapur-Sihramau	...	...	...	57	2,993	52	...	...	(*b*) 62,408	58	62,408	...
	TOTAL	3,939	8,10,580	224	3,987	10,88,882	273	6,03,40,303	350	6,80,76,531	342	17,36,228	...
	State Lines worked by Government.												
16th April, 1887	Eastern Bengal	234	48,848	200	234	73,221	321	45,06,883	374	53,74,347	434	7,87,364	...
10th ditto	Nalhati	27	1,043	37	27	1,345	50	7,723	57	8,527	62	8,181	...
Last 5 days of March, 1887	Northern Bengal	249	24,071	97	249	36,100	104	23,43,130	181	26,08,030	201	2,64,900	...
Ditto	Kaunia-Dharla	37	1,170	31	37	1,993	53	1,30,925	68	1,35,067	70	4,142	...
16th April, 1887	Tirhoot	220	15,042	67	220	25,572	103	13,37,448	111	16,61,969	125	3,04,521	...
16th ditto	Wardha Coal	43	7,202	163	43	10,900	379	6,47,847	270	7,45,071	317	97,154	...
16th ditto	Nagpur and Chhattisgarh	149	27,641	180	149	37,359	217	14,71,439	187	13,12,214	169	...	1,59,225
16th ditto	Burma	327	58,314	167	327	61,024	190	23,89,473	141	28,08,180	170	4,08,715	...
5th Mar., 1887	Cherra-Companyganj	...	...	...	...	... (*c*)	...	...	...	(*d*) 1,042	6	1,042	...
23rd April, 1887	North-Western (*e*)	1,980	3,45,080	185	1,980	3,32,378	167	2,91,10,800	298	2,34,52,684	226	...	56,58,215
10th ditto	Bareilly-Pilibhit	30	778	24	30	1,045	45	83,580	45	91,334	49	7,754	...
Last 5 days of March, 1887	Dacca	80	2,100	25	80	6,300	76	1,36,994	38	2,81,240	63	1,50,330	...
9th April, 1887	Jorhat	26	495	19	26	739	28	34,649	25	39,443	29	4,794	...
16th ditto	Bilaspur-Etawah (Kutni-Umaria Section)	...	...	...	38	497	13	...	...	(*f*) 32,626	40	32,626	...
	TOTAL	3,311	5,12,025	155	3,489	5,97,048	171	4,23,01,940	240	3,80,49,605	219	...	30,55,341
GRAND TOTAL (GUARANTEED AND STATE)		11,110	22,29,031	201	11,612	29,69,496	256	17,57,03,045	306	17,93,66,990	303	35,73,945	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	8,80,05,318	155	8,70,80,530	149	...	...
NET RECEIPTS		...	...	...	...	...	...	8,07,97,727	151	9,13,07,460	154	40,99,733	...
	Assisted Companies.												
16th April, 1887	Bengal Central	125	6,644	53	125	8,210	65	5,30,341	82	5,74,411	88	38,070	...
10th ditto	Rohilkhand-Kumaon	67	3,429	51	67	4,258	63	3,49,[illegible]	74	[illegible]	83	41,[illegible]	...
9th ditto	Dibru-Sadiya (Gate Assam Railway)	78	3,485	44	78	6,218	79	2,79,202	68	3,48,100	80	68,898	...
16th ditto	Bengal and North-Western	303	16,158	53	376	35,580	94	13,74,542	87	18,90,051	96	5,15,509	...
23rd ditto	Farukessur	22	3,548	161	22	4,110	187	2,54,810	220	2,49,154	214	...	5,656
	TOTAL	595	33,334	56	668	59,052	88	26,94,699	87	33,53,280	99	6,58,587	...
	Native States.												
16th April, 1887	Bhavnagar-Gondal	193	12,218	63	193	19,432	101	9,44,018	93	9,83,023	98	38,105	...
16th ditto	Jodhpore	94	2,222	34	124	4,071	33	1,87,512	30	2,15,408	63	27,896	...
9th ditto	Nizam's	121	11,496	95	268	23,735	114	11,43,112	181	14,79,408	139	3,30,356	...
16th ditto	Mysore	140	5,273	37	140	7,220	52	4,33,478	62	4,85,451	67	41,973	...
23rd ditto	Rajpura-Patiala	10	709	48	16	705	48	57,195	69	57,991	69	796	...
9th ditto	Motvi	...	...	...	68	3,390	49	...	...	57,720	27	57,726	...
	TOTAL	534	31,978	60	749	58,613	78	27,76,215	100	32,79,037	95	5,02,822	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Total Receipts from 20th November, 1886, to 31st March, 1887.
(*c*) Returns not received.
(*d*) Total receipts from 16th June, 1886, to 5th March, 1887.
(*e*) Includes the Amritsar-Pathankot State Railway.
(*f*) Total receipts from 31st October, 1886, to 31st March, 1887.

SIMLA,
The 5th May, 1887.

R. GARDINER, *Captain, R.E.,*
Offg. Under-Secretary.

SUPPLEMENT TO

The Gazette of India.

No. 20.} CALCUTTA, SATURDAY, MAY 14, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Irrigation.

REVENUE REPORT OF IRRIGATION WORKS IN SIND FOR 1885-86.

No. 751., dated Simla, May 4, 1887.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Letter from the Government of Bombay, No. 28W.I.-56, dated 18th February 1887, submitting the Revenue Report of the Irrigation Department in Sind for 1885-86, and the Resolution of the Government of Bombay thereon.

The capital expenditure during 1885-86 was ₹4,53,803 from "Loan" and ₹2,567 from "Ordinary" funds. The total capital outlay up to the close of the year amounted to ₹1,10,87,784, of which ₹78,76,600 had been spent on Productive Public Works.

2. The gross revenue from all sources was by assessments ₹35,77,341 and by collections ₹36,32,014. The gross revenue assessed on works for which capital and revenue accounts are kept amounted to ₹14,51,029; the maintenance charges to ₹7,00,132; the net revenue by assessments was, therefore, ₹7,50,897, giving a return of 6·77 per cent. on the capital outlay: in the previous year the percentage of profit was 8·75.

3. The area cultivated by the aid of irrigation works during 1885-86 was 1,739,919 acres, of which 207,197 acres situated in jaghir estates are assessed at low rates. The total revenue from all sources assessed during the year amounted to ₹35,77,341, which is ₹1,95,825 less than the similar figure for the

previous year. There was a decrease in the total area as compared with the previous year of 43,254 acres; but with the single exception of the previous year, 1885-86, the year under review is the most successful year on record and the rabi area is the largest area measured. That the kharif did not show an equal advance was due to the set of the Indus on to the head of the Ghar canals. It is mentioned in paragraph 18 of the report that for years past the tendency of the river has been to eat away its right bank after passing the gorge at Sukkur, and in the year under review the Fordwah sluice was washed away and the upper length of the Ghar was blocked with silt. There was an early rise of the river, and the high level was maintained, with few variations, up to the 5th September. The policy of giving an increased grant for the maintenance of the Sind canals, which was instituted in 1881, has been most successful. The average increase in the outlay during the five years 1881 to 1886 has been ₹1,45,304, whilst the increase in revenue has averaged ₹4,86,716 per annum.

4. There had been a considerable reduction in the balance of water revenue due from the Khelat State at the date when the report was submitted, and there was a prospect that the balance still due might be realized at an early date.

5. The outlay on maintenance and collection charges for the year under review amounted to ₹13,95,887, which gives a percentage of 39·02 on the revenue and a rate of ₹0·80 on each acre irrigated.

In addition to the above figure, the outlay on extensions and improvements amounted to ₹1,63,241. As noted in paragraph 4 of the Resolution on the report of these canals for the year 1884-85, no comparison can fairly be made between the rates of revenue and expenditure on the Sind canals and those of inundation canals in the Punjab. In the Punjab each series of canals is administered on its own system, and on none of them is the system at all similar to that employed in Sind.

6. The irrigation duty of water in the canals varied from 51·55 acres per cubic foot on the Mithrau canal to 16·29 acres on Sherwah. In the previous year the duty on the Desert canal was 72·39 acres. In the former year, however, the crops were principally millets, whilst in the year under review rice was cultivated to the extent of 73 and 97 per cent., respectively, on the Mithrau and Sherwah canals.

7. The river embankments are reported to have given no trouble during the year, but, owing to the set of the river, it was found necessary to commence the construction of a loop in rear of a part of the Kashmor bund; and the Superintending Engineer mentions that, owing to the rise in the river-bed, it will be advisable to add to the height of the embankments to the south of Jerruck.

8. The Government of India again urges the necessity for an earlier submission of this report.

ORDER.—Ordered, that a copy of this Resolution be forwarded to the Government of Bombay, in the Public Works Department, for information.

Also, that a copy of this Resolution, of the Report, and of the Resolution by the Government of Bombay be forwarded for information to the Governments noted in the margin, in the Public Works Department.

Madras, Bengal, the North-Western Provinces and Oudh, and the Punjab.

Also, that a copy of this Resolution, of the Report, and of the Resolution by the Government of Bombay, be forwarded to the Department of Finance and Commerce and to the Revenue and Agricultural Department, for information.

Also, that a copy of this Resolution, the Resolution by the Local Government, and the memorandum by the Commissioner in Sind, together with the general abstract of financial results, be forwarded to the Publisher of the *Gazette of India* for publication in the Gazette Supplement.

Also, that a copy of this Resolution be forwarded to Her Majesty's Secretary of State.

R. HOME, *Colonel, R.E.*,
Deputy Secretary to the Government of India.

Enclosure to Public Works Department Resolution No. 75 I. of 1887.

No. 28W.I.—56, dated 18th February 1887.

RESOLUTION—By the Government of Bombay, Public Works Department.

Letter from the Superintending Engineer for Irrigation in Sind, No. 2603, dated 14th December 1886. Forwards the Annual Irrigation Revenue Report for 1885-86, with the usual tables, General Revenue Accounts, charts and index-map of Sind.

Memorandum from the Commissioner in Sind, No. 4928, dated 20th December 1886. Submits the Report with his remarks.

RESOLUTION.—The early and sudden rise of the river Indus in April and the fluctuations of its level later on in July caused some losses; but, taking it generally, the inundation was a most favourable one, and the consequent increase both of area irrigated and of revenue realised would have been far above the average had not an unfortunate failure of supply occurred in the Ghár system through the encroachments of the river.

2. The remark of the Commissioner in Sind regarding the causes of this failure in the Ghár's supply calls for further enquiry, and a letter has been addressed to the Superintending Engineer on the subject.

3. A new regulator has since been built across the Fordwah to replace that which was washed away, and the Superintending Engineer for Irrigation is sanguine that the river will now bear away from its right bank, and that next year will see a full restoration of revenue on all the canals.

4. The rainfall was small and had no appreciable effect on the cultivation.

5. The total area of cultivation for the year was 1,739,919 acres including 207,197 acres of jághir. The total canal revenue was ₹35,77,341. The increase under these two heads was, respectively, 121,529 acres and ₹2,35,574 on the averages for the previous five years.

6. The irrigation share of the net consolidated revenue was ₹34,33,190, giving a rate of 1·97 per acre on the average. This head shows a decrease of ₹1,83,180 on the previous year, which is explained by the loss on the Ghár canals.

7. The several items of Maintenance and Repairs, with the exception of Establishment, show a satisfactory decrease of expenditure. The excess of ₹34,807 on Establishment, however, reduces the total saving to ₹8,200 only.

8. The percentage of the Maintenance and Repair charges on the Revenue is 39·02, and the charge per acre of cultivation is 0·80, comparing favourably with the averages of past years.

9. The report as regards the recovery of outstandings is satisfactory.

10. Remissions given exceed the average by ₹54,049, but this is due to the losses on the Ghár; otherwise the amount remitted would have been comparatively small.

11. The percentage of expenditure on the revenue was 37·60, or almost the same as last year, being 2·68 below the average; but the establishment percentage was 5·88 higher than the previous year.

12. Efforts must be made to provide funds to render more secure the protective embankments in Lower Sind, the growing necessity for which is pointed out by the Superintending Engineer for Irrigation and emphasized by the Commissioner. The encroachment of the river at the 40th mile of the Kashmor bund, mentioned in the body of the report, has proved a serious matter and has necessitated an expenditure of nearly 1½ lakhs of rupees, a special grant for which has been asked and obtained from the Government of India.

13. Government concur with the Commissioner in Sind in regretting the approaching termination of Colonel LeMesurier's long and valuable services in connection with the Irrigation in Sind.

14. Copies of the report and the memorandum thereon by the Commissioner in Sind should be forwarded as usual, with the review of this Government, to the Government of India and Secretary of State for India.

No. 4928 OF 1886.

PUBLIC WORKS DEPARMENT.

Commissioner's Office,

Camp Jacobabad, 20th December 1886.

In forwarding this report to Government there is not much that calls for remark by the Commissioner. The facts are so clearly and concisely stated that detailed review would serve no useful purpose.

2. The inundation of 1885 was a favourable one, an "exceptionally good one" the Superintending Engineer for Irrigation terms it, but in spite of this the area under canal cultivation and share of Government revenue due to irrigation is less than in the year 1884-85. The principal cause for this decrease was the unfortunate failure of supply in the Ghar, one of the most important canals in the Province, a failure due partly to erosion by the river Indus at the mouth of the canal and partly also to the delay in selecting a site for the new regulating bridge on the Fordwah, a feeder of the Ghar, and in the erection of the regulator to control the supply. This delay undoubtedly resulted in a large loss of revenue and loss also to the cultivators. The falling off in the revenue from this cause was certainly over two lakhs of rupees, for the actual loss to Government exceeded the amount of revenue remitted as owing to the state of the canal a good deal of land along a part of its course was left uncultivated, which, had the supply been better, would have been brought under the plough. But for this loss the revenue of the year would have shown a satisfactory increase.

3. With regard to the water-rate levied on cultivation in Baluchistan it appears from the table in paragraph 4 that the collections are still very irregular. The water-rate on Khelat lands for the year amounted to R60,155, while the actual realizations were R48,000. Steps are, it is stated, being taken by the Khelat authorities to levy the outstanding balances. With regard to the hakaba or clearance rate levied on cultivation in jaghir lands there is nothing in the figures given that calls for remark.

4. It is unnecessary for the Commissioner to follow Colonel LeMesurier who gives details for the different groups of canals and districts, but he would draw attention to that officer's remarks in paragraph 28 in connection with the protective embankments in Lower Sind. The urgent need of improving these has more than once been brought to the notice of Government, and it is to be hoped that money may be granted for the purpose at an early date, as it is hardly too much to say that the prosperity of the agricultural classes in Lower Sind depends on this work being carried out.

5. The results for the year reported on are on the whole very satisfactory. Fluctuations in revenue there ever must be in dealing with canals fed by the Indus, which, as explained in Colonel LeMesurier's 18th paragraph, has, by the variations in its course, seriously affected the working of several of the canals, but there can be no question that if sufficient grants are given to enable the officers of the Irrigation Department to maintain the canals in good working order, the increased area brought under cultivation during the past few years will not only be maintained but a still very marked further increase both in area under cultivation and in revenue may confidently be expected.

6. It is with regret that the Commissioner has learnt that there is a probability that Sind may very shortly be deprived of the services of Colonel J. LeMesurier, the Superintending Engineer for Irrigation. Such an event will be a serious loss to the Province, as by his intimate acquaintance with the canals and their requirements Colonel LeMesurier has been able to do much to improve the efficiency of the Department he has so long and ably controlled.

H. N. B. ERSKINE,
Commissioner in Sindh.

TABLE I.

Cultivation and Water-share of Net Consolidated Revenue for 1885-86 and three previous years.

Canals and District.		1882-83.		1883-84.		1884-85.		Average.		1885-86.	
		Acres.	Revenue.	Acres.	Revenue.	Acres.	Revenue.	Acres.	Revenue.	Acres.	Revenue.
			₹		₹		₹		₹		₹
Begári Canals.	Desert Canal	71,869	1,18,901	55,490	96,341	74,409	1,29,157	67,256	1,14,800	53,125	93,469
	Unharwah	...	...	...	...	...	...	...	...	11,831	21,389
	Begári Canal	103,532	1,87,985	105,302	1,95,030	132,215	2,40,514	113,683	2,07,843	148,787	2,84,554
	Kashmor Bund	645	1,144	2,122	3,804	3,984	7,158	2,250	4,035	5,872	10,812
Shikárpur Canals.	Canal in Rohri	51,348	1,08,472	43,691	1,02,392	68,235	1,38,844	54,425	1,16,569	60,554	1,38,879
	Bunds in Rohri	3,821	7,224	2,305	5,209	3,977	7,490	3,368	6,641	3,749	8,334
	Sind Canal	49,957	1,15,266	41,184	1,01,464	46,221	1,18,644	45,787	1,11,791	49,642	1,33,824
	Sukkur-Begári Bund	...	...	...	...	...	...	...	...	...	...
Ghár Canals	Sukkar Canal	73,283	1,53,981	59,630	1,38,145	71,057	1,63,182	67,990	1,51,769	57,654	1,37,501
	Ghar	230,265	6,52,215	194,785	6,39,430	212,574	6,71,131	212,541	6,54,259	168,912	4,81,083
	Nára	122,809	3,38,273	98,518	3,06,992	131,892	3,96,248	117,740	3,47,171	118,485	3,69,262
	Wáhur	9,677	22,337	7,100	15,423	8,766	20,946	8,514	19,569	7,001	17,140
	Marvi	3,698	10,237	3,446	9,051	3,744	10,005	3,630	9,764	3,799	9,892
	Bunds, right bank	12	41	23	95	89	156	41	97	46	80
Eastern Nára Canals.	Nára Supply Channel	62	138	398	1,027	742	2,005	401	1,056	2,139	5,525
	Eastern Nára	7,866	10,630	9,655	16,205	10 098	20,555	9,206	15,797	12,168	18,281
	Mithrau Canal	56,993	92,426	64,969	1,14,513	73,092	1,32,484	65,018	1,13,141	78,292	1,46,411
	Thar Canal	9,150	16,110	16,059	29,691	23,176	44,451	16,128	30,084	25,282	42,291
	Dimwah	1,130	2,151	1,276	1,901	1,796	2,844	1,401	2,299	2,165	3,780
	Heranwah	136	249	225	323	586	818	316	463	557	902
Hyderabad Canals.	Mehrabwah	11,644	18,765	9,631	19,052	10,092	19,684	10,455	19,167	12,743	23,746
	Nasrat	22,651	44,929	11,046	29,003	16,276	39,933	16,658	37,955	16,103	38,806
	Naolakhi	40,171	94,377	38,452	88,028	45,604	1,03,393	41,408	95,266	45,674	1,00,899
	Dambro	5,627	13,079	5,303	12,392	5,166	11,652	5,365	12,575	5,968	12,884
	Dad	19,245	40,768	17,147	37,023	17,233	36,694	17,875	38,162	17,874	36,974
	Rein	10,339	21,003	9,871	21,941	13,516	26,774	11,242	23,439	17,444	33,246
	Alibhar Kacheri	7,835	15,264	7,085	14,164	8,090	16,831	7,670	15,420	6,652	13,692
	Márak	41,084	91,514	39,154	86,269	41,226	88,480	40,488	88,754	36,958	81,472
	Gharo Mahmuda	41,681	79,047	42,302	77,704	52,408	98,437	45,464	85,363	49,318	91,948
	Kari Shumali	27,942	38,087	28,298	37,981	28,306	40,100	28,182	38,923	25,753	38,203
	Nasir	25,021	40,347	23,041	40,604	25,269	48,419	24,444	43,123	24,326	42,843
	Sarfraz	17,704	24,824	16,698	25,005	19,516	28,187	17,973	26,035	18,625	26,422
	Other Canals	21,206	48,832	17,689	41,642	20,936	45,772	19,944	45,415	23,601	52,168
Fuleli Canals	Fuleli	155,281	3,12,269	162,313	3,55,080	170,477	3,40,844	162,690	3,36,065	172,055	3,57,111
	Other Canals	10,821	31,803	16,664	44,909	12,695	31,955	15,394	36,222	14,347	35,374
Karáchi Canals	Nára	72,353	1,48,245	64,190	1,45,333	73,187	1,64,445	69,910	1,52,674	71,165	1,53,830
	Phitta	5,012	13,730	4,746	9,048	5,424	10,562	5,361	11,113	4,950	9,248
	Canals north of Kotri	13,877	28,903	10,550	20,521	12,597	24,464	12,341	24,629	11,877	22,572
	Kalri	9,728	19,054	5,827	13,790	6,036	15,713	7,197	16,186	7,019	17,497
	Baghár	15,971	30,516	11,908	21,109	12,821	25,268	13,567	25,031	14,671	28,630
	Uchita	12,315	29,643	9,573	21,372	8,804	18,825	10,231	23,280	10,441	24,308
	Canals in Tatta, &c.	8,234	12,515	5,724	11,406	7,471	15,800	7,143	13,241	8,945	17,011
	Shal Canals	...	...	1,023	1,639	2,115	5,542	1,046	2,394	3,377	8,113
	Pinyári	54,268	77,812	51,331	1,21,790	56,093	1,41,952	53,897	1,13,851	56,426	1,39,505
	Canals in Mirpur Batoro	9,694	15,651	9,485	23,007	9,193	23,849	9,457	20,836	9,763	22,742
	Canals in Sujáwal	10,738	8,808	6,648	15,503	7,135	17,006	8,174	13,772	6,721	15,490
	Satta	8,425	16,621	6,638	17,265	7,171	17,663	7,411	17,183	6,518	17,391
	Canals in Jati	1,725	3,222	1,202	4,046	1,774	4,396	1,567	3,888	1,217	3,456
	Khanta	6,393	9,761	5,957	8,621	5,207	9,602	5,852	9,328	5,092	8,932
	Kokawari	15,138	26,120	14,145	21,152	15,012	31,587	14,765	26,287	13,905	28,472
	Canals in Sháhbandar	2,471	4,482	1,870	3,481	2,363	4,622	2,235	4,195	2,452	4,197
	Bunds, left bank	458	1,445	418	1,352	413	1,287	430	1,361	627	2,050
	Bunds, right bank	87	132	...	...	...	...	29	44	245	549
Begári Canals		176,046	3,08,030	162,914	2,95,175	210,608	3,76,829	183,189	3,26,678	219,615	4,10,224
Shikárpur Canals		105,126	2,30,962	87,180	2,00,065	118,433	2,64,978	103,580	2,35,001	113,945	2,81,037
Ghár Canals		439,744	11,77,084	363,502	11,09,136	428,122	12,61,668	410,456	11,82,629	355,807	10,14,958
Eastern Nára Canals		75,337	1,21,704	92,582	1,63,660	109,490	2,03,157	92,470	1,62,840	120,603	2,17,190
Hyderabad Canals		292,150	5,73,536	265,717	5,30,898	303,638	6,04,356	287,168	5,69,597	300,939	5,93,303
Fuleli Canals		172,102	3,44,072	178,977	3,99,989	183,172	3,72,799	178,084	3,72,287	186,402	3,92,485
Karáchi Canals		247,787	4,46,066	211,235	4,00,435	232,816	5,32,583	230,613	4,79,893	235,411	5,23,993
	Total	1,508,292	32,02,048	1,362,107	31,68,358	1,586,279	36,16,370	1,485,560	33,28,925	1,532,722	34,33,190

TABLE II.

Area of Cultivation and Canal Revenue for 1885-86, and five previous years.

Years.	Cultivation.			Water share of net Consolidated Revenue.	Hakaba.	Miscellaneous.	Total Canal Revenue.
	Government.	Jaghir.	Total.				
	Acres.	Acres.	Acres.	₹	₹	₹	₹
1880-81	1,328,662	164,007	1,492,669	28,43,067	41,722	59,243	29,44,032
1881-82	1,418,929	183,057	1,601,986	32,28,947	74,828	41,966	33,45,741
1882-83	1,508,292	165,001	1,673,293	32,02,048	87,057	49,739	33,38,844
1883-84	1,362,107	178,724	1,540,831	31,68,358	85,134	53,560	33,07,052
1884-85	1,586,279	196,894	1,783,173	36,16,370	1,06,090	50,706	37,73,166
Average	1,440,854	177,537	1,618,391	32,11,758	78,966	51,043	33,41,767
1885-86	1,532,722	207,197	1,739,919	34,33,190	96,037	48,114	35,77,341
Increase or Decrease	+91,868	+29,660	+121,528	+2,21,432	+17,071	−2,929	+2,35,574

J. LEMESURIER, *Colonel, R.E.*,
Superintending Engineer for Irrigation in Sindh.

General Abstract of Financial Results of Irrigation Works in Sind for and up to the close of 1885-86.

		WORKS IN OPERATION.																						
		MAJOR WORKS—PRODUCTIVE WORKS.					MINOR WORKS AND NAVIGATION—WORKS FOR WHICH CAPITAL AND REVENUE ACCOUNTS ARE KEPT.					GRAND TOTAL.	MINOR WORKS AND NAVIGATION—WORKS FOR WHICH ONLY REVENUE ACCOUNTS ARE KEPT.						Expenditure on and Receipts from Agricultural Works for which neither Capital nor Revenue Accounts are kept.		
		Desert Canal.	Unharwah.	Begári Canal.	Eastern Nára Works.	Total.	Sukkur Canal.	Ghar Canal.	Mehrabwah.	Alibhar Kacheri Canal.	Márak Great Canal.		Surfrazwah.	Fuleli Canal.	Total.	Under Executive Engineer, Shikarpur Canals.	Under Executive Engineer, Ghar Canals.	Under Executive Engineer, Hyderabad. Canals.	Under Executive Engineer, Fuleli Canals.	Under Executive Engineer, Karachi Canals.	Total.		Expenditure.	Receipts.
		₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹		₹	₹
Capital Outlay.																								
During year	Direct	17,480	1,18,343	42,580	2,64,048	4,42,451	2,509	...	...	...	...	4,44,960	...	...	2,509	...	...	...	...	...	...	*Begári Canals.*		
	Indirect	432	3,001	1,067	6,852	11,352	58	...	...	...	...	11,410	...	...	58	...	...	...	...	...	...	*Kashmor Bund.*		
	TOTAL	17,912	1,21,344	43,647	2,70,900	4,53,803	2,567	...	...	...	...	4,56,370	...	...	2,567	...	...	...	...	...	...	Maintenance and Repairs, Kashmor Bund	41,042	
To end of year	Direct	10,85,217	2,95,490	16,00,912	46,30,928	76,12,547	13,28,747	4,15,537	66,018	23,207	1,93,600	1,06,88,447	...	...	30,75,900	...	...	...	...	...	...	Maintenance of garden at Badani	466	
	Indirect	37,461	6,477	47,064	1,73,051	2,64,053	59,966	25,440	1,851	710	7,953	3,99,337	...	...	1,35,284	...	...	...	...	...	...	Rent of Telegraph line and office at Badani	1,800	
	TOTAL	11,22,678	3,01,967	16,47,976	48,03,979	78,76,600	13,88,713	4,40,977	67,869	23,917	2,01,553	1,10,87,784	...	...	32,11,184	...	...	...	...	...	...	Maintenance and Repairs, Buxaliwah	306	
Gross Revenue.																						General charges for Establishment and Tools and Plant	9,940	
During year	Direct	21,582	...	31,314	18,719	71,615	1,688	7,017	164	139	1,827	1,02,669	7,980	9,042	31,054	9,870	515	13,798	41,206			Share of collection charges in the Civil Department	1,081	
	Indirect	1,04,336	20,869	2,63,235	2,13,041	6,01,481	69,284	3,63,982	23,775	6,222	47,905	13,70,896	2,80,356	3,98,207	7,69,415	4,56,398	40,200	5,27,987	17,03,148				54,635	168
	TOTAL	1,25,918	20,869	2,94,549	2,31,760	6,73,096	70,972	3,70,999	23,939	6,361	49,732	14,73,565	2,88,336	4,07,249	8,00,469	4,66,268	40,715	5,41,785	17,44,353			*Add*—Irrigation share of Land Revenue	...	10,812
To end of year	Direct	93,577	...	1,69,879	5,09,260	7,72,716	10,211	1,75,635	432	9,136	41,248	15,17,256	...	...	7,44,540	...	...	...	...	...	...	TOTAL BEGÁRI CANALS	54,635	10,980
	Indirect	11,88,244	20,869	30,68,964	37,53,995	80,32,072	6,41,185	1,02,71,523	58,872	81,061	6,06,677	2,41,55,828	...	...	1,61,23,756	...	...	...	...	...	...			
	TOTAL	12,81,821	20,869	32,38,843	42,63,255	88,04,788	6,51,396	1,04,47,158	59,304	90,197	6,47,925	2,56,73,084	...	...	1,68,68,296	...	...	...	...	...	...	*Shikarpur Canals.*		
Working Expenses.																						Sluice in Kasimpur Bund for Ding Forest	888	
During year	Direct	38,928	9,641	77,141	87,327	2,13,037	40,563	1,94,663	9,352	7,724	16,150	6,82,267	1,73,217	1,27,394	4,69,230	1,66,774	19,053	3,27,185	8,13,623			Do. in Sukkur Begári Bund for Abad Forest	1,517	
	Indirect	1,064	229	1,720	2,902	5,915	853	4,058	210	214	327	17,872	...	...	11,957	...	...	...	...	...	...	Do. Koraiwah for Budh Forest	190	
	TOTAL	39,992	9,870	78,861	90,229	2,18,952	41,416	1,98,721	9,562	7,938	16,477	7,00,139	1,73,217	1,27,394	4,81,187	1,66,774	19,053	3,27,185	8,13,623			Maintenance and Repairs, Kasimpur Bund	2,180	
To end of year	Direct	3,41,190	9,641	16,33,528	21,50,000	41,34,359	7,16,619	27,89,519	38,863	83,069	2,17,875	1,16,34,003	...	...	74,99,644	...	...	...	...	...	...	General charges for Establishment and Tools and Plant	869	
	Indirect	10,111	229	44,830	97,822	1,52,992	22,248	63,419	903	2,555	5,674	3,63,998	...	...	2,11,006	...	...	...	...	...	...			
	TOTAL	3,51,301	9,870	16,78,358	22,47,822	42,87,351	7,38,867	28,52,938	39,766	85,624	2,23,549	1,19,98,001	...	...	77,10,650	...	...	...	...	...	...	TOTAL SHIKARPUR CANALS	5,644	12
Net Revenue.																								
During year		85,926	10,999	2,15,688	1,41,531	4,54,144	29,556	1,72,278	14,377	— 1,577	33,455	7,73,426	1,15,119	2,79,855	3,19,282	2,99,494	21,662	2,14,600	9,30,730			*Ghar Canals.*		
To end of year		9,30,520	10,999	15,60,485	20,15,433	45,17,437	—87,471	75,94,220	19,538	4,573	4,24,376	1,36,75,083	...	...	91,57,646	...	...	...	...	...	...	Survey of a branch channel from Sukkur Canal	65	
Simple Interest.																						Sluice in Jhali Bund for Forest Department	790	
During year		43,059	9,453	63,185	1,79,956	2,95,653	...	...	...	...	...											General charges for Establishment and Tools and Plant	162	
To end of year		3,95,540	13,085	8,93,527	31,71,348	44,73,500	...	...	...	...	...											TOTAL GHAR CANALS	1,017	20
Net profit after paying off Interest.																								
During year		42,867	1,546	1,52,503	—38,425	1,58,491	...	...	...	...	...											*Eastern Nára District*	...	4
To end of year		5,34,980	—2,086	6,66,958	—11,55,915	43,937	...	...	...	...	...											*Hyderabad Canals*	...	4
																						Mathematical Instrument Depot	1,942	...
																						Superintending Engineer in Sind	...	69
																						GRAND TOTAL	63,238	11,089

Notes.—

(1) Direct outlay under Working Expenses includes share of cost of collection in the Civil Department.

(2) Interest charges on account of works other than Productive Public Works are not shown per Government of India's Circular No. IV. P. W. of 1st May 1884, communicated in G. R. No. 223, dated 23rd idem.

C. R. HOSKYN, *Captain, R.E.,*
Officiating Examiner of Public Works Accounts.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF MARCH AND 1st HALF OF APRIL 1887 PUBLISHED IN PAGES 699 AND 733 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 23rd APRIL AND 7th MAY 1887.

1	2	Quantities per Rupee in seers of 80 tolas.											Remarks.	
		3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Cholai, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Athar or Thur (*Cajan Pea (Cajanus indicus)*.	Firewood.	Salt.	
	2nd half of March 1887.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Rajpootana.	Erinpura	12 0	24 0	7 0	8 8	20 0	...	...	...	22 12	...	...	280 0	14 0	
	Sirohee	12 0	21 0	6 0	8 0	19 0	...	...	22 0	17 0	24 0	15 0	200 0	13 1	
	Abu	9 12	17 0	5 8	8 0	...	...	...	...	17 0	...	10 12	...	13 1	
	Anadra	10 8	19 0	6 0	8 0	...	...	...	...	19 0	...	12 0	260 0	14 3	
	Balmere	11 6	...	5 0	10 0	...	...	...	...	16 0	...	...	...	16 3	
	Jeysalmere	8 10	...	10 6	12 6	19 4	18 6	...	...	14 4	...	...	...	29 0	
	Marwar (Jodhpore)	12 3	21 4	6 0	7 8	25 0	22 8	...	...	20 0	20 0	...	...	10 0	
	1st half of April 1887.														
	Deoli Cantonment	13 13	23 5	5 8	10 0	23 9½	22 8	...	...	23 5	...	...	220 0	13 4	

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*)

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENT OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF DECEMBER 1886 PUBLISHED IN PAGES 139 AND 140 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 29th JANUARY 1887.

Province.	Districts.	Average wages per month.		
		Able-bodied Agricultural labourer.	Syce or Horse-keeper.	Common Mason, Carpenter, or Blacksmith.
		R a. p.	R a. p.	R a. p.
Punjab	Hissar	4 11 0	5 8 0	7 0 0
	Rohtak	5 2 6	5 8 0	6-9 to 10-5
	Gurgaon	3 12 0	5 0 0	9 6 0
	Delhi	6 7 0	5 10 8	12 11 4
	Karnál	6 0 0	5 0 0	12 0 0
	Umballa	7 8 0	5 0 0	11 4 0
	Simla	5 0 0	7 0 0	15 0 0
	Kángra	3 0 0	6 0 0	10 0 0
	Hoshiárpur	5 0 0	6 0 0	8 0 0
	Jullundur	3 12 0	4 0 0	11 4 0
	Ludhiána	5 0 0	5 0 0	9 0 0
	Ferozepore	5 10 0	5 10 0	14 1 0
	Mooltan	7 8 0	7 0 0	16 14 0
	Jhang	6 0 0	7 0 0	15 0 0
	Montgomery	6 9 0	5 10 0	13 2 0
	Lahore	7 8 0	6 0 0	15-0 to 18-12
	Amritsar	6 9 0	5 10 0	15 0 0
	Gurdáspur	5 0 0	5 0 0	13-0 to 15-0
	Siálkot	5 0 0	6 0 0	10 5 0
	Gujrát	5 0 0	4 0 0	11 4 0
	Gujránwála	5 0 0	6 8 0	14 0 0
	Shahpur	5 10 0	6 0 0	7-8 to 11-4
	Jhelum	5 10 0	7 0 0	11-4 to 15-0
	Rawalpindi	6 0 0	6 8 0	15-0 to 18-12
	Hazára	6 1 6	7 0 0	15 0 0
	Peshawar	10 0 0	6 8 0	18-12 to 20-12
	Kohát	5 10 0	7 0 0	22 8 0
	Bannu	5 10 0	6 0 0	15 0 0
	D. I. Khán	6 0 0	6 0 0	15 0 0
	D. G. Khán	5 0 0	6 0 0	18 0 0
	Muzaffargarh	7 8 0	6 9 0	18-12 to 20-12

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

EXECUTION OF DEEDS, CONTRACTS, &C., ON BEHALF OF THE SECRETARY OF STATE.

No. 744.

Extract from the Proceedings of the Government of India in the Home Department (Judicial),—under date Simla, the 9th May, 1887.

Read again—

The undermentioned papers relative to the execution of deeds, contracts, &c., on behalf of the Secretary of State :

Home Department Resolution No. 989, dated 23rd June 1877.

Home Department Resolution No. 1082, dated 26th July 1883.

Home Department Resolution No. 1167, dated 25th August 1885.

Read also—

Letter from the Government of the Punjab, No. 192, dated 17th March 1887, on the same subject.

RESOLUTION.

In exercise of the power conferred by the 33rd and 34th of Vic., Cap. 59, Section 2, the Governor-General in Council is pleased to declare that the undermentioned classes of deeds, contracts, and other instruments referred to in the 22nd and 23rd of Vic., Cap. 41, Section 2, may, in the territories under the administration of the Government of the Punjab, be executed as follows :

By the Secretary to Government and Deputy Commissioners.	(1) Instruments of free grant of proprietary right in land.
	(2) Instruments whereby property is mortgaged to the Government as security for a loan.
	(3) Instruments of exchange of land.

Nos. 745-746.

ORDER.—Ordered, that this Resolution be communicated to the Government of the Punjab and to the Revenue and Agricultural Department,* and that it be published in the Supplement to the *Gazette of India*.

* Papers returned.

A. P. MACDONNELL,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 11th May, 1887.

During the past week the meteorological conditions prevailing over India have been practically constant. The area of high pressure has been shown steadily over the west of the Peninsula. On some days it was confined to Malabar, on others it extended up the west coast as far as Bombay, but throughout the whole week it occupied some portion of this region. At the same time the Punjab has been equally steadily the seat of the lowest pressures, though on several occasions relatively low readings were also shown over the east of the Central Provinces, Chutia Nagpur, South-West Bengal, and Orissa. The general wind circulation was in consequence equally steady. Westerly to north-westerly winds (the northing in the direction varying with the northward extension of the high pressure area on the west coast) have prevailed over the greater part of North-Western and Western India and a large portion of Central India, the Deccan, and the Karnatic, south-westerly to southerly winds over the head of the Bay and the coasts of Lower Bengal, and easterly winds in Central and Northern Bengal and Assam. In the Gangetic plain the winds were more unsteady. From the 5th to the 9th the prevailing movement was from south-east, but on the 10th and 11th there was, more particularly in the northern half, a large admixture of winds from north-west. Over Behar and as far west as Allahabad easterly winds were very steady throughout. On the 11th the weather became unsettled over the Bay and in Eastern Bengal; one small disturbance lying off the Circars Coast and, a second between Calcutta and Dacca. The former occasioned only north-easterly winds on the Circars Coasts, but the latter was accompanied with heavy showers over a large part of Bengal and Assam. This rainfall was the most important which fell within the period under discussion, but during the week showers occurred in parts of the Central Provinces, Central India, and at all stations in both Peninsulas. None fell in Upper India and, as will be seen by the following table, the seasonal deficiency in that region has undergone further increase:

Stations	Actual rainfall from 1st November 1886 to 11th May 1887.	Average rainfall from 1st November 1886 to 11th May 1887.	Difference.
Multan	0·64	1·98	—1·34
Peshawar	2·43	7·29	—4·86
Murree	10·37	14·74	—4·37
Rawalpindi	4·98	10·78	—5·80
Lahore	0·62	3·73	—3·11
Simla	10·23	12·50	—1·07
Delhi	2·49	3·45	—0·96
Roorkee	4·06	5·98	—1·92
Meerut	2·76	4·11	—1·35
Bareilly	3·60	3·07	+0·01
Agra	1·13	1·76	—0·63
Lucknow	1·40	1·97	—0·57
Allahabad	4·58	2·04	+2·54
Darjeeling	12·16	10·62	+1·54
Calcutta	7·38	7·86	—0·48

The final table shows that a considerable barometric depression prevailed over the Punjab and a relative depression over the east of the Central Provinces, Orissa, and Chutia Nagpur, but that in all other places pressure was above the average; in some places—more particularly in the west—considerably so. The temperature of the week has been below the average of the month in Behar,

Lower Bengal, Orissa, the central parts of the country, and the whole of the Peninsula, but above it in Upper India. In the Punjab West the excess exceeded 9°, and in the Punjab East and Assam 5°. The day temperatures were high in Upper India, the maximum being 122° at Jacobabad on the 6th. Humidity has been below the monthly average, except in Lower Bengal, the Central Provinces, Rajputana, Guzerat, the Konkan, Deccan, and Mysore.

Districts.	Difference of Barometer from mean, May 5th to May 11th.	Difference of Temperature from mean, May 5th to May 11th.	Difference of Humidity from mean, May 5th to May 11th.	Total rainfall in week, May 5th to May 11th.
	ins.	°		ins.
Punjab West	—·061	+9·2	—15	*Nil*
„ East	—·026	+6·4	—12	*Nil*
North-Western Provinces, Trans-Gangetic ...	+·022	+3·9	— 2	0·04 (1)
„ „ Cis-Gangetic ...	+·004	+3·8	— 4	*Nil*
Behar	+·010	—0·5	+ 1	*Nil*
Northern Bengal	+·033	+2·8	— 4	1·08 (2)
Assam—Cachar	+·003	+5·2	— 9	4·81 (3)
Lower Bengal—Chutia Nagpur	+·022	—1·7	+ 2	6·12 (4)
Orissa—Northern Circars	+·002	—1·0	— 2	2·66 (5)
Central Provinces South	+·011	·0·7	+ 2	0·94 (6)
Berar—Khandesh	+·038	—3·6	+ 5	2·70 (7)
Rajputana, Central India Saugor and Narbudda...	+·015	+0·9	+ 2	0·36 (8)
Sind—Cutch	+·034	+0·5	— 4	*Nil*
Guzerat	+·053	—3·3	+13	0·50 (9)
Konkan	+·065	—1·9	+ 3	19·5 (10)
Deccan—Hyderabad	+·064	—4·3	+14	5·18 (11)
Malabar	+·065	—1·5	— 1	3·68 (12)
Mysore—Bellary	+·071	—3·0	+ 5	4·67 (13)
Karnatic	+·052	—0·3	— 2	1·37 (14)
British Burma	+·004	0	— 1	4·15 (15)
Ceylon	+·059	+0·6	— 6	2·31 (16)

(1) Ranikhet; (2) Darjeeling, Purneah; (3) Sibsagar, Dhubri, Silchar; (4) Burdwan, Dacca, Chittagong, Calcutta, Saugor Island; (5) Vizagapatam, Gopalpore, Rajahmundry, Cuttack; (6) Seoni, Hoshangabad, Khandwa; (7) Akola, Amraoti; (8) Indore only; (9) Surat only; (10) Malegaon, Bombay, Ratnagiri, Goa; (11) Poona, Sholapur, Belgaum, Secunderabad, Kurnool; (12) Karwar, Mangalore, Mercara, Cochin; (13) Bellary, Salem, Wellington, Bangalore; (14) Negapatam, Madura, Coimbatore, Madras, Cuddapah; (15) Akyab, Thyetmio, Tounghoo, Diamond Island, Rangoon, Moulmein; (16) Colombo.

W. L. DALLAS,

for *Meteorological Reporter to the Government of India.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 12th MAY, 1887.

GENERAL REMARKS.—Except in the North-Western Provinces and Oudh, the Punjab, Central Provinces, and Central India, and Rajputana, there has been a fair amount of rain throughout the country during the week under report. The falls were heaviest in Bengal, Assam, and Lower Burma.

The *rabi* harvest now only proceeds in Hyderabad and the Punjab.

Kharif operations are extending to most parts of the country, and are now in progress in Bombay, the Central Provinces, the Punjab, and Berar.

The outlook is generally satisfactory in Madras, Mysore and Coorg.

The spring rice has been nearly reaped in Bengal, and the early rice is doing well there and in Assam.

Sugarcane has yielded an average outturn in Madras, it is being planted in Assam and Rajputana, and the crop promises well in Bengal, the North-Western Provinces and Oudh and the Central Provinces.

The condition of indigo in Bengal and the North-Western Provinces and Oudh is favourable.

Cotton-picking is approaching completion in Bombay.

The public health is generally good everywhere except in Bengal, where it is but indifferent, owing to the prevalence of cholera in many places.

Prices are fluctuating in the North-Western Provinces and Oudh, and rising in three and falling in two districts of the Punjab. A slight rise has also occurred in three districts in Mysore.

Elsewhere prices are fairly steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(May 4th)		
Bellary . . .	Average ·14	Standing crops generally good. Harvest sugarcane, yield average. Fever in one taluk. Cholera slight. Cattle-disease increasing in five taluks.
Kurnool . .	Average ·07	Standing crops good. Harvest second crop paddy and cotton, outturn below average. Small-pox in four and cattle-disease decreasing in seven taluks.
Ganjam . . .	Average last week since revised, ·22.	Small-pox slight in three, fever in five, and cattle-disease decreasing in two divisions. Cholera slightly increasing.
Kistna . . .	*Nil*	Standing crops good. Fever slight. Cholera decreasing in four and cattle-disease increasing in three taluks.
Chingleput (Madras) .	*Nil*	Standing crops fair, but in parts withered to some extent for want of rain. Harvest paddy and *ragi*, outturn below average. Small-pox in two, and cattle-disease increasing in two taluks.
Coimbatore . . .	Average 1·69	Standing crops good. Harvest paddy, outturn generally above average. Fever in one, small-pox in two, and cattle-disease decreasing in one taluk.
Tanjore . . .	Average ·84	Standing crops generally good. Harvest paddy, *cholum* and gingelly, outturn up to average. Cattle-disease slight in one taluk.
Madura . . .	Average 2·27	Fever and small-pox in one taluk.
Malabar . . .	Average 1·42	Standing third crop paddy ripening. Fever in two and small-pox in nine taluks.
Travancore . . .	7·36	Harvest second crop paddy, yield average. Lands being ploughed and sown for next crop. Small-pox and fever in places.
		General Remarks.—General prospects fair.
Madras—(May 11th)		
Bellary . . .	Average ·62	Standing crops generally good. Harvest paddy and sugarcane, yield average. Fever in one taluk. Slight cholera. Cattle-disease increasing in five taluks.
Kurnool . . .	Average ·88	Standing crops good. Harvest second crop paddy, yield below average. Small-pox in five, and cattle-disease decreasing in four taluks.
Ganjam . . .	Average 1·06	Small-pox in three, fever in five, and cattle-disease increasing in two divisions. Cholera exists.
Kistna . . .	Average ·08	Standing crops good. Slight fever. Cholera decreasing in three and cattle-disease also decreasing in four taluks.
Chingleput (Madras) .	Average ·58	Standing crops fair, but in parts withered to some extent for want of rain. Harvest paddy, outturn below average. Fever in one taluk. Small-pox prevalent. Cattle-disease decreasing in two taluks.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—*contd.*		
Coimbatore . .	Average ·43	Standing crops good. Harvest paddy, outturn about average. Fever prevalent. Small-pox in two taluks.
Tanjore . . .	Average ·72	Standing crops generally good. Harvest wet and dry crops, outturn up to average.
Madura . . .	Average last week since revised, 2·94; this week, ·10	Health of people and cattle generally good.
Malabar . . .	Average ·32	Standing third crop paddy ripening. Fever in two and small-pox in all taluks.
Travancore . . .	. . . . .	Lands being ploughed and sown for next crop. Small-pox and fever in places.
		General Remarks.—General prospects good.
Bombay—(May 11th)		
Karachi . . .	*Nil*	River at Kotri on 9th, 7 feet 11 inches against 10 feet 5 inches on same date last year. Fever in eight and cattle-disease in one taluka; one fresh case of small-pox in Sujawal taluka. Wheat, red rice and *bajri* in Karachi 22, 30 and 32 and in Sehwan 28, 40 and 40 pounds per rupee, respectively.
Hyderabad . . .	*Nil*	*Rabi* harvesting continues in five talukas. *Kharif* cultivation in progress. Fever in three, small-pox and cattle-disease in one taluka. River at Kotri on 9th, 7 feet 11 inches against 10 feet 5 inches on same date last year. Wheat 21, *bajri* 38, *jowari* 40, white rice 20, and red rice 28 pounds per rupee.
Ahmedabad . . .	*Nil*	*Rabi* harvesting and cotton-picking nearly completed; land being manured in Sanand and Parantij talukas. Public health good. Small-pox among cattle in Dholka taluka. Wheat 27 and *bajri* 31 pounds per rupee.
Baroda . . .	Slight showers	Public health good. Weather cloudy.
Surat	Maximum at Bulsar, ·95 and minimum at Mandvi, ·07.	Crops reaped. Cattle healthy. Public health good. *Jowari* 36 and *nagli* 44 pounds per rupee.
Nasik . . .	Rain throughout the district; maximum at Nandgaon, 1·79 and minimum at Nasik, ·20.	*Rabi* threshing mostly completed; land being prepared in ten talukas for *kharif* sowings. Burning of land for *kharif* in Igatpuri and Peint in progress. Public health good, except in parts of Igatpuri and Nandgaon, where small-pox still continues. Prices stationary.
Colaba (Bombay) . .	Light rain on 6th and from 8th to 10th (total of week ·09).	Abnormal temperature 2° warm on 4th, afterwards 1° warm. Vapour in air excessive. Abnormal wind southerly on 4th and 9th. Wind normal on all other days. Thunder and lightning on 6th and 8th and lightning on 7th and 9th.
Poona	Rain throughout the district; maximum at Sirur, 2·41 and minimum at Khed, ·16; in Poona, 1·53.	Land being prepared for cultivation in Indapur, Khed and Bhimthari talukas. Sowing of *makka* (maize) in progress in some places in Indapur taluka. Public health generally good. *Bajri* 44 and *jowari* 56 pounds in the district, and *bajri* 37 and *jowari* 43 pounds per rupee in Poona city.
Ahmednagar . .	Rain general from 1·0 to 2·0.	Melon beds destroyed. Health good. *Bajri* 55 and *jowari* 66 pounds per rupee.
Sholapur . . .	Rain in all talukas; maximum in Madha, 2·67 and minimum in Pandharpur, ·09.	Lands being prepared for *kharif* crops. Cattle-disease in Sholapur and Pandharpur talukas. Cholera in Sholapur, Madha, Karmala, and Pandharpur talukas, 96 cases, 32 fatal. *Jowari* 62¾ and *bajri* 52¼ pounds per rupee.
Dharwar . . .	Ron, 1·30; Nawalgund, Kalghatgi and Hubli, nearly 1·0; and slight rain in five other talukas.	Cotton-picking completed. Ground being prepared for early crops. Sowing of rice commenced in Mugud. Scarcity of fodder in Nawalgund and of drinking-water in Gadag, Karajgi and Kod talukas. Public health generally good. Slight fever in Gadag. Rice 24⅛ and *jowari* 56½ pounds per rupee.
Kanara . . .	Honawar, ·44; Siddapur, ·84; Sirsi, ·45; Yellapur, ·55; Haliyal, 1·95.	Preparing ground for monsoon crops. Sowing of rice lands above Ghats. Weather hot. Common rice in Karwar and district average 13 seers per rupee.
Rajkot . . .	*Nil*	Weather warm and cloudy. Measles in Dhrol, Jalla, Dhrapha, Gadka, Jetpur, Vasawad, Mavadar and Bagasra. Small-pox in Virpur and Jetpur. Wheat 23, *bajri* 24 and *jowari* 30 pounds per rupee.
		General Remarks.—Rain in parts of twelve districts. Preparations for *kharif* sowing progressing in different parts of the Presidency. Fever in parts of six, cattle-disease in parts of twelve, small-pox in parts of five, and cholera in parts of four districts.
Bengal—(May 11th)		
Chittagong (May 10th)	1·28	Weather seasonable. State of crops good. Prices stationary. Cholera still reported.
Dacca	1·41	Harvesting of *boro* paddy nearly finished. Sowings being pushed on. Prospects good. Public health generally good.
24-Pergunnahs (Calcutta).	1·37	Sugarcane promises well. Ploughing continues. Public health generally good, but a few cases of cholera and fever still reported. Anthrax still prevails among horses in Barrackpore Cantonment.
Khoolna . . .	4·36	Weather cloudy. *Boro* harvest completed. Ploughing for *aus* commenced. Rain sufficient. Public health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Moorshedabad	1·37	Weather hot. Harvesting of *boro* paddy still going on. *Bhadoi* prospects good. Public health good.
Pubna	0·49	More rain wanted. Weather hot. Crops doing well. Cholera reported.
Dinagepore	0·4; a little rain almost throughout the district.	Sowing of jute and *bhadoi* progressing. Cholera reported from three thanas and small-pox from two.
Rungpore	1·58	Weather variable. Crops doing well. Cholera in epidemic form spreading. Small-pox and fever prevalent.
Midnapore	1·41	Almost daily storms of much wind and dust and a little rain. Prospects good. Public health good.
Burdwan	1·04	Prospects all good. Public health fair.
Bhagulpore	1·15	Ploughing in progress. Indigo doing well. Cholera prevalent in Soopool.
Purneah	0·11	Sowing of jute and early rice continues. Rivers low. Public health fair.
Durbhanga	*Nil*	*Rabi* threshing nearly over. Early rice, *moong*, indigo, and *cheena* doing well. Fields being prepared for *bhadoi* sowings. Cholera abating.
Chumparun	*Nil*	Weighment of opium coming to a close. Sowing of *bhadoi* and *aghani* in progress in Bettiah subdivision. Prices show a tendency to rise. Cholera prevalent in different parts.
Patna	*Nil*	Weather very hot and close. Threshing and winnowing of *rabi* crops going on. Opium weighment finished. Sugarcane doing well. Cholera prevalent in Patna city and in places in Behar and Barrh subdivisions.
Gya	*Nil*	Sugarcane and *cheena* thriving well. *Rabi* harvest over. Cholera reported from all parts of the district, especially in Aurangabad subdivision. Small-pox and fever also reported.
Hazareebagh	0·63	Weather seasonable. Sugarcane doing well. General health good.
Cuttack	1·18	Weather hot. Ploughing in progress, but more rain wanted. Reaping of *dalua* rice continues. Price of rice unchanged. Public health good.
		General Remarks.—Weather hot and close, with general showers and storms, but the rainfall was scanty in Behar. Cultivation is going on well, but more rain is wanted in Bancoora, Jessore, Rajshahyi, Pubna, Furreedpore, and the Chittagong Hill Tracts and in Cuttack. Sugarcane, indigo and *cheena* promising. Reaping of *boro* paddy nearly over. Public health indifferent, cholera being prevalent in many districts, especially in Behar, Backergunge and Rungpore.
N.-W. Provinces and Oudh—(May 11th)		
Benares (May 10th)		Weather getting warmer daily, but not yet excessively hot. Markets well supplied. Prices steady. Health good, but for cholera, which still lingers in places.
Ballia („ 9th)		Weather seasonable. Threshing operations continue. Sugarcane being irrigated. Markets steady. General health good.
Gorakhpore („ 11th)		Harvest general. Prices stationary. Epidemic cholera in some tahsils.
Fyzabad („ 10th)		Weather seasonable. *Rabi* harvest nearly completed. Markets well supplied. Cholera and small-pox in parts of district. Condition of cattle fair.
Lucknow („ 9th)		Excessive heat. Summer crops being watered. Opium weighment continues. Markets well supplied. Prices slightly rising. Public health fair. No cattle-disease.
Rai Barelli („ „)		Weather seasonable. Heat increasing. Wind easterly. *Sawan* and sugarcane are being irrigated. Supplies ample. Prices slightly rising. Cholera continues.
Partabgarh („ 10th)		Prices variable. Cholera in epidemic form. Small-pox somewhat abated. No cattle-disease.
Allahabad („ „)	*Nil*	Weather very hot. Markets full. Prices steady. Sporadic cholera still continues, with a little small-pox, otherwise health good.
Cawnpore („ „)		Heat increasing. Winnowing continues. Prices steady. Fever in one and small-pox in two pergunnahs.
Banda („ 9th)	*Nil*	Heat increasing. Supplies ample. Prices show a fall in wheat and gram. Cases of cholera continue to be reported. Cattle-disease in five villages.
Farakhabad („ 10th)	*Nil*	Great heat. Markets well supplied, but prices rising. Health fair.
Sitapur („ „)		Weather clear, with great heat. Wind easterly. Grain being cleared from the threshing floors. Prices steady.
Bareilly („ „)		Sugarcane and indigo sowings doing well. Prices rising. No disease.
Kumaon („ „)		Weather fair and hot. Occasional high winds. *Rabi* crops being harvested. Prices falling. Health fair. Cholera in Bhabar. Cattle-disease continues.
Agra („ 9th)	*Nil*	Sugarcane and indigo being irrigated. Prices steady. Small-pox in city and in two tahsils. General health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
N.-W. Provinces and Oudh—*contd.*		
Jhansi (May 10th)		Weather very hot. *Rabi* harvest nearly over. Slight rise in prices. Small-pox continues. Cholera reported from two villages in pergunnah Moth.
Meerut („ „)	*Nil*	Hot westerly winds. Cane and indigo germinated well. Prices almost stationary. A few alleged cases of small-pox, otherwise health good.
		General Remarks.—Weather seasonable. Harvesting operations completed and prospects promise well. Cane and indigo crops being irrigated. Supplies ample. Prices fluctuating. Public health fairly good. Cases of cholera and small-pox continue to be reported from some places.
Punjab—(May 11th)		
Delhi (May 10th)		Health good. Prices almost stationary. *Rabi* yield below average.
Hissar		Health fair. Prices stationary.
Umballa		Health good. Prices slightly rising. Threshing operations nearly completed.
Jullundur		Health good. Cattle-disease in some villages of Nawashahr tahsil. Prices stationary. *Rabi* harvested and yield below average.
Amritsar		Health good. Prices stationary. Sowings commenced.
Sialkot		Health good. Prices fallen. *Rabi* harvesting progressing favourably, outturn good.
Ferozepore		Health good. Prices stationary. Threshing operations in progress.
Lahore		Health good. Prices slightly risen. *Rabi* crops being garnered.
Rawalpindi		Health good. Prices rising. *Rabi* outturn below average.
Shahpur		Health good. Prices high, but falling. *Rabi* being harvested, outturn poor.
Multan		Health good. Prices fluctuating. *Rabi* being harvested, yield below average.
Dera Ismail Khan		Health fair. *Rabi* reaping in progress, expected outturn below average.
Peshawar		Health good. Prices stationary. *Rabi* outturn below average.
		General Remarks.—No rain fell last week. Health fair in the Hissar and Dera Ismail Khan districts, otherwise good throughout the Province. Prices falling in the Sialkot and Shahpur districts; rising in the Umballa, Lahore and Rawalpindi districts; fluctuating in the Multan district, elsewhere stationary. *Rabi* harvesting almost completed, outturn below average. *Kharif* sowings commenced in the Amritsar district. Fodder scarce in the Shahpur district.
Central Provinces—(May 11th)		
Nagpur		Weather hot and sometimes cloudy. Land being prepared for *kharif*. Fever and small-pox prevalent. Prices steady.
Jubbulpore		Weather hot and windy. *Kharif* ploughings commenced. Few cases of cholera. Prices steady.
Saugor (May 10th)		Weather very warm. Sky occasionally cloudy. Winnowing of *rabi* in progress. General health fair. Prices steady.
Seoni	·40	Weather cloudy and hot. *Rabi* threshing and *kharif* ploughing in progress. Cattle-disease in places. Prices steady.
Hoshangabad		Weather warm and windy. Sky occasionally cloudy. Threshing and winnowing continue. Slight fever and small-pox. Prices stationary.
Khandwa	·17	Weather stormy. Land being prepared for *kharif*. Small-pox continues. Prices stationary.
Raipur		Weather hot; sometimes cloudy. Fields being manured. Cattle-disease continues. Prices steady.
Bilaspur		*Kharif* fields being manured. *Rabi* harvest almost completed. Cattle-disease continues.
Sambalpur (May 7th)	·14	Weather hot and cloudy, with occasional storms. Sugarcane favourable. Slight cholera.
		General Remarks.—Weather hot, with high winds and occasional storms. *Kharif* ploughings commenced. Small-pox and cattle-disease in places. Prices steady.
Burma—(May 4th)		
Akyab (April 30th)		Several cases of cholera in town and district. Cattle healthy.
Bassein	·89 (Total rainfall to date 1·74).	Public health and health of cattle good.
Rangoon	·54 (Total rainfall to date 1·04).	Three cases of cholera in town.
Amherst (Moulmein)	1·02 (Total rainfall to date 5·87).	Cholera still prevails. Cattle healthy.
Tavoy	3·41 (Total rainfall to date 8·42).	Public health and health of cattle good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Pegu	. . . .	Slight cholera. Cattle healthy.
Henzada	. . . .	Four deaths from cholera. Cattle healthy.
Prome	. . . .	Public health and health of cattle good.
Toungoo	·79 (Total rainfall to date 2·64).	Public health good. Slight cattle-disease.
Thayetmayo	. . . .	Public health and health of cattle good.
Myingyan	. . . .	Some cases of measles. Food-supply sufficient. Prices ordinary.
Mandalay	·18	A few cases of measles. Spring crops being reaped. Transplanting of *kaukkyi* crops progressing. Food-supplies sufficient and prices normal.
Minbu	. . . .	Public health and health of cattle good.
		General Remarks.—Slight cholera in parts of Lower Burma. Cattle healthy. Reports received from seven Upper Burma districts. Slight measles, fever and small-pox. Cattle healthy. Food-supply insufficient in Meiktila.
Burma—(May 12th)		
Akyab (May 7th)	5·25 (Total rainfall to date 5·74).	Fewer cases of cholera in town and district. Cattle healthy.
Bassein	1·86 (Total rainfall to date 3·60).	Public health and health of cattle good.
Rangoon	0·80 (Total rainfall to date 7·84).	Two cases of cholera in town.
Amherst (Moulmein)	3·22 (Total rainfall to date 9·19).	Seven deaths from cholera. Cattle healthy.
Tavoy	4·12 (Total rainfall to date 12·54).	Heath of men and cattle good.
Pegu	8·15 (Total rainfall to date 10·83).	One death from cholera in town. Cattle healthy.
Henzada	. . . .	**One death from cholera in one township. Cattle healthy.**
Prome	·65 (Total rainfall to date 1·16).	**Public health and health of cattle good.**
Toungoo	1·30 (Total rainfall to date 3·04).	Public health good. 5 deaths from cattle-disease.
Thayetmayo	·42 (Total rainfall to date ·78).	Public health and health of cattle good.
Mandalay	. . . .	Some cases of measles in town. Cattle healthy. Reaping of spring crops continued. Transplanting of *kaukkyi* crops progressing. Food-supply sufficient. Prices ruling high.
Yamethen	·33 (Total rainfall to date 3·19).	Health good. Spring crops progressing.
		General Remarks.—Sporadic cholera in various parts of Lower Burma. Slight cattle-disease in two districts. Reports received from three Upper Burma districts.
Assam—(May 11th)		
Gauhati (May 10th)	·40	Weather rainy and stormy. Public health fair. Planting of sugarcane in progress. Prospects of crops good.
Sylhet	7·62	The *sáil bura* crop in Hatiganj is said to have been an excellent one. Other crops doing well Prospects favourable. Cattle-disease prevalent in Karimganj.
Cachar	1·35	Weather warm. Ploughing and sowing of *dumai* and *murali* crops continue. Common rice 15¼ seers per rupee. 8 deaths from cholera from Lakhimpur reported.
Dibrugarh	*Nil*	Weather hot and sultry. Planting of sugarcane and ploughing for *sáil* progressing. Prospects of *ahu* and other crops good.
Mysore and Coorg—(May 4th)		
Bangalore	Rainfall fair in Kadur and Hassan districts, and slight in other parts.	Except in parts of the Tumkur district, standing crops are reported to be in good condition. Prospects of season favourable. Water-supply diminishing in parts of the Kolar district. Small-pox and cattle-disease continue in affected parts. Prices slightly fallen in Bangalore, Kolar, Tumkur, Mysore and Kadur districts.
Mysore		
Mercara	1·31	Coffee and cardamom crops promise well. Prices stationary.
Mysore and Coorg—(May 11th)		
Bangalore	2·23 in Civil and Military Stations; general rain throughout the State.	Standing crops in good condition Progress of season favourable. Public health good Small-pox and cattle-disease prevalent in parts. Prices slightly fallen in Kolar district and risen in Bangalore, Tumkur and Kadur districts.
Mysore		
Mercara	·14	Prospects good. Prices stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Berar and Hyderabad—(May 11th)		
Amraoti	1·33	Weather sultry. Violent storms, with heavy rain. Field operations continue. Public health fair. No cattle-disease. Wheat 15 and *jowari* 26 seers per rupee.
Akola	·54	Weather unchanged. Preparation of land for *kharif* progressing. Small-pox and cattle-disease still prevalent.
Hyderabad	Average ·04	Reaping of *rabi* crops continues. Cholera still prevails at Hyderabad and in the taluks. Prices—wheat 14, coarse rice 11¾, white *juar* 18¾, yellow *juar* 19 and *tur* 15 seers per current sicca rupee.
Central India States—(May 11th)		
Indore	·36	Thunderstorms accompanied by a little hail.
Morar (Gwalior)	. . . .	Small-pox still in Lashkar. Heat intense. Weather stormy. Prices of grain increasing.
Neemuch	*Nil*	Weather very warm. High winds. Health good. Evenings and mornings cloudy. Scarcity of water. Prices rising.
Goona	*Nil*	Four deaths from small-pox in Goona city, otherwise health good.
Sutna	*Nil*	Weather hot. Health good.
Agar	Slight showers of rain	Weather hot and cloudy. Health and prospects fair.
Sehore	. . . .	Weather hot and cloudy. Health good.
Nowgong	. . . .	Weather hot. Health fair. Prices steady.
Rajputana—(May 11th)		
Abu	(May 11th) *Nil*	Weather seasonable, occasionally cloudy and windy.
Sirohi	(„ 8th) *Nil*	Tanks dry; wells good. Health good. Weather clear and hot.
Marwar	(„ 7th) *Nil*	About four months' water in Jodhpur city tanks. Health good. Crops being harvested. Weather clear. Very hot winds and dusty. Nights warm and close. Market light. Prices steady.
Meywar	(„ „) *Nil*	Water in tanks and wells decreasing. Crops gathered. Health good. Prices stationary. Temperature low for season.
Harowti	(„ „) *Nil*	Heat intense. High winds. Health good. Prices steady.
Jhallawar	(„ 9th) *Nil*	Heat great. High winds and dust. Health good.
Kotah	(„ 7th) *Nil*	Tanks and wells low. Health good. Weather unsettled. No regular hot winds.
Ajmere	(„ 10th) *Nil*	No change in weather. Health fair. Cattle-disease in Merwara still lingering. Wheat 23, barley 39½ and gram 36 pounds per rupee.
Jeypore	(„ „) *Nil*	Weather hot. Health fair.
Kerowlee	(„ 7th) *Nil*	Tanks dry, wells drying. Sugarcane being cultivated. Small-pox continues. Prices steady. Weather hot.
Dholepore	(„ „) *Nil*	Wells drying; tanks almost dry. Threshing of crops over. Health good. Prices stationary. Weather very hot.
Bhurtpore	(„ 10th) *Nil*	Threshing in progress. Health good. Weather hot, with westerly wind.
Ulwur	(„ „) *Nil*	Cotton being sown under wells. High westerly winds. Small-pox and fever reported.
Kherwara	(„ 8th) *Nil*	Tanks and wells lower. Crops gathered. Health good. Prices slightly risen. Weather hotter, windy, and seasonable.
Pertabgurh	(„ 7th) *Nil*	Tanks and wells drying. Health good. Prices rising. Heat great.
Bickanir	(„ „) Rain slight in ten districts.	Fever in three districts and small-pox in one. Prices rising Weather very hot.
Nepal—(May 5th)		
Katmandu (May 6th)	·44	Weather fine. Prospects fair.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. I OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for first 10 days of April, 1886. Total.	Per mile open.	Total mean length open.	Receipts for first 9 days of April, 1887. Total.	Per mile open.	Total Receipts from 1st April to 10th April, 1886. Total.	Per mile open per week.	Total Receipts from 1st April to 9th April, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total Decrease in 1887-88.
			Rs.	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
	Lines worked by Guaranteed Companies.												
23rd April, 1887	Oudh and Rohilkhand	680	2,06,604	304	686	1,91,187	279	2,06,604	212	1,91,187	216	...	15,417
23rd ditto .	Madras . . .	861	2,08,770	242	831	2,23,279	269	2,08,770	169	2,23,279	209	14,509	...
23rd ditto .	South Indian . .	654	1,34,610	206	654	1,29,738	198	1,34,610	144	1,29,738	153	...	4,872
23rd ditto .	Great Indian Peninsula	1,504	13,46,153	895	1,504	14,11,685	939	13,46,153	626	14,11,685	748	65,532	...
23rd ditto .	Bombay, Baroda and Central India . .	461	4,58,327	994	461	4,39,714	953	4,58,327	695	4,39,714	740	...	18,613
	TOTAL .	4,160	23,54,464	566	4,136	23,05,603	579	23,54,464	396	23,05,603	450	41,139	...
	State Lines worked by Guaranteed Companies.												
30th April, 1887	East Indian . .	1,515	14,66,896	968	1,519	12,87,918	848	14,66,896	677	12,87,918	657	...	1,78,978
30th ditto .	Patna-Gya . . .	57	21,685	380	57	14,869	261	21,685	265	14,869	202	...	6,816
30th ditto .	Dildarnagar-Ghazipur	12	1,545	129	12	1,158	97	1,545	90	1,158	75	...	387
30th ditto .	Sindia . . .	75	10,537	140	75	10,909	145	10,537	98	10,909	112	372	...
23rd ditto .	Rajputana-Malwa (*a*) .	1,664	5,30,202	319	1,664	4,84,714	291	5,30,202	223	4,84,714	225	...	45,488
23rd ditto .	Southern Mahratta .	315	40,785	129	565	79,565	141	40,785	90	79,565	109	38,780	...
30th ditto .	Indian Midland . .	42	3,755	89	42	3,983	95	3,755	62	3,983	73	228	...
23rd ditto .	Lucknow-Sitapur-Sihramau . .	...	...	...	56	4,031	72	...	...	4,031	56	4,031	...
	TOTAL .	3,680	20,75,405	564	3,990	18,87,147	473	20,75,405	395	18,87,147	368	...	1,88,258
	State Lines worked by Government.												
23rd April, 1887	Eastern Bengal (*b*) .	606	1,87,323	309	645	1,78,020	276	1,87,323	216	1,78,020	214	...	9,303
23rd ditto .	Nalhati . . .	27	3,444	127	27	3,854	143	3,444	89	3,854	111	410	...
30th ditto .	Tirhoot . . .	246	55,548	226	246	67,578	275	55,548	158	67,578	213	12,030	...
23rd ditto .	Wardha Coal . .	45	24,839	552	45	24,104	535	24,839	386	24,104	416	...	735
23rd ditto .	Nagpur and Chhattisgarh . . .	149	73,808	495	149	66,693	447	73,808	346	66,693	346	...	7,115
23rd ditto .	Burma . . .	327	93,937	287	327	1,21,080	370	93,937	201	1,21,080	287	27,143	...
5th Mar., 1887	Cherra-Companyganj	...	...	...	...	... (*c*)	...	...	...	...	...	...	...
30th April, 1887	North-Western (*d*) .	1,869	8,11,603	434	2,083	5,81,492	279	8,11,603	303	5,81,492	216	...	2,30,111
23rd ditto .	Bareilly-Pilibhit . .	36	2,530	70	36	2,332	64	2,530	49	2,332	50	...	198
16th ditto .	Jorhat . . .	26	866	33	26	1,248	48	866	23	1,248	37	382	...
30th ditto .	Bilaspur-Etawa Ry. (Kutni-Umaria Section)	...	...	...	38	1,161	31	...	...	1,161	24	1,161	...
	TOTAL .	3,331	12,53,898	376	3,622	10,47,562	289	12,53,898	263	10,47,562	225	...	2,06,336
	GRAND TOTAL (GUARANTEED AND STATE)	11,171	56,83,767	508	11,748	53,30,312	453	56,83,767	356	53,30,312	353	...	3,53,455
	GROSS ESTIMATED EXPENSES .	...	...	...	...	...	...	22,08,143	138	25,05,247	166	...	...
	NET RECEIPTS .	...	...	...	...	...	...	34,75,624	218	28,25,065	187	...	6,50,559
	Assisted Companies.												
23rd April, 1887	Bengal Central . .	125	15,945	128	125	14,208	114	15,945	89	14,208	88	...	1,737
23rd ditto .	Rohilkhand-Kumaon .	67	11,004	165	67	9,239	138	11,064	115	9,239	107	...	1,825
16th ditto .	Dibru-Sadiya (late Assam) .	78	10,188	131	78	10,571	135	10,188	92	10,571	105	383	...
23rd ditto .	Bengal and North-Western . .	303	57,065	188	376	60,230	160	57,065	131	60,230	124	3,165	...
30th ditto .	Tarakeswar . .	22	9,843	447	22	8,851	402	9,843	313	8,851	311	...	992
	TOTAL .	595	1,04,105	175	668	1,03,099	154	1,04,105	122	1,03,099	120	...	1,006
	Native States.												
16th April, 1887	Bhavnagar-Gondal .	193	29,927	155	193	38,627	200	29,927	108	38,627	140	8,700	...
23rd ditto .	Jodhpore . . .	64	5,602	87	124	9,128	73	5,602	61	9,128	56	3,526	...
16th ditto .	Nizam's . . .	121	27,892	231	208	46,800	225	27,892	161	46,800	174	18,908	...
23rd ditto .	Mysore . . .	140	10,463	75	140	11,678	83	10,403	52	11,078	65	1,215	...
30th ditto .	Rajpura-Patiala . .	16	1,898	119	16	1,290	81	1,898	83	1,290	62	...	608
16th ditto .	Morvi . . .	35	1,246	35	68	4,661	68	1,246	25	4,661	52	3,415	...
	TOTAL .	569	77,028	135	749	1,12,184	150	77,028	94	1,12,184	116	35,156	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Northern Bengal, Dacca, Kaunia-Dharla and Assam-Behar State Railways.
(*c*) Return not received.
(*d*) Includes Amritsar-Pathankot State Railway.

SIMLA,
The 12th May, 1887.

R. GARDINER, *Captain, R.E.,*
Offg. Under-Secretary.

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

SUMMARY OF THE WEATHER REPORT FOR APRIL, 1887.

Extract from the Proceedings of the Government of India in the Revenue and Agricultural Department (Meteorology), No. 74 Met.—24-7, dated Simla, the 16th May, 1887.

Read the following:

Summary of the Weather Report for April, 1887.

During April Meteorological conditions throughout India have been comparatively settled. No serious depression has disturbed the weather, and though the distribution of pressure and the circulation of the winds in Northern India have been somewhat abnormal, the result has been that on the whole greater serenity than usual has been experienced. Pressure has ranged above the average, except at a few places in the Punjab, Sind, Guzerat, the Berars, the Malabar Coast, and Burma, where there has been a trifling deficiency. The average excess was greater in Northern than in Southern India and was greatest in Assam. As a rule, throughout the month the lowest pressures were found extending north-westward from Chutia Nagpur across the Central Indian plateau and the south of the Gangetic plain as far as the south of the Punjab, with slightly higher pressures over the plain to the north of the Ganges and the submontane districts of the Punjab. In consequence of this distribution, the prevailing wind was over Bengal from south, up the Gangetic valley from east and south-east, over Rajputana, Central India, Khandesh, and the Konkan from north-west, and over the central parts of the country from west. In the Peninsula the wind was variable between south-east and south-west, though on some occasions the north-westerly winds of the Konkan Coast extended southward into Malabar. The southerly winds over Bengal and the Peninsula occasioned rather cloudy skies in those regions and rain was not infrequent. In the Peninsula the showers were on some occasions rather heavy, and the total amount received in Malabar, Mysore, and the Carnatic was in excess of the average. In Bengal on the contrary they were light and scattered, and except to the north of the Ganges the month's fall was below the average. In the North-Western Provinces owing to rather heavy thunderstorms during the first half of the month there was a trifling excess of rain, but with these exceptions the general rainfall of India was deficient.

In Ceylon owing principally to heavy downpours on the 6th and 28th of April there was a large excess.

Temperature was subject to considerable oscillations during the month. In Bengal, the east of the Central Provinces, a large part of the North-Western Provinces, and in the south of the Peninsula the mean temperature, owing to the frequent showers mentioned above, was below the average, but in all other parts of the country, more particularly in the North-West, it was above. At Rawalpindi the mean was at 7°, at Peshawar 5°, and at Mooltan and Lahore 4° higher than usual.

The variations of relative humidity were irregular, but in the Punjab the amount of moisture in the atmosphere was much below the normal.

The following table shows the amount of rain and the difference from the average during the month of April, 1887, according to districts, as far as is indicated by the telegraphic reports :

Districts.	No. of Stations.	Average rainfall for April.	Difference from the average in April 1887.
Punjab, West	7	1·70	—1·28
„ East	4	1·13	—0·47
North-Western Provinces, Trans-Gangetic ...	9	0·69	+0·04
„ „ Cis-Gangetic ...	3	0·15	—0·04
Behar	2	0·30	—0·08
Northern Bengal	2	2·59	+0·83
Assam, Cachar	3	9·34	—2·39
Lower Bengal, Chutia Nagpur	6	2·72	—1·69
Orissa, Northern Circars	6	1·04	—0·50
Central Provinces, South	7	0·32	—0·13
Berar, Khandesh	2	0·18	—0·10
Rajputana, Central India	8	0·11	—0·04
Saugor and Nerbudda			
Sind, Cutch	4	0·18	—0·18
Guzerat	3	0·02	—0·02
Konkan	4	0·13	—0·11
Deccan, Hyderabad	5	0·92	—0·08
Malabar	4	2·22	+1·54
Mysore, Bellary	4	1·71	+0·18
Carnatic	6	1·26	+0·03
British Burma	6	1·72	—0·94
Ceylon	1	8·75	+14 05

METEOROLOGICAL OFFICE,
Simla, 5th May, 1887.

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

RESOLUTION.—Resolved, that the Summary be published in the Supplement to the *Gazette of India*.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 18th May, 1887.

During the week under discussion, the weather over India has progressed steadily from a somewhat abnormal and unsettled state towards more normal and settled conditions. The principal abnormal feature was the relative depression of pressure which has existed throughout almost the whole week over Orissa, the eastern parts of the Central Provinces and Southern Behar. This depression has occasioned more or less strong southerly winds to blow from the head of the Bay across the Bengal coasts into Lower Bengal and an unusual amount of easting in the winds of Bengal generally and Assam. The highest pressures throughout the whole week have been shown over the west coast and the lowest over the Punjab. Within the low pressure area over the Punjab numerous duststorms have been formed, and as a consequence dusthaze has been reported almost uninterruptedly from the Punjab stations both on the hills and plains. Quite at the close of the week an alteration occurred in the position of the low pressure area, which was transferred to the foot of the hills from the Punjab to Behar. With this change the easterly (south-east to north-east) winds which had prevailed, to a large extent, over the Gangetic plain disappeared and were replaced by the north-westerly winds, characteristic of the hot season, under the influence of which temperature rose and the air became intensely dry all over Upper India.

During the earlier part of the week rain was fairly general and frequent in Lower Bengal and Assam. In Bengal the fall ceased on the 15th, but in Assam slowly diminishing showers lasted until quite the close of the period. In the west of the Peninsula slight sporadic rainfall has occurred throughout, but here also the amount of the rainfall diminished towards the close of the week. In Ceylon rain fell on the 12th and 13th and again on the 18th. On the last date the weather was overcast over that island, and south-westerly winds were strengthening, apparently indicating an advance of the south-west monsoon current in the extreme south of the Indian region. As there has been no rain in Upper India, the following table shows a still further increase in the seasonal deficiency. At Peshawar, Lahore, Sirsa, and Agra the total rainfall since November 1st, 1886, equals only 33, 15, 24, and 60 per cent. respectively of the normal amount.

Stations.	Actual rainfall from 1st November, 1886, to 18th May, 1887.	Average rainfall from 1st November, 1886, to 18th May, 1887.	Difference.
Multan	0·64	2·02	—1·38
Peshawar	2·43	7·41	—4·98
Murree	10·37	15·78	—5·41
Rawalpindi	4·99	11·17	—6·18
Lahore	0·62	4·02	—3·40
Simla	10·92	13·97	—3·05
Delhi	2·49	3·72	—1·23
Roorkee	4·06	6·25	—2·19
Meerut	2·76	4·29	—1·53
Bareilly	3·06	3·86	—0·20
Agra	1·13	1·86	—0·73
Lucknow	1·40	2·12	—0·72
Allahabad	4·58	2·19	+2·39
Darjeeling	12·48	12·02	+0·46
Calcutta	8·64	8·95	—0·31

The temperatures of the past week call for little remark. The mean temperature of Northern India has been decidedly above the normal and that of the Peninsula equally decidedly below, but the extremes during the day have been generally about the average. Both Rajahmundry and Masulipatam have experienced very high day temperatures. The highest reading recorded during the week was 115° at Agra on the 12th.

The final table shows that pressure was below the average in the Punjab, North-West Provinces, Bengal, Assam, the Central Provinces, Rajputana, Sind, the Karnatic, and Burma, and above it in the Berars, Guzerat, and over the west and centre of the Peninsula. Temperature was 5° above the normal in the Punjab, North-West Provinces, and Behar, and 2° or 3° above in other parts of Bengal, Assam, and the Circars. Elsewhere the mean was below the normal. The air was very dry over Upper India, but elsewhere the departures from the normal were small.

Districts.	Difference of Barometer from mean, May 12th to May 18th.	Difference of Temperature from mean, May 12th to May 18th.	Difference of Humidity from mean, May 12th to May 18th.	Total Rainfall in week, May 12th to May 18th.
	ins.	°		ins.
Punjab West	—·107	+5·8	—15	0·01 (1)
„ East	—·071	+4·6	—15	0·09 (2)
North-Western Provinces, Trans-Gangetic ...	—·066	+5·2	—13	0·17 (3)
„ „ Cis-Gangetic ...	—·047	+4·4	— 9	*Nil*
Behar	—·121	+4·8	— 7	*Nil*
Northern Bengal	—·081	+3·1	+ 2	0·32 (4)
Assam—Cachar	—·097	+1·2	+ 5	12·22 (5)
Lower Bengal—Chutia Nagpur	—·096	+2·3	0	3·39 (6)
Orissa—Northern Circars	—·094	+3·3	— 5	0·51 (7)
Central Provinces South	—·025	+0·2	— 1	0·49 (8)
Berar—Khandesh	+·005	—3·4	— 3	0·07 (9)
Rajputana, Central India—Saugor and Narbudda...	—·011	—0·8	+ 2	0·01 (10)
Sind—Cutch	—·019	—1·3	— 2	*Nil*
Guzerat	+·021	—2·2	+ 7	*Nil*
Konkan	+·038	—1·0	— 2	0·13 (11)
Deccan—Hyderabad	+·007	—1·9	+ 4	*Nil*
Malabar	+·022	—1·4	+ 1	4·32 (12)
Mysore—Bellary	+·023	—0·7	+ 1	2·64 (13)
Karnatic	—·018	+0·3	— 3	1·51 (14)
British Burma	—·069	—2·9	+ 9	10·35 (15)
Ceylon	+·017	+1·3	— 8	0·81 (16)

(1) Rawalpindi; (2) Simla; (3) Chakrata, Mussoorie; (4) Darjeeling; (5) Sibsagar, Dhubri, and Silchar; (6) Burdwan, Dacca, Chittagong, Calcutta, Saugor Island; (7) Vizagapatam, Masulipatam; (8) Nagpur, Hoshangabad; (9) Amraoti; (10) Nowgong; (11) Ratnagiri; (12) Karwar, Mangalore, Mercara, Cochin; (13) Salem, Wellington; (14) Trichinopoly, Negapatam, Madura, Coimbatore; (15) Akyab, Thyetmio, Toungboo, Diamond Island, Rangoon, Moulmein; (16) Colombo.

W. L. DALLAS,

SIMLA, *May 19th, 1887.* for *Meteorological Reporter to the Government of India.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 15th MAY, 1887.

GENERAL REMARKS.—The rainfall has been general throughout Madras, Bengal, Burma, and Assam; and a fair amount of rain has also fallen in parts of Bombay. Elsewhere the week has been practically rainless.

Kharif operations are in general progress in Bombay, the Central Provinces, and Berar, and have commenced in the North-Western Provinces and Oudh and the Punjab. Sowings have begun in parts of Bombay and the Punjab.

The prospects of the standing crops in Madras and Mysore continue satisfactory; but in Coorg coffee has been damaged by rain and hail.

The early rice is coming up well in Bengal and Assam.

Sugarcane is doing well in Bengal, the North-Western Provinces and Oudh, and the Central Provinces.

Indigo is thriving in Bengal and the North-Western Provinces and Oudh.

Cotton-picking has been completed in Bombay; and the land is being prepared for the sowing of the crop in Rajputana.

Except in Bengal, where cholera is still prevalent in several districts, the public health is generally satisfactory.

Cattle-disease chiefly prevails in Madras and Bombay.

Prices show a tendency to rise in the North-Western Provinces and Oudh, and are rising in three districts of the Punjab. Elsewhere they are fairly steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(May 18th)		
Bellary . . .	Average ·11	Standing crops generally good. Harvest sugarcane, yield average. Fever in one taluk. Cholera increasing and cattle-disease decreasing in two taluks.
Kurnool . . .	Average last week since revised, ·90; this week, ·07.	Standing crops good. Harvest second crop paddy, outturn below average. Small-pox in four, and cattle-disease increasing in six taluks.
Ganjam . . .	Average last week since revised, 1·21; this week, ·19	Small-pox and fever in four, and cattle-disease increasing in two divisions. Cholera decreasing.
Kistna . . .	Average ·12	Standing crops good. Slight fever prevalent. Cholera increasing and cattle-disease also increasing in three taluks.
Chingleput (Madras) .	Average ·01	Standing crops fair, but withered to some extent for want of rain. Harvest paddy and *ragi*, outturn below average. Small-pox in one, and cattle-disease increasing.
Coimbatore . . .	Average ·24	Standing crops generally good, but second crop paddy withering in one taluk. Harvest paddy, outturn above average. Fever, small-pox, and cattle-disease increasing in two taluks.
Tanjore . . .	Average ·13	Standing crops generally good. Harvest dry crops, outturn up to average. Cattle-disease in two taluks.
Madura . . .	Average since revised for week ending 30th April, 2·58; last week, ·13; this week, ·06.	Cattle-disease in one taluk.
Malabar . . .	Average ·68	Standing third crop paddy ripening. Fever in two and small-pox in nine taluks.
Travancore . . .	·75	Harvest second crop paddy, yield average. Lands being ploughed and sown for next crop. Small-pox and fever in places.
		General Remarks.—General prospects good.
Bombay—(May 18th)		
Karachi . . .	*Nil*	Strong monsoonish winds. River at Kotri on 16th, 9 feet 5 inches against 14 feet 9 inches on same date last year. *Kharif* transplanting commenced in Ghorabari and Shahbandar talukas. *Rabi* crop (*moong* and pulse) injured by dews in Sakro taluka. Fever in seven and cattle-disease in one taluka. Wheat, red rice and *bajri* in Karachi 22, 30 and 32 and in Tatta 22, 42 and 40 pounds per rupee, respectively.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Hyderabad	·33	*Rabi* harvesting continued in six talukas. *Kharif* cultivation in progress. Rain accompanied by hailstones in Hala. Fever in three and small-pox in one taluka. River at Kotri on 16th, 9 feet 3 inches against 14 feet 9 inches on same date last year. Wheat 22, *bajri* 37⅝, *jowari* 40, white rice 20, and red rice 30 pounds per rupee.
Ahmedabad	*Nil*	*Rabi* harvesting and cotton-picking completed. Land being manured in two talukas. Public health good. Wheat 28 and *bajri* 31 pounds per rupee.
Baroda	*Nil*	Public health good. Measles in Amreli. Land under preparation for cultivation. *Bajri* 28, wheat 18 and rice 18 pounds per rupee.
Surat	*Nil*	Land being prepared for *kharif*. Fever and small-pox in Bardoli taluka. *Jowari* 36 and *nagli* 44 pounds per rupee.
Nasik	Rain in six talukas; maximum in Niphad, 1·47 and minimum in Sinnar, ·26.	*Rabi* threshing nearly completed. Land being prepared for *kharif* sowings. Rain has slightly damaged unthreshed crops. Small-pox at Yeola, otherwise public health good. Prices stationary.
Colaba (Bombay)	*Nil*	Abnormal temperature 1° warm from 11th to 14th, afterwards *nil*. Vapour in air normal. Wind normal from 11th to 15th. Abnormal wind northerly on 16th and 17th.
Poona	Indapur, 1·06	Land under preparation for cultivation in Indapur, Purandhar, and Bhimthari talukas. Public health generally good. Cattle-disease in a village in Purandhar taluka. *Bajri* 44 and *jowari* 56 pounds in the district, and *bajri* 37 and *jowari* 43 pounds per rupee in Poona city.
Ahmednagar	Slight rain in Newasa	*Bajri* 56 and *jowari* 65 pounds per rupee.
Sholapur	Sholapur, 1·65; Barsi, ·60; Karmala, ·26; Sangola, ·25.	Lands being prepared for *kharif* crops. Cattle-disease in Sholapur and Pandharpur talukas. Cholera in Sholapur, Barsi, Madha, Pandharpur, and Sangola talukas, 152 cases, 63 fatal. *Jowari* 62¼ and *bajri* 53⅛ pounds per rupee.
Dharwar	Mundargi, 1·12; Nargund, ·84; and slight rain in two talukas.	Ground being prepared for early crops. Sowing of rice commenced in Mugud and retarded in some places for want of rain. Scarcity of fodder in Nawalgund and of drinking-water in Gadag, Karajgi and Kod talukas. Public health generally good. Slight fever in Gadag and small-pox in Nawalgund. Rice 24 and *jowari* 56⅛ pounds per rupee.
Kanara	Honawar, ·46; Karwar, 2·44; Kumpta, 1·26.	Sowing continues in Honawar, Siddapur and Supa talukas. Slight fever in Sirsi and Haliyal. Common rice in Karwar and district average 13 seers per rupee.
Rajkot	*Nil*	Weather warm and cloudy. Measles in Dhrol, Dhrapha and Gadka. Small-pox in Dhrapha. Wheat 25, *bajri* 24 and *jowari* 30 pounds per rupee.
		General Remarks.—More or less rain in parts of thirteen districts. Lands being prepared for *kharif* cultivation everywhere, and early *kharif* sowings commenced in parts of five districts. Fever and cattle-disease in parts of ten, small-pox in parts of eight, and cholera in parts of four districts.
Bengal—(May 18th)		
Chittagong (May 17th)	3·14	Weather hot. Prospects of crops fair. Prices steady. Cholera continues.
Dacca	3·73	*Aman*, *aus* and jute being sown. Prospects good. Harvesting of *boro* rice nearly finished. Public health good.
24-Pergunnahs (Calcutta)	1·46	Sugarcane promises well. Ploughing in progress. Public health fair.
Khoolna	0·27	Weather very hot. Yield of *boro* rice fair. Ploughing and sowing of *aus* continue. Mango scarce. Public health good.
Moorshedabad	1·13	Weather very hot. *Aus* largely sown. Harvesting of *boro* still going on. Indigo thriving well. Public health good.
Pubna	0·34	Weather hot. Crops coming on well. Cholera abating. General health good.
Dinagepore	0·47	About 12 annas of jute and 10 annas of *bhadoi* sown. Cholera in three thanas and cattle-disease in two.
Rungpore	1·54	Cholera prevalent.
Midnapore	0·8	Ploughing just commenced. Public health good.
Burdwan	0·73	Intense heat. Prospects of crops good. Fever has appeared.
Bhagulpore	*Nil*	*Bhadoi* sowings begun. Rain wanted in north. Sugarcane doing well. Cholera spreading slightly.
Purneah	*Nil*	All crops doing well. Rain would do good. Early rice and jute sowings and sugarcane planting in progress. Rivers low. Public health fair.
Durbhanga	1·65	Early rice, *moong* and indigo greatly benefited by rain. Mango considerably injured by hail. Lands being prepared for *bhadoi* sowings. Cholera has abated.
Chumparun	0·07	Early rice, *moong* and *cheena* doing well. Sowing of *bhadoi* and *aghani* progressing in Balliah subdivision. Prices stationary. Cholera very prevalent in every part of the district.
Patna	*Nil*	Prospects of crops favourable. Cholera prevalent in different parts of the district.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Gya	*Nil*	Weather intensely hot. Sugarcane and *cheena* doing well. Cholera in all parts of the district, except Nowada subdivision, where fever and small-pox reported.
Hazareebagh	*Nil*	Weather very hot. Sugarcane doing well. Ploughing going on. General health good. Cholera and small-pox in some villages.
Cuttack	*Nil*	Weather extremely hot. Ploughing in progress. Sowing commenced in many places, but requires rain. Price of rice unchanged. Public health generally good.
		General Remarks.—Weather hot and sultry. Rain fell in all the Bengal districts, but in Behar scanty showers fell only in the districts north of the Ganges, and in Orissa and Chutia Nagpur the fall was also scanty. General prospects are favourable. Ploughing and sowing are in good progress, but more rain is wanted in parts of the Burdwan, Rajshayi, and Bhagulpore division, and in Cuttack *boro* rice harvest is still going on. General health has improved, but cholera is prevalent in several districts.
N.-W. Provinces and Oudh—(May 18th)		
Benares (May 17th)		Weather very hot. Markets well supplied and prices steady. Some cholera in the district, otherwise public health good.
Ballia („ 16th)		Weather clear. Heat increasing. *Rabi* harvest nearly over. Supplies ample. Public health good
Gorakhpore („ „)		Harvest garnered, outturn below average. Prices stationary. Epidemic cholera in one tahsil.
Fyzabad („ 17th)		Weather clear and hot. Wind chiefly from east. Markets well supplied. Sporadic cholera in three tahsils and small-pox in one.
Lucknow („ 16th)		Hot west winds since 13th. *Sawan* being cut. Sugarcane being watered. Supplies ample Prices almost stationary. Public health and condition of cattle good.
Rai Barelli („ „)		Intense heat. Westerly wind. Supplies abundant. Prices steady. Cholera continues. Some cases of cattle-disease reported from tahsil Rai Barelli.
Partabgarh („ 17th)		Prices steady. Cholera in epidemic form in district. Small-pox continues to be reported. Condition of cattle good.
Allahabad („ „)		Strong hot winds blowing. Sugarcane being irrigated. Markets full. Prices show a tendency to rise. Cholera has increased somewhat, otherwise health good.
Cawnpore („ „)		Weather seasonable. Indigo and sugarcane being irrigated. Extra crops in good condition. Prices stationary. Small-pox in one and fever in two tahsils. Cattle-disease in seven villages.
Farakhabad („ „)		Weather hot, but seasonable Threshing and winnowing continue. Sugarcane and indigo thriving. Supplies ample. Prices rising. Health fair.
Sitapur („ „)		Hot westerly winds prevail. Threshing floors for the most part cleared. Prices remain steady. Public health good.
Bareilly („ „)		Heat great. Prices still slightly rising. Health of men and cattle good.
Banda		No report received.
Kumaon (May 17th)		Weather dry and hot. High westerly winds occasionally. *Rabi* crops being harvested. *Kharif* operations in progress. Prices rising. Cholera in Kumaon and Bhabar. Cattle-disease continues.
Agra („ 16th)		Great heat. Sugarcane and indigo being irrigated. Prices steady. Small-pox continues in city and two tahsils.
Jhansi („ „)		Weather seasonable. Extra crops doing well. Prices rising. Cholera abating. Slight small-pox and cattle-disease reported.
Meerut („ 17th)		Hot westerly wind. Prices steady. A few cases of small-pox reported.
		General Remarks.—Weather very hot, with high westerly winds. Sugarcane and indigo crops promise well and are being watered. Supplies sufficient, though prices show a tendency to rise. Cases of cholera and small-pox continue to be reported, the former is said to be in epidemic form in two districts. Some cattle-disease reported from four districts, elsewhere condition of cattle is good.
Punjab—(May 18th)		
Delhi (May 17th)	*Nil*	Health good. Prices slightly rising.
Hissar	*Nil*	Health fair. Prices stationary.
Umballa	Slight	Health good. Prices stationary. *Rabi* threshing completed, yield below average.
Jullundur	*Nil*	Health good. Prices stationary. *Rabi* below average.
Amritsar	*Nil*	Health good. Prices stationary *Kharif* sowings in progress.
Sialkot	*Nil*	Health good. Prices stationary. *Kharif* sowings progressing.
Ferozepore	·20	Health good. Prices rising.
Lahore	*Nil*	Health good. Prices almost stationary.
Rawalpindi	*Nil*	Health good. Prices rising. *Rabi* below average.
Multan	*Nil*	Prices stationary. *Kharif* sowings commenced. *Rabi* nearly harvested.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Dera Ismail Khan	*Nil*	Health good. *Rabi* below average.
Peshawar	*Nil*	Health fair. Prices almost stationary. *Rabi* harvested, yield below average.
Shahpur	*Nil*	Health good. Prices high and stationary. *Rabi* being harvested, outturn poor.
		General Remarks.—Slight rain has fallen in the Umballa and Ferozepore districts. Health fair in Hissar and Peshawar, elsewhere good. Except in Delhi, Ferozepore and Rawalpindi, where they are rising, prices are stationary. *Kharif* sowings are in progress in the Amritsar, Sialkot and Multan districts. In the Umballa, Jullundur, Rawalpindi, Shapur and Peshawar districts the *rabi* harvest has been below the average.
Central Provinces—(May 18th)		
Nagpur	·33	Weather hot. Land being prepared for *kharif*. Fever, cattle-disease and small-pox prevalent. Prices steady.
Jubbulpore	. . . .	Weather hot, sometimes cloudy. *Kharif* ploughings commenced. Slight cholera. Prices steady.
Saugor (May 17th)	. . . .	Weather hot and windy. Winnowing continues. Small-pox and cattle-disease prevalent. Prices unchanged.
Seoni	. . . .	Days hot; nights cool. Weather sometimes cloudy *Kharif* ploughings in progress. Some small-pox. Prices falling.
Hoshangabad	. . . .	Weather windy, warm and dusty. Sky occasionally cloudy. Winnowing continues. Fever prevalent. Prices stationary.
Khandwa	·18	Days warm; nights cool. Land being prepared for sowings. Small-pox continues. Prices steady.
Raipur	. . . .	Weather hot and sometimes cloudy. Manuring of fields continues. Cattle-disease decreasing. Prices of wheat fallen.
Bilaspur	. . . .	*Rabi* threshing almost completed. Fields being manured. Sugarcane doing well. Cattle-disease in Mungeli
Sambalpur (May 14th)	. . . .	Weather very warm. Sugarcane being irrigated. 9 deaths from cholera. Prices steady.
		General Remarks.—Weather hot and sometimes cloudy. Lands being prepared for *kharif* sowings. Fever, small-pox and cattle-disease in places. Prices generally steady.
Burma—(May 18th)		
Akyab (May 14th)	10·19 (Total rainfall to date 15·13).	Some cases of cholera in district. Cattle healthy.
Bassein	·52 (Total rainfall to date 4·12).	Public health and health of cattle good.
Rangoon	·11	Public health and health of cattle good.
Amherst (Moulmein)	2·16 (Total rainfall to date 11·35).	Public health good. Cattle healthy.
Tavoy	5·51	Health of men and cattle good.
Pegu	1·0	Public health good. Slight cattle-disease.
Henzada	·56 (Total rainfall to date ·56).	Public health and health of cattle good.
Prome	·29 (Total rainfall to date 1·45).	Public health and health of cattle good.
Toungoo	1·14 (Total rainfall to date 5·08).	Public health good. 8 deaths from cattle-disease.
Thayetmayo	·39 (Total rainfall to date 1·17).	Public health and health of cattle good.
Minbu	1·38	Health good. Food-supply sufficient and prices normal.
Yamethen	2·16	Health good. Spring crops progressing.
Kyaukse	1·30	Public health good. Prospects of early crop good.
Myingyan	. . . .	Some cases of measles and small-pox. Food-supply sufficient and prices ordinary.
Mandalay	4·65 (Total rainfall to date 6·01).	Public health and health of cattle good. Food-supply sufficient.
		General Remarks.—Slight cholera in parts of Lower Burma. Some cattle-disease in parts. Reports received from six Upper Burma districts. Some cases of measles and small-pox in Myingyan. Crops doing well.
Assam—(May 18th)		
Gauhati (May 17th)	3·53	Weather rainy. Public health fair. *Boro dhan* reported to have been infested with *sihu* insects in Pati Darrang. Cattle-disease is also reported from this tahsil. Prospects of crops in other parts good.
Sylhet	2·99	State and prospects of the crops good. Cattle-disease still prevalent in Karimganj.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Assam—*contd.*		
Cachar	2·41	Weather cloudy with rain. Ploughing and sowing of *dumai* and *murali* crops nearly finished. Cultivation of *sáil* crops commenced. Common rice 15⅝ seers per rupee. 8 deaths from cholera from Hailakandi reported. General health good.
Dibrugarh	6·07	Heavy rain. *Kathia* being sown. Prospects of *ahu* good. Tea not doing well. Public health fair.
Mysore and Coorg—(May 18th)		
Bangalore	Slight rain in parts	Standing crops in good condition. Prospects of season favourable. Public health good. Small-pox and cattle-disease continue in affected parts. No material change in prices.
Mysore		
Mercara	·20	Coffee prospects have suffered in South Coorg from rain and hail. Prices stationary.
Berar and Hyderabad—(May 18th)		
Amraoti	. . . .	Weather hot, with high winds and occasional storms. Ploughing for *kharif* continues. Slight sickness in the Amraoti taluk. Cattle healthy. Wheat 15 and *jowari* 25 seers per rupee.
Akola	. . . .	Weather very warm *Kharif* preparations going on vigorously. Isolated cases of small-pox. Foot-disease among cattle. Prices steady.
Hyderabad	*Nil*	Reaping of *abi* crops continues. Cholera still prevails at Hyderabad and in the taluks. Prices—wheat 13¼, coarse rice 12¼, white *juar* 18⅛, yellow *juar* 19½ and *tur* 14⅛ seers per current sicca rupee.
Central India States—(May 18th)		
Indore	*Nil*	Weather cool.
Morar (Gwalior)	. . . .	Small-pox still in Lashkar. Heat intense.
Neemuch	. . . .	Weather warm. High winds. Health good. Prices rising.
Goona	. . . .	Small-pox still continues, otherwise health good. Prices rising.
Sutna	. . . .	Weather hot. Health good.
Agar	Slight rain	Health and prospects fair.
Sehore	·05	Weather very hot. Crops and health good.
Nowgong	·01	Weather hot and sultry. Health fair. Prices steady.
Bhopawar	. . . .	Prospects good. Prices moderate. Health good. Heat increasing.
Rajputana—(May 18th)		
Abu (May 18th)	*Nil*	Weather seasonable, windy and cool.
Sirohi („ 15th)	*Nil*	Tanks dry; wells good. Health good. Weather cool for time of year. Cool winds and clear.
Marwar („ 14th)	*Nil*	Three months' water in Jodhpur city tanks. Health good. Crops being still harvested. Strong winds. Weather dusty and hot. Nights less cool and close. Market light
Pertabgarh(„ „)	*Nil*	Tanks and wells drying daily. Health good. Prices rising.
Meywar („ „)	*Nil*	Water in tanks and wells decreasing. Crops gathered. Health good. Prices stationary. Weather bright and cool for time of year.
Harowti („ „)	Deoli, ·11	High winds. Health good.
Jhallawar („ 16th)	*Nil*	High west winds. Weather clear. Health and prospects good.
Kotah („ 14th)	·05	Weather variable. Health good. Prices fluctuating.
Ajmere („ 17th)	*Nil*	Reaping of crops completed. Threshing progressing, outturn below average. Cattle dying in Todgarh and Masuda from small-pox. Health fair. Wheat 23⅓, barley 41 and gram 38½ pounds per rupee.
Jeypore („ „)	*Nil*	Weather seasonable. Health fair. Prices high.
Kerowlee („ 14th)	*Nil*	Tanks nearly dry; wells drying. Sugarcane being cultivated. Land being prepared for cultivating cotton. Small-pox continues, health otherwise good. Prices steady. Weather and winds hot.
Dholepore („ „)	*Nil*	Wells drying; tanks almost dry. Sugarcane being irrigated. Small-pox reported. Prices stationary. Weather very hot.
Bhurtpore („ 17th)	*Nil*	Heat increasing. Health good. Harvest nearly completed.
Kherwara („ 13th)	*Nil*	Tanks and wells lower. Crops nearly all stored. Health good. Prices same as last week. Weather very windy, hotter and seasonable.
Bickanir („ 14th)	Slight rain	Fever and small-pox in two districts. Prices stationary. Weather very hot, with high winds.
Nepal—(May 12th)		
Katmandu (May 13th)	·89	Weather stormy, with constant showers. Indian maize being sown. The spring crops have been fair.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. II of 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 17th April, 1886. Total.	Receipts for week ending 17th April, 1886. Per mile open.	Total mean length open.	Receipts for week ending 16th April, 1887. Total.	Receipts for week ending 16th April, 1887. Per mile open.	Total Receipts from 1st April, 1886, to 17th April, 1886. Total.	Total Receipts from 1st April, 1886, to 17th April, 1886. Per mile open per week.	Total Receipts from 1st April, 1887, to 16th April, 1887. Total.	Total Receipts from 1st April, 1887, to 16th April, 1887. Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
			Rs.	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
	Lines worked by Guaranteed Companies.												
30th April, 1887	Oudh and Rohilkhand	680	1,02,236	282	686	1,42,176	207	3,98,841	241	3,33,363	212	...	65,478
30th ditto	Madras	861	1,45,911	169	831	1,52,982	184	3,54,081	170	3,76,261	198	21,580	...
30th ditto	South Indian	654	1,04,189	159	654	93,173	142	2,38,799	150	2,24,283	150	...	14,516
30th ditto	Great Indian Peninsula	1,504	11,14,879	742	1,504	11,57,810	770	24,01,032	673	25,09,495	745	1,08,463	...
30th ditto	Bombay, Baroda and Central India	461	3,66,901	796	461	3,37,000	731	8,25,228	737	7,76,714	735	...	48,514
	TOTAL	4,160	19,24,116	462	4,136	18,83,141	455	42,78,581	423	42,80,116	452	1,535	...
	State Lines worked by Guaranteed Companies.												
7th May, 1887	East Indian	1,515	9,68,415	639	1,519	10,00,478	659	24,35,311	661	22,88,396	658	...	1,46,915
7th ditto	Patna-Gya	57	12,041	221	57	10,030	191	34,320	248	25,799	198	...	8,521
7th ditto	Dildarnagar-Ghazipur	12	1,186	99	12	1,238	103	2,731	94	2,396	87	...	335
7th ditto	Sindia	75	8,797	118	75	8,400	113	10,334	100	19,300	113	35	...
30th April, 1887	Rajputana-Malwa (*a*)	1,664	4,18,002	251	1,664	3,79,000	228	9,48,204	235	8,63,714	227	...	84,490
30th ditto	Southern Mahratta	315	32,206	102	565	52,534	93	73,141	95	1,32,099	102	58,958	...
7th May, 1887	Indian Midland	42	2,671	64	42	4,891	116	6,426	63	8,874	92	2,448	...
30th April, 1887	Lucknow-Sitapur-Sihramau	...	...	...	56	3,256	58	...	...	7,287	57	7,287	...
	TOTAL	3,680	14,43,918	392	3,990	14,60,787	366	35,19,473	393	33,47,934	360	...	1,71,539
	State Lines worked by Government.												
30th April, 1887	Eastern Bengal (*b*)	666	1,30,170	215	645	1,21,990	189	3,17,493	216	3,00,010	203	...	17,483
30th ditto	Nalhati	27	1,052	61	27	1,071	61	5,017	78	5,525	89	428	...
30th ditto	Tirhoot	240	28,885	117	249	30,083	121	84,434	141	97,661	171	13,227	...
30th ditto	Wardha Coal	45	16,437	305	45	18,937	421	41,270	378	43,041	418	1,705	...
30th ditto	Nagpur and Chhattisgarh	149	43,600	293	149	53,262	357	1,17,417	324	1,10,955	352	2,538	...
30th ditto	Burma	327	49,484	151	327	71,509	219	1,43,421	181	1,92,589	258	49,168	...
12th Mar., 1887	Cherra Punji Mountain	...	...	...	...	... (*c*)	...	...	...	...	...	...	...
7th May, 1887	North-Western (*d*)	1,869	5,25,696	281	2,083	4,52,647	217	13,37,209	294	10,34,139	219	...	3,03,100
30th April, 1887	Bareilly-Pilibhit	30	2,793	77	30	1,954	54	5,323	61	4,286	52	...	1,037
23rd ditto	Jorhat	20	619	24	20	658	25	1,485	23	1,906	32	421	...
30th ditto	Bilaspur-Etawa (Kutni-Umaria Section)	...	...	...	38	1,623	43	...	...	2,784	32	2,784	...
	TOTAL	3,331	7,99,345	240	3,625	7,54,334	208	20,53,245	253	18,01,896	217	...	2,51,349
	GRAND TOTAL (GUARANTEED AND STATE)	11,171	41,67,379	373	11,751	40,98,262	349	98,51,299	363	94,29,946	350	...	4,21,353
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	38,27,170	141	44,31,430	164	...	...
	NET RECEIPTS	...	...	...	...	...	...	60,24,129	222	49,98,516	186	...	10,25,613
	Assisted Companies.												
30th April, 1887	Bengal Central	125	9,751	78	125	9,450	76	25,696	84	23,658	82	...	2,038
30th ditto	Rohilkhand-Kumaon	67	6,784	101	67	8,840	132	17,848	110	18,079	118	231	...
23rd ditto	Dibru-Sadiya (late Assam)	78	7,145	92	78	9,188	118	17,333	91	19,759	110	2,426	...
30th ditto	Bengal and North-Western	303	55,787	184	376	44,710	119	1,12,852	153	1,04,040	122	...	7,912
7th May, 1887	Tarakessur	22	9,272	421	22	10,609	482	19,115	357	19,400	380	345	...
	TOTAL	595	88,739	149	668	82,797	124	1,92,844	133	1,85,896	121	...	6,948
	Native States.												
23rd April, 1887	Bhavnagar-Gondal	193	26,875	139	193	34,919	181	56,802	121	73,546	166	16,744	...
30th ditto	Jodhpore	64	4,079	64	124	7,950	64	9,682	56	17,078	60	7,396	...
23rd ditto	Nizam's	208	22,760	109	208	31,195	150	50,652	100	77,995	164	27,343	...
30th ditto	Mysore	140	8,400	60	140	9,551	68	18,863	56	21,229	66	2,366	...
7th May, 1887	Rajpura-Patiala	16	1,575	98	16	1,045	65	3,473	89	2,335	64	...	1,138
30th April, 1887	Morvi	24	1,258	52	68	3,774	55	2,504	43	8,135	54	5,931	...
	TOTAL	645	64,947	101	749	88,434	118	1,41,976	91	2,00,618	117	58,642	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Northern Bengal, Dacca, Kaunia-Dharla, and Assam-Behar State Railways.
(*c*) Return not received.
(*d*) Includes Amritsar-Pathankot State Railway.

SIMLA,
The 19th May, 1887.

R. GARDINER, *Captain, R.E.*,
Offg. Under-Secretary.

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL BRANCH PRESS, *Simla.*

SUPPLEMENT TO

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[redacted]

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF APRIL 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Ragi or Marua (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur Cadian Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Madras.	Ganjam	10 5	...	14 10	15 8	...	...	29 5	...	...	...	...	215 13	13 13	
	Vizagapatam	14 0	...	9 0	10 3	24 13	23 13	23 3	...	...	...	...	93 5	14 0	
	Godavery	14 6	...	15 5	16 0	26 14	24 10	29 2	...	...	...	...	161 5	11 6	
	Kistna	8 13	...	13 0	14 11	18 11	...	30 14	...	...	...	...	145 13	14 14	
	Nellore	10 13	...	12 14	14 0	25 0	24 6	29 2	...	...	...	...	93 5	9 8	
	Cuddapah	13 3	...	13 3	15 13	23 11	...	28 8	...	...	...	...	140 0	13 8	
	Anantapur	12 8	...	12 13	16 3	31 14	22 10	33 14	...	...	...	...	64 13	13 2	
	Bellary	15 6	...	12 5	13 8	28 13	28 3	33 14	...	...	...	...	97 3	12 8	
	Kurnool	14 0	...	11 6	12 3	30 2	27 8	...	...	...	...	...	138 13	12 14	
	Madras	10 13	...	11 10	13 14	23 0	22 13	26 11	...	...	...	...	86 5	14 10	
	Chingleput	...	...	15 0	15 13	...	21 2	26 0	...	...	...	...	97 3	14 11	
	North Arcot	10 3	...	14 0	14 8	...	...	34 3	...	...	...	...	140 0	13 5	
	South Arcot	9 6	...	13 14	15 11	...	24 10	25 6	...	...	...	...	201 11	13 8	
	Tanjore	9 14	...	14 14	...	...	23 3	26 6	...	...	...	...	166 3	13 13	
	Trichinopoly	...	...	14 6	15 3	...	26 0	28 13	...	...	...	...	133 10	13 13	
	Madura	12 8	...	14 5	14 13	27 8	25 0	29 8	...	...	...	...	128 13	15 6	
	Tinnevelly	9 14	...	11 14	13 3	...	...	...	...	...	...	...	70 0	17 0	
	Coimbatore	14 13	...	13 8	14 8	22 10	23 13	27 14	...	...	...	...	121 8	12 11	
	Nilgiris	10 11	...	11 3	12 0	21 10	16 13	20 14	...	...	...	...	161 13	12 0	
	Salem	11 0	...	12 3	15 0	25 8	24 10	30 13	...	...	...	...	186 10	15 11	
	South Canara	8 2	...	13 10	16 0	...	...	21 13	...	...	...	...	128 13	16 3	
	Malabar	8 6	...	13 13	14 10	...	...	21 14	...	...	...	...	155 8	14 6	
Bom.	Bombay	9 8	16 2	7 2	10 13	17 0	12 10	17 13	14 10	15 12	20 10	8 5	52 6	12 9	
	Daskrohi	11 0	20 0	6 4	12 8	18 0	15 0	...	20 0	15 0	22 0	9 0	80 0	16 8	
	Kaira	11 0	...	8 14	11 6	19 4	14 8	19 4	...	16 0	...	10 0	80 0	16 0	
	Surat	12 0	15 0	8 0	10 0	16 0	14 0	...	...	13 0	...	10 0	80 0	16 0	
	Broach	11 0	...	8 0	11 0	16 0	14 2¾	...	...	16 0	...	11 0	120 0	14 2¾	
	Tanna (Salsette)	9 12	...	8 3	10 0	16 13	14 6	...	...	12 5	...	8 0	71 2	...	
	Colába (Alibag)	10 12	...	7 4	11 4	...	13 0	...	...	12 12	...	8 2	90 0	12 0	
	Khandesh (Dhulia)	13 8	...	7 8	9 6	24 12	19 3	...	14 12	14 12	...	10 8	131 0	13 4	
	Násik	13 14	...	10 8	12 0	...	18 14	22 8	...	18 0	...	9 10	106 8	13 12	
	Ahmednagar	13 2	9 12	8 3	9 5	25 5	20 5	...	...	20 0	...	16 10	86 1	13 11	
	Poona (City)	11 8	9 0	9 3	10 7	21 12	18 6	16 6	...	17 4	...	13 8	60 13	13 6	
	Sholápur	14 15	20 9	10 3	11 1	26 3	25 11	...	23 1	21 0	...	14 10	80 0	13 0	
	Bijapur	17 2	14 10	7 15	11 2	30 6	28 1	...	...	22 1	...	21 15	80 0	12 4	
	Satara	13 6	...	9 9	11 7	21 5	20 11	...	...	19 8	...	16 8	116 8	14 9	
	Belgaum	17 0	12 0	10 8	11 0	22 0	26 0	28 0	...	16 8	...	16 0	62 0	13 0	
	Dharwar (Hubli)	16 0	...	10 0	11 0	25 0	21 0	38 0	...	19 0	...	12 0	80 0	10 0	
	Ratnágiri	10 9	...	10 0	12 11	16 14	14 11	20 0	...	14 11	...	12 14	120 0	11 10	
Sind.	Karwar	No return received.		8 0	10 0	...	16 0	20 0	...	16 0	24 0	20 0	160 0	16 0	
	Pánch Mahals (Godhra)	10 0	...	9 13	11 13	25 3	26 3	...	19 0	20 0	...	10 0	160 0	*11 13	
	Aden	No return received.		6 15	8 9	14 14	13 11	17 2	...	13 11	...	10 14	80 0	13 11	
	Asirgarh Cantonment	15 0	...	8 0	9 6	22 12	22 8	...	...	16 4	...	10 4	150 0	14 0	
	Baroda Camp (Sadar Bazar)	9 2	14 4½	8 0	10 0	22 0	20 0	...	...	...	...	13 0	180 0	14 0	
	Disa Cantonment	12 8	...	7 0	8 0	24 0	18 0	...	12 0	21 15	25 0	12 12	90 0	15 8	
	Nimach Cantonment	14 0	22 0	6 8	9 0	14 8	11 0	...	...	13 0	...	9 8	80 0	40 0	
	Nasirabad Cantonment	12 0	20 13¾	8 0	9 0	22 0	21 0	...	...	12 0	...	13 5	160 0	13 0*	
	Rajkot Station	12 8	...	7 0	8 0	19 0	16 0	...	...	16 0	12 0	8 0	85 0	16 0	
	Upper Sind Frontier	11 0	20 0	10 0	16 0	22 0	21 0	...	...	12 0	...	13 5	128 0	13 8	
	Karachi	11 0	18 0	8 0	14 0	19 0	16 0	...	...	16 0	...	...	140 0	13 0	
	Haidarabad (Gidu Bunder)	10 0	19 8	8 8	19 8	21 8	19 8	...	...	18 8	...	10 8	140 0	13 0	
	Shikarpur	11 0	17 0	10 0	13 4	19 8	22 0	...	...	16 8	...	12 8	120 0	13 8	
	Sukkur	13 0	21 8	11 0	16 0	22 0	21 8	...	...	19 0	...	...	160 0	14 12	
	Thar & Parkar (Umarkot)	15 0	...	...	19 5	...	21 12	...	...	...	...	...	120 0	13 5¼a	
Bengal.	*Western Districts.*														
	Burdwan	14 4	37 8	18 12	25 5	...	...	...	...	24 0	...	24 0	280 0	12 8	
	Bankoora	16 0	20 0	19 0	24 10	...	...	...	...	19 8	40 0	22 0	160 0	...b	
	Beerbhoom	20 0	...	20 0	24 0	...	...	...	...	26 8	...	15 0	155 0	13 0c	
	Midnapore	18 0	...	20 0	26 0	...	...	...	...	17 12	...	16 0	120 0	13 8d	
	Hooghly	14 8	...	10 0	17 8	...	...	...	...	20 0	...	13 0	90 0	12 0	
	Howrah	12 0	...	13 0	20 0	...	...	...	...	22 8	...	13 0			
	Central Districts.														
	Calcutta	14 4	20 14	9 8	20 0	21 8	16 4	...	16 4	19 12	24 0	16 12	80 0	13 0	
	24-Pergunnahs	13 5	24 0	8 0	18 4	...	...	...	...	20 0	32 0	19 0	100 0	13 0e	
	Nuddea	16 0	35 8	16 0	19 12	...	...	...	...	29 0	...	20 0	...	11 10½f	
	Khoolna	...	...	18 0	23 0	...	...	...	...	16 0	...	...	160 0	10 8g	
	Jessore	16 0	...	16 0	24 0	...	...	...	...	24 8	...	20 0	110 0	10 12h	
	Moorshedabad	16 0	...	16 0	22 0	...	...	...	...	30 8	...	16 12	210 0	12 0i	
	Dinagepore	14 12	21 4	21 8	25 0	...	...	...	...	19 0	...	9 4	160 0	12 0j	
	Rajshahye	18 0	40 0	18 0	22 8	...	...	...	...	27 0	...	16 8	240 0	12 0k	
	Rungpore	22 8	...	22 8	24 10	...	...	...	...	20 0	...	8 10	120 0	10 5l	
	Bogra	15 0	...	15 0	24 0	...	...	...	...	15 12	...	...	90 0	11 4	
	Pubna	20 0	...	8 0	22 14	...	...	...	...	27 0	...	22 8	200 0	11 10m	
	Darjeeling	10 0	11 0	5 0	13 0	...	...	13 0	...	11 0	26 0	8 0	120 0	9 0n	
	Jalpáiguri	10 0	20 0	13 0	25 0	...	...	...	...	16 0	20 0	12 0	128 0	11 0o	
	Eastern Districts.														
	Dacca	13 0	22 0	17 0	19 0	...	...	...	...	14 0	...	...	120 0	12 0p	
	Furreedpore	26 0	32 0	18 8	21 8	...	...	...	...	31 0	...	20 0	120 0	12 0q	
	Backergunge	...	...	18 0	19 0	...	...	...	...	20 0	...	16 0	120 0	13 0r	
	Mymensingh	12 0	...	13 0	17 8	...	...	...	...	14 0	...	16 0	...	12 0s	
	Chittagong	16 0	...	12 0	17 0	...	...	...	...	12 0	...	10 0	75 0	12 0t	
	Noakholly	...	...	21 0	23 0	...	...	...	...	13 0	...	...	...	9 0u	
	Tipperah	13 5	...	17 8½	21 15	...	...	...	...	13 5	...	11 0	...	...v	
	Chittagong Hill Tracts	...	...	13 5	15 0	...	...	...	...	...	...	...	320 0	8 0	
	Hill Tipperah	12 0	...	13 0	18 0	...	...	...	...	12 0	...	16 0	...	11 0	

* In common use.

a In sub-divisions retail prices of salt per rupee were:—Culna 12 seers, Cutwa 13 seers, and Raneegunge 12-2 seers.
b In Rampore sub-division retail price of salt 13 seers per rupee.
c In Tumlook and Contai sub-divisions retail price of salt 11 seers per rupee.
d In sub-divisions retail prices of salt per rupee were:—Serampore 13 seers, and Jehanabad 13-8 seers.
e In sub-divisions retail prices of salt per rupee were:—Baraset and Bussirhât 12 seers, Diamond Harbour (at Magrahât) 11-8 seers, Barrackpore 12-12 seers, and Dum-Dum 11 seers.
f In sub-divisions retail prices of salt per rupee were:—Kooshtea 12 seers, Chooadanga 13 seers, and Ranaghat 10-14 seers.
g In Satkhira and Bagirhat sub-divisions retail price of salt 11 seers per rupee.
h In sub-divisions retail prices of salt per rupee were:—Jhenida 12 seers, Magoora 10-12 seers, and Bongong 13 seers.
i In sub-divisions retail prices of salt per rupee were:—Lalbagh 13 seers and Jungipore and Kandi 12-8 seers.
j In Thakurgaon sub-division retail price of salt 10 seers per rupee.
k In Nattore and Nowgong sub-divisions retail price of salt 12 seers per rupee.
l In sub-divisions retail prices of salt per rupee were:—Gaibanda 8 seers, Kurigram 12 seers.
m In Serajgunge sub-division retail prices of salt 12 seers per rupee.
n At Silliguri retail price of salt 10 seers per rupee.
o In Alipore sub-division (at Fallacotta) retail price of salt 10 seers per rupee.
p In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers, Moonsheegunge 10-12 seers and Naraingunge 12-4 seers.
q In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers and Madaripore 12-8 seers.
r In sub-divisions retail prices of salt per rupee were:—Patuakhali 9 seers, Perozepore 11 seers, and Bhola 10-8 seers.
s In sub-divisions retail prices of salt per rupee were:—Kishoregunge 9-2 seers, Attea 12 seers, Jamalpore 10-10 seers, Sherpore 10 seers, and Netrokona 9 seers.
t In Cox's Bazar sub-division retail price of salt 12 seers per rupee.
u In Fenny sub-division (at Panchgatchia) retail price of salt 9 seers per rupee.
v In Brahmunberiah and Chandpore sub-divisions retail price of salt 11-8 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF APRIL 1887—*continued*.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Bengal—*continued*.	*Behar*.														
	Patna	19 0	32 0	11 8	25 0	26 0	26 0	26 0	24 0	31 0	30 0	28 0	120 0	11 8	
	Gya	16 8	32 0	9 0	19 0	...	...	...	17 0	27 0	...	23 0	140 0	11 0*v*	
	Shahabad	18 0	30 0	9 0	17 8	...	...	...	...	28 0	...	16 0	160 0	12 0*x*	
	Durbhunga	19 4	33 0	13 4	22 4	...	...	32 8	...	26 8	33 0	22 0	176 0	13 0*y*	
	Mozufferpore	20 0	30 0	12 0	22 0	...	...	30 0	...	24 0	30 0	19 0	140 0	12 0*z*	
	Sarun	15 0	28 0	8 0	21 0	...	...	26 0	14 0	28 0	27 0	25 0	160 0	12 0*a1*	
	Chumparun	17 0	32 0	7 8	17 8	...	...	...	...	25 0	30 0	20 0	...	11 8*a2*	
	Monghyr	19 8	33 9	13 12	16 13	24 2	...	33 9	21 0	29 6	39 0	21 1	126 0	12 9*a3*	
	Bhágalpur	16 6	35 6	18 15	21 7	...	...	...	...	26 8	35 6	20 13	177 4	12 10*a4*	
	Purneah	20 0	...	20 0	24 0	...	...	...	...	24 0	...	14 0	128 0	10 8*a5*	
	Maldah	18 0	...	17 0	26 0	...	...	...	...	28 0	...	...	160 0	11 12	
	Sonthal Pergunnahs	14 0	...	18 0	29 0	...	...	...	...	20 0	38 0	27 0	200 0	11 8*a6*	
	Orissa.														
	Cuttack	14 7	...	13 2	18 6	...	...	...	...	17 1	...	...	80 0	14 0	
	Pooree	13 2	...	17 1	23 10	...	...	...	...	14 7	...	14 7	70 0	14 7	
	Balasore	18 0	13 0	14 0	25 0	...	...	...	...	15 0	...	12 0	160 0	10 8*a7*	
	Chota Nagpore, *South-Western Frontier Agency*.														
	Hazáribágh	20 0	24 0	10 0	20 0	...	...	30 0	...	24 0	25 0	20 0	320 0	10 0*a8*	
	Lohardugga	25 0	36 0	19 0	23 0	...	...	33 0	...	22 0	24 0	32 0	120 0	10 0	
	Singbhoom	24 0	32 0	28 0	32 0	...	...	...	...	16 0	...	24 0	320 0	9 0	
	Manbhoom	18 0	32 0	28 0	29 0	...	...	...	...	16 0	40 0	23 0	240 0	10 10*a9*	
Assam.	Sylhet	10 0	...	11 6	17 8	...	...	...	...	14 0	...	14 0	108 0	11 8	
	Cáchár	8 14⅓	...	8 0	13 5/10	...	...	...	...	8 6⅔	...	11 2	80 0	11 2	
	Goálpará	20 0	...	8 0	16 0	...	...	...	...	13 0	...	11 0	80 0	11 0	
	Gáro Hills	8 0	...	6 0	16 0	...	...	...	...	10 0	...	9 0	160 0	8 0	
	Kámrup	16 0	...	8 0	20 0	...	...	...	...	13 0	...	10 0	160 0	11 0	
	Darrang	7 0	...	7 8	16 0	...	...	...	...	13 0	...	10 0	150 0	10 0	
	Nowgong	8 0	...	8 0	16 0	...	...	...	...	10 0	...	9 0	120 0	8 0	
	Sibságar	...	...	14 0	16 0	...	...	...	...	11 0	...	9 0	80 0	8 0	
	Lakhimpur	7 8	...	8 0	13 0	...	...	...	...	13 0	8 0	10 0	160 0	9 0	
	Khási and Jaintia Hills	...	...	8 0	10 0	...	...	...	...	9 8	16 0	8 0	100 0	8 0	
	Nága Hills	...	...	3 6	8 0	...	...	...	...	3 6	...	3 8	120 0	3 8	
N.-W. Provinces.	Debra Dún	15 0	25 0	6 8	10 8	14 0	14 0	20 0	...	20 0	16 0	18 0	160 0	11 0	
	Saháranpur	16 2	21 8	8 11½	11 13	17 3	17 3	23 10½	19 5½	21 8	19 5½	19 5½	150 8	12 13½	
	Muzaffarnagar	17 10	28 11	6 9	12 2	15 14	16 8	14 5	14 5	23 2	19 12	15 6	110 0	12 10	
	Meerut	17 8	26 0	6 0	14 0	18 8	20 0	20 0	20 0	25 0	21 8	25 0	100 0	13 0	
	Bulandshahr	19 8	29 8	6 0	11 5	17 0	16 0	...	16 0	28 0	24 0	16 0	170 0	13 4	
	Aligarh	18 4	28 0	5 4	11 8	22 0	21 0	...	16 4	28 0	27 0	31 0	140 0	14 0	
	Etawah	13 0	14 0	11 8	12 0	...	...	16 0	18 0	14 0	16 0	10 0	200 0	8 0	
	Garhwál	14 8	21 0	7 8	11 0	25 0	...	...	...	10 0	...	9 0	160 0	7 13	
N.-W. Provinces.	Bijnor	17 5	27 4	11 4	12 6	...	...	...	...	20 13	...	...	135 0	12 4	
	Moradabad	19 12	30 8	10 4	14 0	23 0	18 8	...	15 8	24 0	25 0	25 8	125 0	13 12	
	Budaun	20 6½	29 6½	6 0	13 3	...	18 0	...	...	28 3	...	32 6½	144 0	12 0	
	Bareilly	19 1	27 8	6 4	13 2	23 12	15 0	...	16 4	24 6	22 8	28 12	150 0	12 8	
	Sháhjahánpur	19 8	31 0	10 0	16 0	...	...	...	20 0	27 8	...	20 0	140 0	12 8	
	Tarái Pergunnahs	21 14	31 4	8 12	13 12	27 8	18 12	...	20 0	22 8	26 0	26 4	100 0	11 4	
	Muttra	17 8	23 8	8 0	13 0	16 0	18 6	...	...	24 0	...	25 0	140 0	13 0	
	Agra	16 0	22 0	6 0	12 0	20 0	18 0	...	...	22 8	24 8	15 0	120 0	13 0	
	Farukhabad	17 9	25 9	6 8	11 8	...	...	...	...	25 0	...	25 4	140 0	13 4	
	Mainpuri	17 8	23 8	4 8	9 8	...	...	35 0	16 8	24 2	...	24 8	160 0	13 12	
	Etáwah	16 12	24 0	12 0	14 12	19 0	18 12	18 8	18 8	25 4	25 0	28 0	120 0	12 0	
	Etah	19 0	27 8	7 0	15 5	...	15 0	30 0	16 0	26 8	...	17 8	120 0	12 8	
	Jalaun	24 0	25 0	9 0	11 0	25 0	23 0	...	14 0	34 0	22 0	35 0	140 0	11 0	
	Jhánsi	20 8	26 8	7 0	13 0	27 8	22 0	...	...	27 8	...	30 9	200 0	11 8	
	Lalitpur	19 4	27 0	10 0	11 0	28 0	20 0	32 0	32 0	27 8	30 0	14 0	160 0	11 0	
	Cawnpore	18 8	27 0	10 8	15 0	23 0	24 0	...	26 0	27 8	...	29 0	140 0	14 0	
	Fatehpur	16 0	24 4	13 8	15 0	...	...	...	...	28 4	...	29 0	160 0	11 8	
	Bánda	27 0	31 0	8 0	14 8	26 0	22 0	36 0	24 0	37 0	...	24 0	160 0	12 0	
	Allahabad	15 12	25 0	8 0	14 0	21 0	20 0	...	20 0	29 4	...	19 8	120 0	11 8	
	Hamírpur	25 4	29 6	9 8	13 5	...	...	...	...	32 0	...	34 8	140 0	13 3	
	Jaunpur	16 0	23 12	7 0	12 0	...	...	...	...	23 12	...	23 12	140 0	12 0	
	Gorakhpur	12 9½	28 13	9 14½	18 0	...	...	23 6½	22 8	30 9½	27 0	21 9½	140 0	12 0	
	Basti	19 8	30 0	10 0	15 0	...	...	...	...	28 0	...	22 0	140 0	11 0	
	Azamgarh	15 8	20 10	10 5	17 0	...	...	...	...	22 8	...	13 10	177 8	11 2	
	Mirzapur	16 8	25 0	8 0	15 0	22 0	20 0	26 0	22 0	26 0	26 0	27 0	90 0	11 0	
	Benares	16 13	22 4	11 6	17 5¼	22 12	21 2	...	22 12	23 14	25 8¼	25 0	110 0	11 13	
	Gházipur	18 0	25 1½	7 12	16 12	21 14	23 13½	36 1	18 0	28 5	29 10	23 3	154 8	11 9	
	Balia	18 0	27 0	9 10	20 8	...	...	...	...	28 4	...	25 0	100 0	12 8	
	Pilibhít	18 12	33 12	12 8	15 0	...	...	...	...	25 0	...	...	150 0	11 4	
Oudh.	Sultánpur	18 0	24 0	10 0	15 0	26 0	22 0	40 0	20 0	26 0	25 0	27 0	160 0	12 0	
	Partábgarh	18 0	27 0	14 0	15 0	...	...	...	...	28 0	...	18 0	200 0	11 8	
	Fyzabad	16 8	29 0	10 0	15 8	23 8	22 0	...	14 0	25 0	25 0	24 12	100 0	11 8	
	Kheri	17 10	28 8	6 8	13 8	28 0	24 0	40 0	26 0	25 8	29 0	17 0	120 0	12 0	
	Lucknow	17 4	24 7	6 0	14 2	22 0	21 0	...	22 0	24 12	24 0	26 0	140 0	11 8	
	Bára Banki	17 0	25 0	8 0	12 0	22 0	16 0	26 0	16 0	24 0	27 0	26 0	120 0	11 8	
	Bahraich	16 0	34 0	14 0	18 0	30 0	23 0	...	...	30 0	31 0	26 0	160 0	12 0	
	Rai Bareli	17 8	24 0	7 0	15 0	21 0	16 0	29 0	21 0	27 8	25 8	30 0	180 0	11 0	
	Sitapur	19 0	29 0	8 0	14 0	26 0	23 0	32 0	24 0	30 0	...	29 0	160 0	12 0	
	Gonda	19 4	32 8	15 4	16 12	25 8	24 8	28 0	20 8	31 8	29 8	30 0	200 0	12 4	
	Unáo	18 0	25 0	9 0	15 0	24 0	29 0	...	21 0	27 0	28 0	17 0	160 0	13 0	
	Hardoi	No return received.													
Punjab.	Hissar	14 0	21 0	...	10 0	22 0	17 0	...	...	26 0	18 0	...	120 0	13 8	
	Rohtak	16 0	22 0	...	11 0	22 0	20 0	...	...	24 0	17 0	...	120 0	12 8	
	Gurgaon	18 0	27 0	...	12 0	20 0	19 0	...	...	24 0	20 0	25 0	140 0	13 0	
	Delhi	17 0	24 0	...	14 0	16 0	17 0	...	17 0	23 0	16 0	22 0	80 0	13 0	
	Karnál	18 0	25 0	...	12 0	14 0	16 0	20 0	16 0	23 0	16 0	20 0	160 0	12 8	
	Umballa	18 0	24 0	...	16 0	16 0	16 0	20 0	16 0	23 0	20 0	20 0	140 0	14 4	
	Simla	12 0	14 0	...	9 0	14 0	12 0	16 0	12 0	17 0	14 0	11 0	70 0	10 0	
	Kángra	13 0	23 0	...	12 0	12 0	10 0	20 0	10 0	16 0	17 0	13 0	120 0	11 0	
	Hoshiárpur	17 0	24 0	...	11 0	18 0	16 0	20 0	16 0	23 0	24 0	15 0	110 0	14 8	
	Jullundur	16 0	28 0	...	8 0	20 0	14 0	...	13 0	24 0	23 0	...	120 0	14 0	
	Ludhiána	18 0	25 0	...	13 0	18 0	17 0	...	18 0	24 0	20 0	13 0	120 0	15 0	

w In Aurungabad sub-division retail price of salt 11 seers per rupee.

x In sub-divisions retail prices of salt per rupee were:—Buxar 12-8 seers, Sasseram 12 seers and Bhabooah 11-12 seers.

y In Madhubani and Tajpore sub-divisions retail price of salt 12 seers per rupee.

z In sub-divisions retail prices of salt per rupee were:—Seetamurhee 11 seers and Hajeepore 12 seers.

a1 In sub-divisions retail prices of salt per rupee were:—Sewan 11-8 seers and Gopalgunge 11-13 seers.

a2 In Bettiah sub-division retail price of salt 11-8 seers per rupee.

a3 In sub-divisions retail prices of salt per rupee were:—Begusarai 11 seers, and Jamui 11-4 seers.

a4 In sub-divisions retail prices of salt per rupee were:—Banka 11 seers, Madapore 11-7 seers, and Soopool 10 seers.

a5 In sub-divisions retail prices of salt per rupee were:—Kissengunge 10 seers, and Arrareah (at Raneegunge) 11 seers.

a6 In sub-divisions retail prices of salt per rupee were:—Godda 11 seers and Pakour 12 seers.

a7 In Bhadruck sub-division retail price of salt 9-8 seers per rupee.

a8 In Giridi sub-division (at Kharagdiha) retail price of salt 11-8 seers per rupee.

a9 In Govindpore sub-division retail price of salt 12 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF APRIL 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, millet, Italian (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*.)	Maize (*Zea Mays*).	Arhar or Thár Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Punjab—*continued.*	Ferozepore	17 0	28 0	...	12 0	16 0	16 0	...	20 0	25 0	17 0	15 0	90 0	14 8	
	Mooltan	12 0	22 0	...	10 0	15 0	17 0	...	16 0	19 0	15 0	...	100 0	15 0	
	Jhang	13 0	25 0	...	10 0	20 0	18 0	12 0	16 0	18 0	18 0	10 0	200 0	14 0	
	Montgomery	13 0	20 0	...	10 0	16 0	14 0	...	20 0	22 0	14 0	12 0	200 0	12 0	
	Lahore	17 0	25 0	...	12 0	15 0	13 0	...	14 0	25 0	15 0	12 0	100 0	14 0	
	Amritsar	18 0	29 0	...	12 0	15 0	16 0	15 0	17 0	25 0	18 0	16 0	100 0	15 0	
	Gurdáspur	21 0	32 0	...	14 0	12 0	14 0	...	14 0	25 0	16 0	8 0	120 0	14 0	
	Siálkot	17 0	28 0	...	13 0	17 0	17 0	25 0	16 0	22 0	18 0	12 0	120 0	15 0	
	Gujrát	16 0	23 0	...	12 0	18 0	15 0	...	11 0	21 0	17 0	11 0	120 0	16 0	
	Gujránwála	18 0	25 0	...	13 0	15 0	12 0	25 0	10 0	22 0	16 0	8 0	100 0	15 0	
	Shahpur	12 0	22 0	...	10 0	16 0	15 0	16 0	12 0	20 0	18 0	10 0	240 0	16 0	
	Jhelum	14 0	22 0	...	12 0	17 0	16 0	...	...	22 0	18 0	14 0	140 0	16 0	
	Rawalpindi	14 0	24 0	...	8 0	17 0	16 0	...	20 0	23 0	17 0	22 0	100 0	15 8	
	Hazára	11 0	16 0	...	11 0	...	10 0	...	...	17 0	14 0	...	129 0	12 0	
	Peshawar	13 0	25 0	...	10 0	13 0	14 0	...	12 0	19 0	18 0	23 0	120 0	43 0	
	Kohát	14 0	25 0	...	13 0	17 0	17 0	...	17 0	19 0	18 0	...	160 0	60 0	
	Bannu	16 0	26 0	...	11 0	21 0	15 0	8 0	8 0	21 0	21 0	13 0	60 0	40 0	
	D. I. Khán	13 0	20 0	...	9 0	14 0	14 0	15 0	5 0	18 0	14 0	13 0	120 0	31 0	
	D. G. Khán	16 0	20 0	...	9 0	18 0	16 0	8 0	8 0	17 0	15 0	10 0	125 0	20 0	
	Muzaffargarh	13 0	22 0	...	12 0	16 0	15 0	...	12 0	18 0	...	11 0	100 0	14 0	
Central Provinces.	Saugor	19 15	...	8 15	10 4	...	...	...	...	27 5	...	13 0	192 0	9 12	
	Damoh	22 14	...	10 0	10 11	...	...	...	...	30 0	...	12 13	200 0	10 11	
	Jubbulpore	16 8	...	9 8	12 8	19 0	...	...	...	22 8	...	13 8	130 0	11 0	
	Mandla	21 0	...	10 0	15 0	...	...	...	...	32 13	...	13 0	256 0	11 0	
	Seoni	19 8	...	9 5	11 12	...	...	...	...	20 6	...	13 9	210 0	10 11	
	Narsinghpur	16 6	...	9 3	10 8	...	...	...	...	20 6	...	13 9	210 0	10 11	
	Hoshangabad	15 0	...	7 0	9 0	...	...	...	...	22 0	...	11 0	200 0	10 14	
	Nimár	16 0	...	7 8	12 10	27 9	...	...	...	19 9	...	12 3	120 0	11 15	
	Betúl	17 8	...	10 7	11 1	20 3	...	...	...	22 0	...	9 12	320 0	11 6	
	Chhindwára	19 0	...	8 0	11 7	24 0	...	...	...	25 5	...	12 0	160 0	9 13	
	Wardha	17 7	...	8 12	10 11	24 0	...	...	...	17 7	...	16 0	160 0	9 10	
	Nágpur	17 8	...	8 7	12 3	21 7	...	...	...	18 12	...	13 12	119 0	10 14	
	Chánda	17 14	...	10 13	12 8	23 10	...	...	...	17 10	...	12 14	612 0	10 5	
	Bhandára	17 8	...	8 12	12 8	...	...	...	...	18 12	...	15 0	180 0	11 0	
	Bálaghát	18 6	...	14 7	15 5	...	...	...	...	21 10	...	16 4	144 0	10 0	
	Raipur	24 0	...	11 4	18 8	...	...	...	...	25 0	...	24 13	100 0	10 12	
	Bilaspur	26 10	...	13 8	20 4	...	...	...	...	33 8	...	21 13	128 0	10 0	
	Sambalpur	19 4	...	15 12	21 0	...	...	...	...	18 12	...	12 0	160 0	10 1	
	Arakan Division.														
Lower Burma.	Akyab	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Kyoukpyu	...	...	18 0	18 3	...	...	...	...	5 0	...	...	50 0	42 0	
	Sandoway	...	...	26 13	30 13	...	...	...	...	...	...	...	469 11	37 5	
	Pegu Division.														
	Rangoon Town	11 0	...	10 8	12 6	...	...	...	...	16 0	†	...	250 0	13 10	
	Pegu	...	...	10 15	15 13	...	...	...	...	11 2	...	...	135 0	26 15	
	Tharrawaddy	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Prome	12 2	...	14 2	15 4	...	...	...	...	15 9	33 9	...	167 9	18 10	
	Irrawaddy Division.														
	Bassein	...	...	12 15	19 7	...	...	...	...	10 11	...	...	220 5	...	
	Henzada	...	...	13 0	15 10	...	...	...	...	...	...	...	183 8	35 8	
	Thongwa	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Thayetmyo	13 6	...	10 3	13 13	...	...	...	...	11 1	...	...	367 8	18 15	
	Tenasserim Division.														
	Moulmein Town and Amherst	9 0	...	10 8	12 2	...	...	...	...	12 2	15 3	...	220 0	30 8	
	Tavoy	...	...	13 0	17 15	...	...	...	...	...	...	...	399 3	16 1	
	Mergui	...	...	15 6	17 11	...	...	...	...	...	...	...	428 0	14 9	
	Toungoo	...	...	10 10	12 13	...	...	...	...	9 7	...	...	27 0	18 12	
	Shwaygyin	...	...	10 10	11 5	...	...	...	...	7 12	...	...	‡	18 14	
Hyderabad Assigned Districts.	Secunderabad	14 7	...	6 13	10 14	18 13	20 1	...	...	15 8	...	12 3	120 0	9 13	
	Bolarum	15 9½	...	6 7	9 14	21 11	...	...	...	16 11	...	...	116 14	10 0	
	Chadarghat	11 8	...	7 0	9 0	19 8	22 0	...	...	16 0	...	13 8	88 0	9 8	
	Amráoti	14 8	...	8 0	9 0	24 14	20 0	...	...	16 0	...	12 0	§	11 0	
	Akola	16 0	...	7 0	10 0	25 0	21 0	...	...	17 0	...	16 0	§	12 0	
	Ellichpur	15 0	8 0	7 0	10 0	22 0	15 0	...	...	14 0	...	10 0	§	11 0	
	Buldana	17 0	...	8 0	11 0	28 0	24 0	...	...	21 0	...	10 0	§	11 0	
	Wun	17 0	...	8 0	10 0	29 4	...	...	...	15 0	...	18 0	§	11 8	
	Básim	21 0	...	7 0	11 0	30 0	30 0	...	...	19 0	...	22 0	§	10 0	
Mysore.	Bangalore	11 11	12 12	9 12	11 0	26 11	...	38 0	...	13 14	...	17 14	96 0	11 0	
	Kolar	...	12 0	12 0	17 0	...	...	43 0	...	14 0	...	14 0	144 0	11 0	
	Támkúr	14 0	13 0	13 8	14 8	...	...	56 0	...	15 0	...	20 0	340 0	10 0	
	Mysore	11 0	10 0	11 12	13 12	38 0	32 0	40 0	12 0	14 4	...	18 0	84 0	10 0	
	Hassan	...	12 0	15 0	17 0	...	...	48 0	...	16 0	...	14 0	96 0	10 0	
	Shimoga	13 10	...	13 10	16 13	31 8	...	46 3	...	17 14	...	23 2	480 0	11 9	
	Kadur	10 0	12 0	18 0	20 0	...	...	48 0	...	15 0	...	14 0	320 0	11 0	
	Chitaldroog	14 0	15 0	10 8	13 0	48 0	32 0	55 0	60 0	16 0	...	25 0	320 0	9 0	
Coorg	Coorg	10 0	9 8	12 8	16 0	...	...	40 0	...	30 0	...	...	110 0	13 0	
Rajpootana.	Jeypore	15 0	24 0	5 0	9 0	22 0	20 0	‖	20 0	21-0 to 22-0	25 0	30 0	120 0	13 8	
	Kishengurh	13 0	23 8	9 0	10 0	24 4	14 0	...	...	28 8	24 0	...	...	16 0	
	Kerrowlee	15 0	20 0	10 10	11 4	21 4	17 8	...	21 4	18 2	...	30 0	200 0	12 8	
	Ulwur	17 1	23 5	8 0	11 10	20 8	17 13	...	18 0	22 9	26 8	32 0	200 0	14 12	
	Bhurtpore (City)	16 4	24 3	7 4	8 4	21 2	15 12	...	13 4	22 12	21 0	21 8	220 0	12 4	
	Ajmere	11 4	19 8	3 0	8 0	20 0	16 0	...	...	19 8	21 0	...	70 0	14 0	
	Deoli Cantonment	13 15½	21 15½	5 8	10 0	23 0	19 7½	...	...	22 11	...	...	220 0	13 0	
	Erinpura	12 4	24 6	...	9 0	21 0	22 0	...	...	22 0	...	...	280 0	14 0	
	Sirohee	11 0	24 0	7 0	8 0	19 0	23 0	...	22 0	20 0	20 0	14 0	200 0	13 8	
	Abu	10 4	18 0	5 8	8 0	...	19 0	...	...	16 14	...	10 0	...	13 1	
	Anadra	10 14	21 0	6 0	8 0	...	22 0	...	...	18 14	...	12 0	...	14 9	
	Bálmere	11 6	...	5 0	10 0	...	27 10	...	...	16 0	...	...	260 0	16 0	
	Jeysalmere	8 6	...	10 8	12 6	19 4	18 0	...	...	14 12	...	...	...	25 9	
	Hilly Tracts of Meywar	15 0	23 0	...	15 0	...	...	...	...	20 0	28 0	...	¶	11 8	
	Meywar (Oodeypore)	11 3½	17 9½	9 6	10 2½	17 3	12 8	**	15 10	15 10	17 15½	10 2½	200 0	11 5½	
	Bánswára (Meywar Agency)	16 4	...	8 12	15 0	...	...	...	...	25 0	25 0	...	...	12 8	
	Partábgarh (,,)	16 4	25 0	10 0	13 12	22 8	18 12	...	...	22 8	22 8	28 2	...	17 8	
	Marwar (Jodhpore)	12 3	20 0	6 4	7 8	22 8	22 8	...	...	20 0	22 8	...	...	16 4	

* R1-4-0 per 100 cobs. † None in market. ‡ R1 per cart-load. § Firewood is sold by head-load, bullock-load, and cart-load, and not by weight. ‖ Not in use. ¶ Eight pies per bundle. ** Not procurable.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF APRIL 1887 —*concluded.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Penisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, millet Italian (*Setaria italica*).	Gram, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Rajpootana—contd.	Bikanir	18 3	...	3 15	8 1	...	16 14½	...	...	17 11	...	8 8	100 0	14 0	
	Boondee	15 4	23 9	10 0	10 8	23 0	...	...	...	21 0	...	...	200 0	11 8	
	Kotah	17 0	22 8	8 0	11 0	20 0	16 0	...	...	18 0	22 8	17 4	240 0	12 0	
	Tonk	14 0	22 0	8 8	9 8	24 4	...	...	...	25 0	...	...	100 0	13 0	
	Jhallawar	16 10	19 14½	7 6½	10 4	25 0	18 4	...	17 11	20 4	27 11	10 4	175 0	11 4	
	Shahpoora	14 4	21 12	9 0	12 10	30 0	24 0	...	...	20 0	...	...	160 0	12 10	
	Dholpur	15 7	21 13	9 8	11 12	22 12	19 14	...	18 0	22 4	...	27 14	90 0	12 8	
Central India.	Indore	14 2	17 0	7 8	8 9	24 0	21 14	*	*	18 7	25 4	12 0	100 0	12 0	
	Gwalior	15 7	19 8	6 13	9 9	20 7	19 0	*	18 2	20 1	19 15	20 10	126 14	11 6	
	Goona	22 8	20 0	9 8	10 0	33 0	18 0	*	*	28 0	30 0	16 0	200 0	12 0	
	Baghelkhand (Sutna)	21 8	32 4	8 0	16 8	20 0	17 0	*	*	28 8	*	35 0	200 0	12 0	
Baloochistan.	Quetta	9 8	13 0	4 2	8 12	15 0	†	†	†	12 8	12 0	...	45 11	10 0	

* Not sold. † Not procurable.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 1st HALF OF APRIL 1887 PUBLISHED IN PAGES 729 AND 733 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 7th MAY 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Penisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, millet (*Setaria italica*).	Gram, Chenna, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Bombay.	Aden	8 0	...	6 3	8 0	11 3	10 3	...	...	11 3	...	5 9	65 3	32 0	
Rajpootana.	Erinpura	12 0	24 0	7 0	8 8	20 0	21 0	...	...	22 12	...	...	280 0	14 0	
	Sirohee	12 0	25 0	7 0	8 0	18 0	23 0	...	22 0	20 0	20 0	15 0	160 0	13 8	
	Abu	10 4	17 8	5 8	8 0	...	19 0	...	...	17 0	...	10 8	...	13 1	
	Anadra	11 0	20 0	6 0	8 0	...	22 0	...	...	19 0	...	12 0	...	14 9	
	Bálmere	11 6	...	5 0	10 0	...	27 10	...	...	16 0	...	...	260 0	16 8	
	Jeysalmere	8 6	...	10 8	12 6	19 4	18 0	...	...	14 12	...	...	...	25 9	
	Marwar (Jodhpore)	12 3	21 14	6 9	7 8	24 6	21 4	...	...	20 0	22 8	...	...	16 4	

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first month of the official year 1887-88, and of the sixteen preceding years.

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE MONTH OF APRIL.																							
	BENGAL.			MADRAS.			BOMBAY.			SINDH.			BURMA.			TOTAL BRITISH INDIA.								
	On Imports of Liquors.	On other Imports.	Total Revenue.	On Exports.	On other Imports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Import Revenue.	Export Revenue.	Total Revenue.				
1871-72	92	5,56	8,18	1,70	5,65	2,93	89	2,13	3,51	10	5	26	10	40	4,48	2,27	9,16	11,43	7,93	19,36	1871-72.			
1872-73	96	5,33	8,33	2,04	5,43	2,94	44	3,05	4,02	5	8	26	32	50	4,82	2,12	10,12	12,24	8,37	20,61	1872-73.			
1873-74	85	4,62	6,74	1,27	4,62	2,56	44	2,46	3,36	6	3	21	40	21	7,14	2,12	8,49	10,61	9,40	20,01	1873-74.			
1874-75	86	5,04	7,16	1,26	5,04	2,48	50	1,65	2,65	10	3	23	26	23	5,74	2,10	8,63	10,73	7,53	18,26	1874-75.			
1875-76	98	7,18	9,74	1,58	7,18	2,77	66	2,79	4,55	15	12	32	59	59	7,91	2,49	11,73	14,22	11,34	25,56	1875-76.			
1876-77	1,06	5,65	7,34	63	5,65	2,13	55	2,83	3,55	10	3	17	48	40	5,76	2,67	9,94	12,61	6,34	18,95	1876-77.			
1877-78	1,19	5,61	7,93	1,13	5,61	2,59	92	4,11	5,23	24	8	39	57	81	5,67	3,44	11,12	14,56	6,25	20,81	1877-78.			
1878-79	1,16	6,43	8,43	84	6,43	2,90	82	4,27	5,37	22	5	31	57	89	6,68	3,67	12,29	15,96	6,73	22,69	1878-79.			
1879-80	90	6,13	7,79	76	6,13	2,43	101	3,47	4,75	21	4	29	40	71	7,95	3,25	10,83	14,08	8,18	22,26	1879-80.			
1880-81	1,27	4,42	6,19	50	4,42	2,32	97	4,35	5,61	51	7	62	49	92	7,08	3,76	10,38	14,14	7,69	21,83	1880-81.			
1881-82	1,19	4,00	6,50	71	4,00	2,04	96	3,78	5,09	58	9	73	39	81	7,30	3,86	10,01	13,87	7,79	21,66	1881-82.			
1882-83	1,24	—2*	1,93	71	—2*	1,96	1,01	—24*	1,06	36	...	45	39	...	8,56	3,83	—24*	3,59	9,27	12,86	1882-83.			
1883-84	1,25	—1*	2,84	1,60	—1*	1,59	1,05	5	1,25	53	...	59	46	...	8,77	4,16	5	4,21	10,27	14,48	1883-84.			
1884-85	1,13	5	1,93	75	—1*	1,79	1,09	7	1,43	42	2	52	34	2	7,41	3,81	19	4,00	8,42	12,42	1884-85.			
1885-86	99	—1*	2,18	1,20	—1*	2,18	1,04	7	1,21	37	...	46	39	...	8,26	3,45	8	3,53	9,20	12,73	1885-86.			
1886-87	1,13	1	2,20	1,06	1	2,07	99	7	1,27	36	1	47	55	1	7,86	3,94	8	4,02	8,74	12,76	1886-87.			
1887-88	1,08	3	2,11	1,00	3	2,03	1,25	8	1,59	62	1	72	84	1	8,99	5,18	8	5,26	9,44	14,70	1887-88.			

* The amount refunded is greater than the duty collected.

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 20th May 1887.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 25th May, 1887.

Throughout India the general conditions prevailing have remained unchanged during the present week, but over the Bay the weather has undergone a gradual but steady change towards unsettled conditions.

Over India the barometer has been continuously high along the west coast of the Peninsula, while areas of relatively low pressure have occupied the Punjab and the east of the Central Provinces. As a consequence of the positions occupied by these two low pressure areas there has been formed a shoulder of relatively high pressure over Guzerat, Rajputana, and Central India, while, owing to the relation between the high pressure area in the west and the low pressure area over the Central Provinces, the isobars running over the Peninsula have preserved a steady north and south direction. This distribution of pressure has been accompanied with strongly marked north-westerly winds all over North-Western, Central, and Western India, which have occasioned high temperatures and low humidities throughout the whole of that region. For several days in the first part of the week many stations in North-Western India recorded humidities of less than 10 per cent.

The temperature has been considerably above the average over nearly the whole of Central and Northern India during the week, the greatest excess having been in the Punjab and North-West Provinces, but on most days the maximum temperature throughout India was recorded at Jacobabad, where 117° was registered on the 21st. Maximum temperatures of 112° and upwards have, however, been frequently recorded over Upper India during the week, the hottest places having apparently been Agra and Jhansi.

Over the Bay the weather began to show signs of disturbance on the 21st, when there occurred a rapid fall of the barometer at Diamond Island, accompanied with an increase in the force of the south-easterly wind at that station and general rain over Burma. On the 22nd, beyond apparently a slight northward movement of the storm, there was very little change in the weather over the Bay. The same may be said of the 23rd, except that a further increase of wind had occurred at Diamond Island and Akyab. On the 24th, though the storm had not apparently increased in intensity, its influence had enlarged, and there was a general cyclonic circulation of the wind around the upper part of the Bay. By the morning of the 25th a largish barometric fall had occurred on the Orissa and South-West Bengal coasts, and the centre of the storm was approaching those coasts. Rather heavy rain was falling around the head of the Bay, and the winds were increasing in force and the sea rising. It is with small cyclonic storms such as the above that the rains are usually ushered up the Gangetic plain; and though it is at present almost too early in the season to anticipate the regular rains, it is by no means improbable that the present disturbance will occasion rain to some considerable distance up the Gangetic plain and mitigate the heat over the greater part of Northern India.

In Ceylon there has been all the week a moderately strong south-westerly wind, accompanied with rain and an overcast sky; but there has been little or no extension of the south-westerly current towards the Travancore coast.

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There has been hardly any rain in North-Western India, so that the seasonal deficiency, as the following table shows, has still further increased:

Stations.	Actual rainfall from 1st November, 1886, to 25th May, 1887.	Average rainfall from 1st November to 25th May.	Difference.
Multan	0·67	2·08	—1·41
Peshawar	2·48	7·69	—5·21
Murree	10·44	16·73	—6·29
Rawalpindi	5·00	11·58	—6·58
Lahore	0·76	4·11	—3·35
Simla	10·94	14·79	—3·85
Delhi	2·49	3·85	—1·36
Roorkee	4·06	6·52	—2·46
Meerut	2·76	4·49	—1·73
Bareilly	3·66	4·08	—0·42
Agra	1·13	2·03	—0·90
Lucknow	1·40	2·32	—0·92
Allahabad	4·58	2·20	+2·38
Darjeeling	12·81	14·09	—1·28
Calcutta	8·64	10·04	—1·40

The final table shows that pressure has been below the average of the month in all districts, except Mysore and along the west coast of the Peninsula, where there has been a trifling excess. Temperature has been much above the monthly average over Northern India and slightly above in the Central districts; but in both Peninsulas it has been deficient. The humidity has been very low in Northern India.

Districts.	Difference of Barometer from mean, May 19th to May 25th.	Difference of Temperature from mean, May 19th to May 25th.	Difference of Humidity from mean, May 19th to May 25th.	Total Rainfall in week, May 19th to May 25th.
	ins.	°		ins.
Punjab West	—·065	+5·2	—11	0·29 (1)
„ East	—·056	+5·5	—17	0·02 (2)
North-Western Provinces, Trans-Gangetic ...	—·061	+5·5	—16	0·28 (3)
„ „ Cis-Gangetic ...	—·048	+5·0	—10	0
Behar	—·111	+4·5	— 2	0
Northern Bengal	—·047	+7·0	—14	0·62 (4)
Assam—Cachar	—·112	+6·0	— 8	5·40 (5)
Lower Bengal—Chutia Nagpur	—·100	+3·0	— 7	1·39 (6)
Orissa—Northern Circars	—·132	+2·4	— 4	2·88 (7)
Central Provinces South	+·061	+2·7	— 4	0·56 (8)
Berar—Khandesh	—·031	—1·3	+ 3	0
Rajputana, Central India—Saugor and Narbudda	—·028	+1·4	+ 2	0·08 (9)
Sind—Cutch	—·025	—1·0	+ 1	0
Guzerat	+·004	—1·9	+ 8	0
Konkan	+·021	—1·2	— 4	0
Deccan—Hyderabad	...	—2·9	+ 7	0·07 (10)
Malabar	+·031	—2·3	+ 2	1·64 (11)
Mysore—Bellary	+·013	—1·7	0	1·32 (12)
Karnatic	—·027	—0·2	— 5	0·09 (13)
British Burma	—·110	—2·2	+ 7	11·31 (14)
Ceylon	+·024	—1·9	— 3	5·20 (15)

(1) Dera Ismail Khan, Peshawar, Murree, Rawalpindi, Lahore; (2) Simla only; (3) Ranikhet, Mussoorie; (4) Darjeeling and Purneah; (5) Sibsagar, Dhubri, Silchar; (6) Chittagong, Saugor Island; (7) Masulipatam, False Point; (8) Nagpur, Jubbulpore, Hoshangabad; (9) Ajmere only; (10) Sholapur only; (11) Mangalore, Mercara, Cochin; (12) Salem, Wellington, Bangalore; (13) Trichinopoly, Madura; (14) Akyab, Thyetmio, Toungboo, Diamond Island, Rangoon, Moulmein; (15) Colombo only.

W. L. DALLAS,

SIMLA, *May 26th, 1887.* for *Meteorological Reporter to the Government of India.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 26th MAY, 1887.

GENERAL REMARKS.—Slight rain has fallen in parts of Madras, Mysore, Bengal, and Assam, and showers are reported from a few places in Bombay, the Punjab, and the Central Provinces.

No report has been received from Burma for the week under notice.

Kharif operations are in active progress throughout Bombay, the Central Provinces, and Berar, and have commenced in some districts in the North-West Provinces and Oudh and the Punjab. Sowings have begun in parts of Bombay and the Punjab.

Agricultural prospects in Madras and Mysore and Coorg continue satisfactory.

The early rice is coming up well in Bengal and Assam, but rain is generally wanted in the former Province.

Sugarcane is under cultivation in Bengal, Assam, the North-West Provinces and Oudh, the Central Provinces, and Rajputana.

Indigo in Bengal needs rain; in the North-West Provinces and Oudh the crop is being irrigated.

Cholera has diminished in Bengal, but is prevalent in a sporadic type in several districts of the North-West Provinces and Oudh. Elsewhere the public health is generally good.

Cattle-disease is increasing in Madras and prevails in Bombay.

Prices are rising in three districts of the Punjab, and have slightly risen in Mysore and Coorg. Elsewhere they are steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(May 25th)		
Bellary . . .	. . . .	Standing crops generally good. Harvest paddy and sugarcane, yield about average. Cholera increasing in two and cattle-disease also increasing in five taluks.
Kurnool . .	. . . .	Harvest second crop paddy, yield below average. Small-pox in four and cattle-disease decreasing in six taluks.
Ganjam . . .	Average ·11	Small-pox in four and fever in seven divisions. Cholera and cattle-disease increasing.
Kistna . . .	Average ·07	Standing crops good. Slight fever in three and cattle-disease increasing in five taluks.
Chingleput (Madras) .	Average ·01	Standing crops fair, but withered to some extent for want of rain. Harvest paddy and *ragi*, outturn below average. Small-pox in one and cattle-disease decreasing in three taluks.
Coimbatore . . .	Average 1·39	Standing crops good. Harvest paddy, outturn above average. Fever in one, small-pox in two, and cattle-disease in one taluk.
Tanjore . . .	·46	Standing crops generally good. Harvest gingelly and cotton, outturn up to average. Cattle-disease slightly increasing in two taluks.
Madura . . .	Average last week since revised, ·08; this week, ·32.	Health of people and cattle generally good.
Malabar . . .	Average ·03	Standing third crop paddy ripening. Harvest paddy, outturn, above average. Fever in two and small-pox in nine taluks.
Travancore . . .	1·21	Paddy lands being sown for next crop. Small-pox and fever in places.
		General Remarks.—General prospects good.
Bombay—(May 25th)		
Karachi . . .	*Nil*	Weather cloudy. River at Kotri on 23rd, 11 feet against 11 feet 5 inches on same date last year. Fever in six talukas. Wheat, red rice and *bajri* in Karachi 22, 30 and 32 and in Sehwan 30, 40 and 40 pounds per rupee, respectively.
Hyderabad . . .	*Nil*	*Rabi* harvesting continues in eight talukas. *Kharif* cultivation in progress. Fever in three and small-pox in two talukas. River at Kotri on 22nd, 11 feet 2 inches against 11 feet 7 inches on same date last year. Wheat 22, *bajri* 38, *jowari* 40, white rice 20 and red rice 30 pounds per rupee.
Ahmedabad . . .	*Nil*	*Rabi* harvesting completed. Land prepared for cultivation in some talukas. Public health good. Wheat 28 and *bajri* 31 pounds per rupee.
Baroda . . .	*Nil*	Public health good. Land being prepared for cultivation. Standing crops in good condition. Rice 21, *bajri* 28 and wheat 18 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Surat	*Nil*	Lands being prepared for *kharif*. Fever and small-pox in Bardoli taluka *Jowari* 36 and *nagli* 44 pounds per rupee.
Nasik	*Nil*	*Rabi* threshing completed. Preparation for *kharif* sowing in progress. *Rabi* being collected in Igatpuri and Peint talukas. Cholera at Manmad and Chandor taluka, 9 attacks, 4 deaths. Small-pox in Yeola and Nandgaon talukas. Public health good. Prices stationary.
Colaba (Bombay)	*Nil*	Abnormal temperature 1° cool on 18th, afterwards *nil*. Vapour in air defective from 18th to 20th. Normal from 21st to 24th. Wind normal.
Poona	*Nil*	Land being prepared for cultivation. Public health generally good. Cattle-disease in a village in the Parandhar taluka. *Bajri* 44 and *jowari* 56 pounds in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona city.
Ahmednagar	*Nil*	Cattle-disease in Shrigonda and Jamkhed. *Bajri* 58 and *jowari* 66 pounds per rupee.
Sholapur	*Nil*	Land being improved for *kharif* crops. Cattle-disease in Sholapur and Pandharpur talukas. Cholera in Sholapur, Barsi, Madha, Pandharpur, Sangola, and Malsiras talukas. *Jowari* 62 and *bajri* 52 pounds per rupee.
Dharwar	Ranibennur, ·60	Ground being prepared for early crops. Sowings of rice retarded for want of rain. Scarcity of fodder in Nawalgund and of drinking-water in Nawalgund, Gadag, Ranibennur, and Kod talukas. Public health generally good. Slight fever in Gadag and small-pox in Nawalgund. Cattle-disease in Nawalgund. Rice 24 and *jowari* 56 pounds per rupee.
Kanara	Karwar, ·13; Akola, ·54.	Ploughing and sowing continue Slight cattle-disease and fever in Sirsi. Weather hot. Common rice in Karwar and district average 13 seers per rupee.
Rajkot	*Nil*	Weather warm and cloudy. Measles at Manakwara, Bagasra and Limri. Wheat 25, *bajri* 25 and *jawari* 32 pounds per rupee.
		General Remarks.—Slight rain in parts of the Dharwar, Kanara, and Shikarpur districts. Preparations for *kharif* sowings continue everywhere. Fever and small-pox in parts of eight, cattle-disease in parts of twelve, and cholera in parts of five districts.
Bengal—(May 25th)		
Chittagong (May 24th)	0·82	Weather hot. Prospects of crops fair, as being transplanted. Cholera yet lingers. Public health good. Prices steady.
Dacca	*Nil*	Weather very hot. Sowing of *aus* and *amun* continues. Rain wanted. Cutting of *boro* paddy nearly finished. Public health generally good.
24-Pergunnahs (Calcutta).	*Nil*	Weather very hot. Sugarcane promises well. Ploughing continues. Sowing of *aus* and jute begun. Public health fairly good.
Moorshedabad	0·41	Weather very hot, occasional squalls at evening. *Bhadoi* prospects good. *Boro* paddy harvested. Sugarcane transplanting in progress in Kandi subdivision. Public health good.
Pubna	0·20	Weather hot and sultry. Crops doing well. Cholera dying out. Public health good.
Dinagepore	1·89	Heavy rain on 21st. Weather hot. Sowing of *bhadoi* and jute nearly completed. Public health fair. Cholera reported from two thanas and cattle-disease from one.
Rungpore	0·61	Prospects of crops good. Cholera diminishing.
Midnapore	*Nil*	Ploughing going on. Public health good.
Burdwan	Cutwa, 1·10	Intense heat. Prospects good, but more rain wanted. Fever has appeared.
Khoolna	*Nil*	Weather hot. Ploughing for *aus* continues. Cattle-disease in Bagirhat. Public health good.
Bhagulpore	*Nil*	Weather excessively hot. Rain much wanted for early sowings and indigo and *moong*. Sugarcane good. Cholera still bad in north.
Purneah	0·29	Crops doing well. Rain desirable. Sowing of early rice and jute continues. Public health fair. Rivers low.
Durbhanga	0·73	Weather very hot. Early rice, *moong* and indigo look very promising. Mango considerably injured by storm. Lands being prepared for *bhadoi* sowings. Prices stationary. Public health generally good.
Chumparun	0·47	Weather very hot. Sowing of *bhadoi* and *aghani* in progress. Early rice, *moong* and *cheena* coming up well. Cholera prevalent.
Patna	*Nil*	Weather hot. Prospects of crops continue favourable. Cholera still prevailing in different parts of the district.
Gya	*Nil*	Weather very hot. Cholera reported from all parts of the district. Fever and small-pox also reported.
Hazareebagh	*Nil*	Weather very hot. Sugarcane doing well. Preparations being made for sowing paddy. General health good.
Cuttack	*Nil*	Weather very hot. Sowing of rice in progress, but rain urgently needed. Price of rice unchanged. Public health good.
		General Remarks.—Weather hot and close. Showers fell in some districts of Bengal Proper, but no rain is reported from Orissa, Chota Nagpur, and the greater part of Behar. Rain is generally wanted. Ploughing and sowing are going on. Early rice and jute are coming up well. Sugarcane is promising. *Boro* rice harvest is nearly got in. General health is better, cholera having diminished.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
N.-W. Provinces and Oudh—(*May 25th*)		
Benares (May 23rd		Weather still hot. Supplies plentiful. Prices steady. Some cholera in district, otherwise public health good.
Ballia („ „)		Weather clear. *Rabi* harvesting completed. Markets steady. Some cholera in district, otherwise public health good.
Gorakhpore („ „)		Great heat. Variable winds. Prices stationary. Cholera in several tahsils.
Fyzabad („ 24th		Heat increasing. Opium weighments nearly finished. Markets well supplied. Prices stationary. Cholera epidemic in places.
Lucknow („ 23rd)		Heat increasing. Variable winds. Sugarcane and summer crops being watered. Markets well supplied. Prices stationary. Public health good.
Rai Barelli („ „)		Weather very hot. Wind westerly. Markets well supplied. Prices almost stationary. Cholera continues.
Partabgarh („ 24th)		Prices stationary, Cholera still prevails.
Allahabad („ „)		Weather very hot. Markets well supplied. Prices show a tendency to rise. Sporadic cholera continues, but has not increased.
Cawnpore („ „)		Weather oppressive. Indigo and sugarcane being irrigated; extra crops flourishing. Prices steady. Small-pox in one pargana. Cattle-disease in one village.
Banda („ 23rd)		Heat great. Markets full. Prices stationary. Cholera in four tahsils, 123 attacks and 59 deaths. Cattle-disease continues.
Farakhabad („ 24th)		Heat great. Indigo and sugarcane being irrigated. Supplies ample. Prices rising. Health fair.
Sitapur („ „)		Winds varying during the week. Prices slightly risen. Health of people and cattle generally good.
Bareilly („ „)		Weather unusually hot. Prices continue to rise. General health good.
Kumaon („ 23rd)		Weather dry. Occasional clouds and high winds. *Rabi* crops being harvested. *Kharif* operations in progress. Prices falling. Cholera in district. Cattle-disease continues.
Agra („ „)		Weather very hot. Sugarcane and indigo being irrigated. Prices steady. Small-pox continues in city and two tahsils.
Jhansi („ „)		Weather hot, with strong westerly winds. Prices almost stationary. Cholera and small-pox continue. Condition of cattle fair.
Meerut („ 24th)	Dust-storms, with sprinkling of rain.	Supplies sufficient. Prices steady. Health good. Some cattle-disease reported.
		General Remarks.—Weather seasonable. Dust-storms, with slight sprinkling of rain reported in a few places. Sugarcane and indigo crops promise well. Supplies ample and prices generally steady. Small-pox continues in some, and cholera, for the most part of a sporadic type, in several districts. Cattle-disease lingers in a few districts.
Punjab—(May 24th)		
Hissar	*Nil*	Health good. Prices stationary.
Delhi	*Nil*	Health good. Prices fluctuating.
Umballa	Slight shower	Health good. Prices slightly rising. *Rabi* crops harvested.
Jullundur	*Nil*	Health good. Prices slightly falling. *Rabi* crops below average.
Ferozepore	·20	Health good. Prices stationary.
Amritsar	·10	Health good. Prices stationary.
Sialkot		Health good. Prices stationary. Harvest progressing favourably.
Lahore	1·14	Health good. Prices stationary.
Multan	·10	Health good. Prices stationary. *Rabi* nearly harvested. *Kharif* sowings in progress.
Rawalpindi	*Nil*	Health good. Prices rising. *Rabi* crops reaped, outturn below average.
Shahpur	*Nil*	Health good. Prices high and almost stationary. *Rabi* crops harvested, outturn poor.
Dera Ismail Khan	*Nil*	Health good. *Rabi* outturn much below average.
Peshawar	Slight rain	Health fair. Prices rising *Kharif* sowings commenced.
		General Remarks.—Slight rain has fallen in the Umballa and Peshawar districts; two-tenths in Ferozepore, one-tenth in Amritsar, and one-tenth in Multan. Health in Peshawar is fair, elsewhere good. Prices are stationary in Hissar, Ferozepore, Amritsar and Multan, fluctuating in Delhi, rising in Umballa, Rawalpindi and Peshawar, slightly falling in Jullundur, and high and almost stationary in Shahpur. *Rabi* crops below average in Jullundur, Rawalpindi and Dera Ismail Khan and poor in Shahpur. *Kharif* sowings in progress in Multan and Peshawar. In Shahpur fodder is scarce and cattle are suffering.
Central Provinces—(May 25th)		
Nagpur	·03	Weather cloudy and hot. *Kharif* ploughings continue. Fever, cattle-disease and small-pox continue. Prices steady.
Jubbulpore	Good shower on 22nd	*Kharif* ploughings in hand. Cholera still about. Prices unchanged.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Central Provinces—*contd.*		
Saugor	Drizzle on 22nd	Weather hot and cloudy. Small-pox prevalent. Prices stationary.
Seoni	Rain to westward	Weather cloudy and windy. Fields prepared for *kharif* sowings. Health good. Prices steady.
Hoshangabad	Slight rain	Weather windy and warm. Fever prevalent. Prices stationary.
Khandwa	. . . .	Weather clear and windy. Preparation being made for *kharif* sowings. General health fair. Prices steady.
Raipur	. . . .	Weather hot and cloudy. Manuring of fields continue. Cattle-disease prevalent. Prices steady.
Bilaspur	. . . .	Weather hot and sometimes cloudy. Fields being manured. Sugarcane doing well. Cattle-disease and small-pox continue. Prices rising slightly. Trade in wheat and linseed.
Sambalpur (May 21st)	. . . .	Weather hot. Sugarcane doing well. Cholera in the town.
		General Remarks.—Weather cloudy and hot, with slight sprinklings of rain. *Kharif* ploughings continue. Fever and small-pox in places. Slight cholera in Jubbulpore and Sambalpur. Prices generally steady.
Assam—(May 25th)		
Gauhati	·22	Weather warm and sunny, with occasional rain at night. Public health fair. *Kala azár* reported from Chomaria tahsil. Prospects of crops good.
Sylhet	*Nil*	State and prospects of crops good.
Cachar	·44	Weather very warm. Ploughing and sowing of *dumai* and *murali* crops not entirely finished for want of rain. Cultivation of *sáil* crops progressing. Common rice 14½ seers per rupee. Cattle-disease and cholera reported from Hailakandi, Katigora and Lakhimpur.
Dibrugarh	·57	Weather seasonable. Planting of sugarcane progressing. Prospects of crops good. Public health fair.
Mysore and Coorg—(May 25th)		
Bangalore, Mysore	Mysore, 3·45; slight rain is reported at other parts of the State.	Standing crops in good condition. Prospects of season continue favourable. Public health good. Small-pox and cattle-disease prevalent in parts. Prices slightly risen in the Mysore district.
Mercara	. . . .	Prospects good. Small-pox prevalent slightly in three taluks. Prices slighdy risen.
Berar and Hyderabad—(May 25th)		
Amraoti	. . . .	Weather very hot and sometimes cloudy. Land being prepared for *kharif* cultivation everywhere. Health fair. Condition of cattle good. Wheat 15 and *jowari* 27 seers per rupee.
Akola	. . . .	Great heat. Ploughing continues. Fever and cattle-disease prevalent.
Hyderabad	*Nil*	Reaping of *tabi* crops continues. Cholera still prevalent. Prices—wheat 13½, coarse rice 12¼, white *juar* 18½, yellow *juar* 19¾ and *tur* 14½ seers per current *sicca* rupee.
Central India States—(May 25th)		
Indore	. . . .	Weather cool. Health good.
Morar (Gwalior)	. . . .	Small-pox in Lashkar, health otherwise good. Weather seasonable.
Neemuch	. . . .	Weather warm. Health good. Prices rising. Scarcity of water.
Goona	. . . .	Small-pox in city abated, otherwise health good. Prices rising.
Sutna	. . . .	Weather hot. Health and prospects good.
Agar	. . . .	Health and prospects fair.
Sehore	. . . .	Weather hot. Health good.
Nowgong	. . . .	Weather hot and sultry. Health fair. Prices steady.
Bhopawar	. . . .	Prospects good. Prices steady. Health good. High westerly winds.
Rajputana—(May 25th)		
Abu (May 25th)	*Nil*	Weather seasonable, windy, and little warmer.
Sirohi („ 22nd)	*Nil*	Tanks dry; wells good. Health good. Weather fine and cool for time of year.
Marwar („ 21st)	*Nil*	Three months' water in Jodhpur city tanks. Health good. Crops being still harvested. Winds dusty and hot. Nights warm. Market tight. Prices stationary.
Pertabgarh („ „)	*Nil*	Tanks quite dry. Some little water in wells. Prices slightly fluctuating.
Meywar („ „)	*Nil*	Tanks and wells low. Health and prices stationary. Weather seasonable.
Harowti („ „)	*Nil*	Weather hot. Health good.
Jhallawar („ 23rd)	*Nil*	Great heat. Health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana—*contd.*		
Ajmere (May 24th)	*Nil*	No change in weather. Wheat 23, barley 38, and gram 38 pounds per rupee.
Jeypore („ „)	*Nil*	Hot winds. Health fair. Prices high.
Dholepore („ 21st)	*Nil*	Wells drying; tanks almost dry. Sugarcane being irrigated. Small-pox cases still reported. Prices stationary. Weather very hot.
Bhurtpore („ 24th)	*Nil*	Weather seasonable. Harvesting completed. Cholera in some places.
Ulwar („ „)	*Nil*	Weather seasonable. Small-pox and fever prevalent.
Kotah („ 21st)	*Nil*	Weather seasonable. Occasional clouds. Health good.
Kherwara („ 22nd)	*Nil*	Tanks and wells lower. Crops outturn below average. Health good. Prices steady. Weather windy, hotter, but seasonable.
Bickanir („ 21st)	*Nil*	Fever and small-pox in three districts. Prices rising. Weather very hot, with high winds.
Nepal—		
Katmandu	. . . .	No report received.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. III OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 24th April, 1886		Total mean length open.	Receipts for week ending 23rd April, 1887		Total Receipts from 1st April, 1886, to 17th April, 1886.		Total Receipts from 1st April, 1887, to 23rd April, 1887.		Total increase in 1887-88.	Total decrease in 1887-88.
			Total.	Per mile open		Total.	Per mile open	Total.	Per mile open per week	Total.	Per mile open per week.		
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	Lines worked by Guaranteed Companies.												
7th May, 1887	Oudh and Rohilkhand	680	1,67,191	246	686	1,74,139	225	5,66,032	24	4,87,502	216	...	78,530
7th ditto	Madras	801	1,42,543	166	831	1,03,284	190	4,97,224	168	5,39,545	197	42,321	...
7th ditto	South Indian	654	1,06,790	163	654	91,351	140	3,45,587	154	3,15,771	147	...	29,816
7th ditto	Great Indian Peninsula	1,504	10,68,422	710	1,504	11,58,708	771	35,29,454	684	37,28,383	753	1,98,929	...
7th ditto	Bombay, Baroda and Central India	461	3,65,340	792	461	3,60,000	781	11,00,568	753	11,36,714	750	...	53,854
	TOTAL	4,160	18,50,280	445	4,136	19,27,482	466	61,28,865	429	62,07,915	456	79,050	...
	State Lines worked by Guaranteed Companies.												
14th May, 1887	East Indian	1,515	10,16,415	671	1,519	10,06,770	663	34,51,726	664	32,95,175	659	...	1,56,551
14th ditto	Patna-Gya	57	11,687	205	57	10,143	177	46,158	233	35,942	191	...	10,216
14th ditto	Dildarnagar-Ghazipur	12	1,370	114	12	1,184	99	4,101	100	3,580	91	...	521
14th ditto	Sindia	75	9,935	133	75	8,715	117	29,209	114	28,084	114	...	1,185
7th ditto	Rajputana-Malwa (*a*)	1,664	3,87,872	233	1,664	3,67,000	220	13,30,076	234	12,30,714	225	...	1,05,362
7th ditto	Southern Mahratta	316	32,189	102	565	55,977	99	1,00,559	98	1,88,076	101	81,517	...
7th ditto	Indian Midland	42	582	14	42	4,310	103	7,008	48	13,184	95	6,176	...
30th April, 1887	Lucknow-Sitapur-Sihramau	...	...	...	85	4,083	48	...	...	11,370	53	11,370	...
	TOTAL	3,681	14,60,195	397	4,019	14,58,191	363	49,80,897	394	48,06,125	365	...	1,74,772
	State Lines worked by Government.												
7th May, 1887	Eastern Bengal (*b*)	606	1,30,098	215	645	1,38,170	214	4,47,591	215	4,40,834	207	...	6,757
7th ditto	Nalhati	27	1,909	70	27	1,581	58	7,000	75	7,100	79	100	...
7th ditto	Tirhoot	240	30,073	122	249	34,468	138	1,14,507	130	1,32,069	161	17,562	...
7th ditto	Wardha Coal	45	19,103	425	45	19,106	398	60,379	392	59,147	399	...	1,232
7th ditto	Nagpur and Chhattisgarh	149	60,922	409	149	48,444	325	1,78,330	102	1,68,399	105	...	9,940
7th ditto	Burma	327	52,666	101	327	65,394	200	1,90,087	175	2,57,983	240	61,896	...
19th Mar., 1887	Cherra Punji Mountain	...	...	...	...	... (*c*)	...	...	...	...	...	...	...
14th May, 1887	North-Western (*d*)	1,869	4,86,412	260	2,083	4,38,596	211	18,33,711	285	14,72,735	215	...	3,50,976
7th ditto	Bareilly-Pilibhit	30	1,932	64	30	2,191	61	7,255	59	6,477	55	...	778
30th April, 1887	Jorhat	20	503	22	26	638	25	2,048	23	2,564	31	516	...
7th May, 1887	Bilaspur-Etawa (Kutni-Umaria Section)	...	...	...	38	1,741	46	...	...	4,525	36	4,525	...
	TOTAL	3,331	7,83,678	235	3,625	7,47,289	206	28,36,923	246	25,31,839	214	...	2,85,084
	GRAND TOTAL (GUARANTEED AND STATE)	11,172	40,94,159	366	11,780	41,32,962	351	1,39,46,685	363	1,35,65,879	350	...	3,80,806
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	54,17,751	141	63,73,922	165	...	...
	NET RECEIPTS	...	...	...	...	...	...	85,28,934	222	71,91,957	185	...	13,36,977
	Assisted Companies.												
7th May, 1887	Bengal Central	125	11,471	92	125	10,540	84	37,167	87	34,198	83	...	2,969
7th ditto	Rohilkhand-Kumaon	67	9,317	139	67	8,048	120	27,165	118	26,127	119	...	1,038
30th April, 1887	Dibru-Sadiya (late Assam)	78	6,325	81	78	8,114	104	23,658	88	27,873	108	4,215	...
7th May, 1887	Bengal and North-Western	303	33,334	110	376	45,820	122	1,40,176	141	1,50,760	122	4,584	...
14th ditto	Tarakessur	22	6,540	293	22	4,084	212	23,641	330	24,144	336	...	1,497
	TOTAL	595	66,963	113	668	77,206	116	2,59,807	127	2,63,102	119	3,295	...
	Native States.												
[illegible] 1887	Bhavnagar-Gondal	193	29,046	150	193	32,462	168	85,849	129	1,06,008	167	20,159	...
[illegible] April, 1887	Jodhpore	64	4,717	74	124	7,800	63	14,398	66	24,878	201	10,480	...
[illegible] May, 1887	Nizam's	208	25,566	123	208	26,049	125	70,218	107	1,04,044	152	27,826	...
[illegible] ditto	Mysore	140	8,609	61	140	8,270	59	27,472	57	29,499	64	2,027	...
[illegible] April, 1887	Rajpura-Patiala	10	1,379	86	16	911	57	4,852	88	3,246	62	...	1,606
	Morvi	24	1,413	59	68	4,170	61	3,917	47	12,605	56	8,688	...
	TOTAL	643	70,730	110	749	79,662	106	2,12,706	96	2,80,280	114	67,574	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Northern Bengal, Dacca, Kaunia-Dharla and Assam-Behar State Railways.
(*c*) Return not received.
(*d*) Includes Amritsar-Pathankot State Railway.

SIMLA,
The 26th May, 1887.

R. GARDINER, *Captain, R.E.,*
Offg. Under-Secretary.

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SUPPLEMENT TO

The Gazette of India.

No. 23.} CALCUTTA, SATURDAY, JUNE 4, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Irrigation.

REVENUE REPORT OF IRRIGATION WORKS IN RAJPUTANA FOR THE YEAR 1885-86.

No. 83-I., dated Simla, the 19th May 1887.

RESOLUTION—By the Government of India, Public Works Department.

READ—

Letter No. 333 S., dated 18th February 1887, from the Secretary to the Agent to the Governor-General and Chief Commissioner, Rajputana, and its enclosures, the Revenue Report, and the memorandum thereon by the Chief Commissioner.

OBSERVATIONS.—The Rajputana Irrigation Works, which consist entirely of large and small tanks, are classed for purposes of account under the head of Minor Works and Navigation for which Capital and Revenue Accounts are kept. Under recent orders from the Government of India, the works in each Sub-Collectorate have been formed into a separate group and are so treated in the Examiner's figured statements and in the Chief Commissioner's memorandum, but not in the Settlement Officer's report.

2. The direct and indirect expenditure on the Irrigation Works in Rajputana up to the close of the year under review amounted to ₹15,46,365. The revenue by actual receipts was ₹1,23,139 and by assessments, including ₹4,005 not brought to book during the year under review, ₹1,25,198; the working expenses amounted to ₹35,644 and the net revenue was therefore by collections ₹87,495, and by assessments ₹89,554, giving percentages of profit on capital outlay of 5·66 and 5·80 respectively.

3. There was a decrease of ₹2,594 in the outlay on maintenance whilst the area irrigated is given as 34,737 acres, an increase of 2,606 acres over that recorded in the previous year.

4. The estimated value of the crops dependent on irrigation was ₹5,71,811, which is more than five times the water revenue assessed upon them.

5. The rainfall for the year compares unfavourably with that of 1884-85. In 1885-86, 18·41 inches were recorded at selected stations in Ajmere and 19·32 inches in Merwara, the corresponding figures for the previous year being 24·37 and 28·57 inches respectively. This deficiency of rainfall will probably diminish the supply available for the rabi of 1886-87, and a falling off in the area may be anticipated.

6. The improvement that has taken place in the financial results of the Irrigation Works in Rajputana during the last two years is partly due to the increased credits that have been given to water revenue under the new settlement, which came into force in the year 1884-85, but mainly due to improvements in administration, to careful distribution of water, and to economy in maintenance.

ORDER.—Ordered, that a copy of this Resolution be forwarded to the Agent, Governor-General, and Chief Commissioner, Rajputana, for information and guidance.

Also, that a copy of the Resolution and of the Report be forwarded to the Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab, in the Public Works Department, for information.

Also, that a copy of the Resolution and of the Report be forwarded to the Revenue and Agricultural Department and to the Department of Finance and Commerce for information.

Also, that the Resolution and the memorandum by the Agent, Governor-General, together with the statement of general financial results compiled by the Examiner of Public Works Accounts, be published in the Supplement to the *Gazette of India*.

Ordered further, that a copy of this Resolution and of the Report be forwarded to Her Majesty's Secretary of State for India for information.

R. HOME, *Colonel, R.E.*,
Deputy Secretary to the Government of India.

Memorandum by SIR EDWARD BRADFORD, *K.C.S.I., Chief Commissioner of Ajmere and Merwara, on the Revenue Report on the Irrigation Works of Ajmere and Merwara, for the official year 1885-86,—dated Camp Ajmere, 18th February 1887.*

FINANCIAL RESULTS.

General Remarks.—The Government of India, in the Public Works Department, having in their letter No. 79A.—I. of 4th November 1885, decided to abolish the distinction hitherto maintained between the "Old" and "New" tanks, and having directed that in future all the tanks in each Sub-Collectorate should be dealt with under one head, this system has been brought into operation with effect from the year under report, and the transactions for the year accordingly exhibit the tanks under the three groups of Ajmere, Beawar, and Todgurh Sub-Collectorates only.

2. *Capital Outlay.*—On the commencement of the year 1885-86, this account stood at ₹15,45,174, as detailed below :—

	₹
1. Ajmere Sub-Collectorate	8,32,880
2. Beawar ,,	5,99,798
3. Todgurh ,,	1,12,496
	15,45,174

The expenditure during the year was ₹1,191, being merely the result of an increase in the suspense balances charged to Makrera tank in the Ajmere Sub-Collectorate. No other Capital expenditure was incurred during the year. This outlay of ₹1,191 raised the total Capital outlay at the end of the year 1885-86 to ₹15,46,365, inclusive of the indirect charges amounting to ₹58,923, as follows :—

	₹
I.—Capitalization of Land Revenue	19,992
II.—Loss by Exchange	167
III.—Leave and Pension Allowances	38,764
	58,923

3. The total Capital outlay of ₹15,46,365 to end of 1885-86 has been distributed in the table given below, on each group of tanks and on each project of tank :—

Names of Groups and Projects of Tanks.		Capital outlay, inclusive of indirect charges.		
		To end of 1884-85.	During 1885-86.	To end of 1885-86.
		₹	₹	₹
Ajmere Sub-Collectorate	Old and small new tanks	4,28,140	...	4,28,140
	Bheer tank	2,11,336	...	2,11,336
	Ladpura ,,	62,134	...	62,134
	Makrera ,,	91,230	1,191	92,421
	Rajaosi ,,	40,040	...	40,040
	TOTAL	8,32,880	1,191	8,34,071
Beawar Sub-Collectorate	Old and small new tanks	1,73,247	...	1,73,247
	Balad tank	1,03,080	...	1,03,080
	Jalia ,,	2,97,918	...	2,97,918
	Chitar ,,	25,553	...	25,553
	TOTAL	5,99,798	...	5,99,798
Todgurh Sub-Collectorate	Old and small new tanks	1,12,496	...	1,12,496
	GRAND TOTAL	15,45,174	1,191	15,46,365

4. The number of tanks assessed with water rates was 366, the same as reported for the previous year, 1884-85.

5. The gross working expenses of the year were ₹35,644 or ₹2,594 less than in the year preceding it—the percentage of less expenditure being 6·78.

6. The total assessment of the year was ₹1,21,193 and the collections (including previous balances and ₹704 realized by the Public Works Department) amounted to ₹1,27,144, *viz.* :—

	₹
Ajmere	54,787
Merwara	72,357
	1,27,144

The Examiner of Public Works Accounts, Rajputana, in his General Statement No. 1 shows the total receipts during the year at ₹1,23,139, leaving a difference of ₹4,005 to be accounted for. This difference is explained below :—

	₹
1. On account of the difference between dry and wet rates of Merwara, omitted by mistake from the statement submitted by the Commissioner of Ajmere and Merwara to the Examiner of Public Works Accounts, Rajputana	3,890
2. Amount excluded by the Examiner of Public Works Accounts, Rajputana, from under the head "Indirect" which was credited to "Direct" after close of the financial year	115
	4,005

The omission of the sum of ₹3,890, on being brought to the notice of the Examiner, formed the subject of a reference from him to the Accountant General, Public Works Department, and it has been decided by the latter officer to carry out the necessary adjustment in the accounts of the Public Works Department during the current year 1886-87.

7. After deducting the working charges, *viz.*, ₹35,644, from the actual revenue realizations of ₹1,27,144 of the year, the net receipts obtained during the year from the Irrigation Works was ₹91,500.

These figures no doubt represent better results and give a more favourable comparison than those of the preceding years as given in the table at paragraph 7 of the Chief Commissioner's memo. on the Revenue Report for 1884-85.

8. The remissions amounted to ₹483. The balance outstanding at the close of the year was ₹281. The rabi harvest assessment, which did not fall due till June 1886, amounted to ₹37,182.

9. The total area assessed was 34,737 acres, being 2,606 acres more than in the year previous. The increase is due to a sufficiency of water after the spring crop of 1885 for extensive cotton sowings.

10. The rainfall of the year in the whole district averaged 18·41 inches in Ajmere and 19·30 in Merwara. A break in August rendered irrigation necessary from our tanks, and this also is a cause for the increase in the area assessed.

11. The double cropped area was 4,901 acres, showing a decrease of 4,171 acres as compared with the preceding year.

12. The total estimated value of crops dependent on the Irrigation Works was ₹5,71,811, and the percentage of water revenue on the value of crops was 21·19, or under one-fifth of the gross produce.

13. The prescribed comparative statement of the rainfall registered at the principal centres of irrigation in Ajmere and Merwara is appended hereto.

14. In conclusion, the reasons which have led to the exclusion of the different statistical statements prescribed by the Government of India to accompany the Revenue Reports of Irrigation Works, in their Public Works Department letter No. 167 I. of 11th July 1885, may be briefly noticed. In that letter the Government of India, whilst suggesting the adoption of these uniform statements, state that, although these forms "are not obligatory in Rajputana in their entirety, they should be used so far as they are applicable to the Irrigation Works of the Province."

These statements consist of 13 forms in number, and the Commissioner of Ajmere and Merwara was consulted as to the suitability of these statements for Ajmere and Merwara. After some correspondence and a reference to the Settlement Officer, it has been decided to omit these statements from the Revenue Reports on Irrigation Works in Ajmere and Merwara, the reasons which have led to this decision being that (I) most of the forms being intended for canals and for the larger systems of Irrigation Works, and as such, pertaining more to other provinces than to these districts, are not applicable to the latter; (II) that some of the forms, though likely to afford useful information, were that information available in these districts in the form required, could not be made use of in consequence of the different mode of accounting and of the different system prevailing in these districts in collecting the information, which therefore is not of the nature intended to be given in these statements; and that (III) it is considered that the statements, as at present furnished by the Examiner of Public Works Accounts, Rajputana, contain all the information that is required. The Chief Commissioner trusts that in arriving at this decision, he has not in any way materially lessened the value of these Irrigation Revenue Reports.

Statement showing the Rainfall registered by the Public Works Department in Ajmere and Merwara, from 1st April 1885 to 31st March 1886, to accompany the Chief Commissioner's review of the Irrigation Revenue Report for 1885-86.

	AJMERE DISTRICT.						MERWARA DISTRICT.										
	Public Works Godown.	Ajmere. Executive Engineer's Office.	Ladpura Catchment.	Bir Catchment.	Rajoni Catchment.	Ramsar.	Bewawur Public Works Godown.	Balad Tank.	Balad Catchment.	Jalea Tank.	Jalea Catchment.	Bheem Inspection Bungalow.	Todgurh.	Jawaja.	Kesurpura.	Chitar.	Makrera Catchment.	Kherwa.
	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
Total Rainfall—																		
1884-85	24·32	26·47	23·20	24·41	14·81	24·49	30·26	24·68	24·16	26·89	25·21	20·24	34·00	14·60	23·14	18·36	22·04	31·62
1885-86	29·55	23·69	13·74	21·08	20·38	25·94	17·95	12·09	11·16	14·46	13·10	18·44	24·18	13·[illegible]	15·01	12·35	21·79	26·07
Total Rainfall from 1st June to 30th September—																		
1884	23·62	26·02	23·08	24·17	14·81	24·49	29·47	24·36	24·05	26·89	25·13	20·24	33·54	14·30	23·14	18·20	22·04	28·68
1885	28·11	22·15	13·74	18·25	20·38	25·94	17·11	11·17	11·16	13·60	13·10	17·92	21·08	12·47	15·01	12·35	20·19	25·57

RAJPUTANA PROVINCE.

IRRIGATION BRANCH.

PUBLIC WORKS DEPARTMENT.

ADMINISTRATIVE ACCOUNTS FOR THE YEAR 1885-86.

No. I.—General Abstract of Financial Results shewing the estimated cost of Construction of Irrigation Works, the Capital Outlay thereon, and the Revenue derived therefrom, and the Working Expenses.

XXX and 43.—Minor Works and Navigation.

Name of Project.	Estimated cost of Construction.			Capital outlay.							Receipts during 1885-86.				Working expenses during 1885-86.			Net result (difference between Revenue and Working Expenses).		Rate per cent.	
				During 1885-86.			To end of 1885-86.														
	Direct charges.	Indirect charges.	Total.	Direct charges.	Indirect charges.	Total.	Direct charges.	Indirect charges.	Total.		Water-rates, &c.	Collected with Land Revenue.	Total.		Direct charges.	Indirect charges.	Total.	Excess Revenue (Surplus).	Excess Expenditure (Deficit).	Of excess Revenue	Of excess Expenditure.
	₹	₹	₹	₹	₹	₹	₹	₹	₹		₹	₹	₹		₹	₹	₹	₹	₹	₹	₹
Tanks in Ajmere Sub-Collectorate .	8,55,652	23,296	8,78,948	1,191	...	1,191	8,08,729	25,342	8,34,071		(a) 5,405	49,267	54,672		25,388	551	25,939	28,733	...	3·44	...
Tanks in Beawar Sub-Collectorate .	6,06,964	3,837	6,10,801	...	...	...	5,67,328	32,470	5,99,798		7,150	37,241	44,391		6,652	84	6,736	37,655	...	6·28	...
Tanks in Todgurh Sub-Collectorate .	1,13,086	1,392	1,14,478	...	...	...	1,11,385	1,111	1,12,496		1,997	22,079	24,076		2,936	33	2,969	21,107	...	18·76	...
Total .	15,75,702	28,525	16,04,227	1,191	...	1,191	14,87,442	58,923	15,46,365		14,552	1,08,587	1,23,139		(b) 34,976	668	35,644	87,495	...	5·66	...

(a) Includes ₹145, being cost of water supplied from Bhir Tank to Nusseerabad Garrison without value, and not shewn in the Finance Accounts, *vide* Government of India, Public Works Department, No. 36 A.—I., dated 29th April 1886.

(b) Includes ₹8,571 on account of share of Collection and District Revenue Establishment charges in the Civil Department.

W. G. BAYLY,
Examiner of P. W. Accounts, Rajputana.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Irrigation.

REVENUE REPORT OF IRRIGATION WORKS IN THE NORTH-WESTERN PROVINCES FOR 1885-86.

No. 891., Simla, May 25, 1887.

RESOLUTION—By the Government of India, Public Works Department.

READ—

Letter from the Secretary to the Government of the North-Western Provinces and Oudh, No. 266I., dated 21st February 1887, and enclosures, being the Revenue Report of Irrigation Works in the North-Western Provinces for 1885-86 and a Resolution by His Honour the Lieutenant-Governor reviewing the Report.

OBSERVATIONS.—The Report on the canals in the North-Western Provinces for the year 1885-86 records an increase both in the area irrigated and in net revenue over the previous year, but owing to favourable and well-distributed rainfall, the returns are still below the average of the years immediately preceding.

2. The principal figures for the year under review are—total capital outlay ₹7,51,49,595, assessed revenue ₹60,33,016, working expenses ₹24,88,393; and net revenue ₹35,44,623, giving a return of 4·72 per cent. on the total capital invested. The area irrigated was 1,709,676 acres, of which 1,007,417 acres were watered for the spring crop. At the close of the year the net revenue had exceeded the interest charges by ₹4,78,345.

3. Details of the above results and a comparison with those of previous years will be found in the review of the year's operations by his Honour the Lieutenant-Governor of the North-Western Provinces, a copy of which is appended to this Resolution.

4. Careful records are now kept of the variation of spring level in the tracts through which the various canals pass, and as might have been expected from the unprecedented rainfall that occurred in July 1885, the diagrams show a considerable rise during the present year. There is no doubt that, with the complete system of drainage that now exists, the springs will, as has been the case in previous years, soon regain their normal level. The record for this year shows, if any doubt still remained on the subject, that the variation in spring level is dependent on the rainfall, and is little, if at all, affected by irrigation in tracts where the natural drainages are not obstructed.

5. Three successive days of heavy rain in the Bulandshahr, Aligarh, and Etah districts completed the destruction of the Nadrai aqueduct which carried the Lower Ganges Canal over the Kali Nadi. The flood in the Nadi was entirely unprecedented, and the aqueduct, which had been severely strained and partly destroyed by the much smaller flood of the previous year, was completely carried away on the 17th July 1885. The irrigation of the Lower Ganges Canal has since the accident been satisfactorily served from the Upper Canal, except in the case of the Bewar Branch, which has been closed.

6. The opening of the Betwa Canal on the 24th September 1885 is noticed in paragraph 21 of the Review by the Lieutenant-Governor. The Government of India congratulates His Honour the Lieutenant-Governor on the completion of this important work, and endorses his encomium on the industry, experience and talent brought to bear by the officers who have been connected with the design and construction of the Canal.

7. The skill and ability displayed by Colonel J. G. Forbes and the officers under his control in the management of the important system of irrigation in the North-Western Provinces is fully recognised by the Supreme Government.

ORDER.—Ordered, that a copy of this Resolution and of the Report and Resolution by the Local Government be forwarded to the Secretary of State, and to the Finance and Commerce and Revenue and Agricultural Departments of the Government of India, for information.

Also, that a copy of this Resolution be forwarded to the Government of the North-Western Provinces and Oudh, Public Works Department, for information and guidance, and to the Local Governments and Administrations noted in the margin, in the Public Works Department, for information, and to the Foreign Department for communication to the Government of Mysore.

The Governments of Madras, Bombay, Bengal, and the Punjab.
The Chif Commissioners, Central Provinces, Burma, and Assam.
The Resident at Hyderabad.
The Agents to the Governor General, Central India and Rajputana.

Also, that this Resolution and the Resolution of the Local Government be published in the Supplement to the *Gazette of India*.

R. HOME, *COLONEL, R.E.*,
Deputy Secretary to the Government of India.

Accompaniment to Public Works Department Resolution No. 891 of 1887.

NORTH-WESTERN PROVINCES.

Irrigation Revenue Report for the year ending 31st March 1886.

GOVERNMENT, N.-W. P. AND OUDH.

PUBLIC WORKS DEPARTMENT.

Irrigation Branch.

No. 257½ I., dated Allahabad, the 15th February, 1887.

RESOLUTION—By His Honour the Lieutenant-Governor, North-Western Provinces, and Chief Commissioner of Oudh.

READ—

Irrigation Revenue Report of the North-Western Provinces for the year ending 31st March 1886, by the Chief Engineer, Irrigation Works, North-Western Provinces and Oudh.

CAPITAL OUTLAY.

RESOLUTION.—The total outlay on the capital account of canals in the North-Western Provinces and Oudh for and to the end of 1885-86 is shown below :—

	Canal.	Outlay on Construction under all heads. During 1885-86.	Outlay on Construction under all heads. To end of 1885-86.
		₹	₹
Capital expenditure on Public Works not charged against Revenue. 48—Irrigation Works.	Upper Ganges	26,834	2,81,03,924
	Lower Ganges	9,13,674	2,84,30,533
	Agra	25,437	88,91,646
	Eastern Jumna	39,354	31,04,153
	TOTAL OUTLAY ON PUBLIC WORKS NOT CHARGED AGAINST REVENUE	10,05,299	6,85,30,256
	Carried over	10,05,299	6,85,30,256

	Canal.	Outlay on Construction under all heads. During 1885-86.	Outlay on Construction under all heads. To end of 1885-86.
		₹	₹
	Brought forward	10,05,299	6 85,30,256
Irrigation. 43—Minor Works and Navigation.	Dún	431	6,37,413
	Rohilkhand and Bijnor	3,574	17,43,579
	Bundelkhand Irrigation Works	—252	82,664
	Ditto ditto Survey	228	1,73,715
	Sardha Canal Survey	1,377	49,642
	Cawnpore Branch Extension Survey	—460	56,746
	TOTAL OUTLAY ON MINOR WORKS AND NAVIGATION	4,898	27,43,759
Famine relief and insurance. 34—Construction of Protective Irrigation Works.	Betwa Canal	5,68,240	38,75,580
	GRAND TOTAL	15,78,437	7,51,49,595

The total capital expenditure of ₹15,78,437 was ₹4,80,063 less than in 1884-85. This decrease was mainly due to the completion of works on the Betwa Canal.

ASSESSMENTS.

2. The gross assessments of the year amounted to ₹60,33,016, and the working expenses were ₹24,88,393. The net revenue was therefore ₹35,44,623, or 4·72 per cent. on the total capital. Excluding, however, the Betwa Canal, a "protective" work, the funds for which are debitable to "Imperial," the return is 4·95 per cent. as against 4·45 per cent. in the previous year. The interest charged on the capital amounted to ₹26,75,204, deducting which amount from the net revenue, the assessments exhibit a clear profit of ₹8,69,419, against ₹6,32,064 in the previous year and ₹25,71,285 in 1883-84.

INTEREST CHARGES.

3. The total interest charges on productive and protective works to the end of the year amounted to ₹5,34,39,539, and the total net revenue realized to ₹5,39,17,884, leaving a clear surplus of ₹4,78,345. Excluding the Betwa Canal as in former years, the surplus is ₹9,11,421, against ₹4,79,318 at the end of 1884-85. In 1880-81 the *debit* against canals was ₹84,08,747. This deficit has since annually been reduced, and it is satisfactory to note that the surplus is increasing.

REALIZATIONS.

4. The actual income realized from all sources during the year was ₹54,60,668 After paying all expenses (excluding interest charges on the Betwa Canal), the *net* revenue was ₹4,34,414, against ₹22,69,209 in 1884-85.

WORKING EXPENSES.

5. The working expenses amounted to ₹24,88,393, or ₹39,715 less than in the previous year. The decrease would have been considerably greater had it not been necessary to write back under this head the first instalment on account of the cost of the Nadrai aqueduct, on the Lower Ganges Canal, which was entirely destroyed by the unprecedented flood which occurred during the year.

The percentage of working expenses to revenue, as shown in the statement below, has decreased on all canals except the Lower Ganges :—

Year.	Upper Ganges Canal.		Lower Ganges Canal.		Agra Canal.		Eastern Jumna Canal	
	Revenue.	Percentage.	Revenue.	Percentage.	Revenue.	Percentage.	Revenue.	Percentage.
	₹		₹		₹		₹	
1881-82	21,92,884	40·23	15,19,556	35·76	5,38,384	45·25	7,77,297	24·39
1882-83	24,42,835	36·03	15,36,089	43·73	5,82,424	39·38	8,16,577	25·89
1883-84	28,40,019	32·48	16,81,426	41·42	8,13,712	31·00	8,21,088	25·61
1884-85	21,04,551	47·11	14,04,856	62·42	4,51,040	62·35	6,02,811	34·33
1885-86	23,05,116	40·12	12,47,323	70·27	6,63,655	42·1	7,04,507	27·84

The cost of making measurements and preparing demand statements fell during the year from ₹2·22 to ₹2·06 per 100 acres.

The cost incurred by the Civil Department in collecting the water-rate was ₹1,19,508, or 3·13 per cent. on the gross collections, as against 3·07 in 1884-85.

Mileage of Canals and Drainage Cuts.

6. The total mileage that has to be maintained is detailed below :—

Canal.	Main canal and branches.	Navigation channels.	Escapes.	Distributaries.	Drainage cuts.	Total.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Upper Ganges	441	19	59	2,573	897	3,989
Lower Ganges	564	...	(a)	1,967	294	2,825
Agra	140	25	10	491	43	709
Eastern Jumna	130	...	31	640	308	1,109
Betwa	150	...	7	131	10	298
Dur	...	...	...	74	3	77
Rohilkhand	20	...	...	331	3	354
Bijnor	...	...	...	36	...	36
Total	1,445	44	107	6,243	1,558	9,397

(a) Not reported.

There has been an increase during the year of 150 miles of main canal (Betwa), 153 miles of distributaries, and 10 miles of drainage cuts, or a total length of 313 miles.

Irrigated Area.

7. The following table gives the areas of "kharif" and "rabi" crops for 1885-86 and the previous five years :—

Year.	Kharif.	Rabi.	Total acres.	Percentage.	
	April to September.	October to March.		Kharif.	Rabi.
	Acres.	Acres.			
1880-81	700,587	1,032,109	1,732,696	40·43	59·57
1881-82	706,025	1,209,924	1,915,949	36·85	63·15
1882-83	740,390	1,233,785	1,974,175	37·50	62·50
1883-84	825,747	1,471,927	2,297,674	35·94	64·06
1884-85	773,603	843,701	1,617,304	47·83	52·16
1885-86	702,259	1,007,417	1,709,676	41·08	58·92

During the "kharif" season the rainfall was most favourable and well distributed and was much in excess of the average. The canal-irrigated area in consequence decreased by 71,359 acres, and is less than that obtained in any year since 1880-81. The decrease has chiefly occurred on the Upper Ganges Canal.

In the lower part of the Doab the September rainfall was abundant, and there was very little demand anywhere for rabi irrigation until the middle of November. On the 11th and 12th of December good rain fell generally all over the province, and the demand for canal water afterwards was unusually light. The area irrigated is 163,730 acres in excess of the previous year, but is still below the average area irrigated during the three years preceeding 1884-85.

Double-cropped Area.

8. The double-cropped area has increased by 14,685 acres, but the percentage as compared with 1884-85 has fallen from 18·37 to 18·24.

Principal Crops.

9. The subjoined statement compares the acreage of the principal crops during the last six years :—

Crop.		1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.
		Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
Kharif	Sugarcane	135,493	165,019	198,322	155,147	153,652	175,944
	Rice	138,224	107,963	104,046	111,512	92,687	100,706
	Indigo	195,001	319,627	316,145	294,429	392,302	297,314
	Cotton	63,574	64,161	52,493	93,545	66,791	60,580
Rabi	Wheat	545,651	727,428	728,385	824,982	512,324	550,891
	Barley	262,139	261,688	266,651	286,073	108,267	118,569
	Gram	34,511	49,851	48,400	61,123	16,954	42,087
	Poppy	17,230	17,140	16,233	16,370	10,762	15,622

Sugarcane and rice show an increase, but the area under indigo has decreased by 93,988 acres. This falling-off is accounted for by the low prices realized for the previous year's crop and by the serious losses sustained by the heavy rainfall and floods of 1884.

There is an increase under all crops in the "rabi area." Wheat forms 54·7 per cent. of the whole, as against 60 per cent. in the previous year and 56 per cent. in 1884-85.

Villages and Outlets.

10. During the year 8,274 villages were watered from 35,817 outlets in the distributaries of the Upper and Lower Ganges, the Agra, the Eastern Jumna, and the Betwa Canals.

Value of Crops.

11. The total value of the crops raised with canal water was ₹4,97,91,920. The crop values as derived from data supplied by the Agricultural Department and the average incidence of the occupiers' rate for the last three years is compared below :—

Year.	Area irrigated.	Value of crop.	Occupiers' rate.	Value of crop per acre.	Occupiers' rate per acre.	Percentage on value of crops.
	Acres.	₹	₹	₹	₹	₹
1883-84	2,297,674	6,41,44,211	54,05 911	27·91	2·35	8·42
1884-85	1,617,304	4,49,52,406	40,03,058	27·80	2·47	8·85
1885-86	1,709,676	4,97,91,920	43,21,185	29·12	2·53	8·68

Rainfall.

12. The rainfall was exceptionally heavy over nearly the whole of the tract of country commanded by the canals; in fact at many stations the fall recorded was far more than double the average of the preceding 10 years.

The most marked feature of the rainy season was the extraordinary fall which occurred between the 14th and 16th July in the Bulandshahr and Aligarh districts chiefly. At Gangaoli 18·2 inches were registered on the 15th, 14·5 inches on the same date at Gangagarh, and 11·9 on the following day; and equally exceptional falls were measured at other places.

The floods resulting from this unprecedented amount of rain were most disastrous all over the area affected, but more especially along the valley of the Kali Nadi. The Lower Ganges Canal aqueduct at Nadrai, which had been partially wrecked in the floods of the previous year, was entirely carried away, and every road or railway bridge over the stream below Bulandshahr was either totally destroyed or outflanked and seriously injured. The maximum flood volume passing down the river at Nadrai was 140,000 cubic feet per second, or considerably more than the highest flood yet recorded of the Jumna at the Okla weir near Delhi.

River Supplies.

13. The supply, both in the Ganges and Jumna, was more than sufficient to meet all requirements.

During the "rabi" season, owing to the destruction of the Nadrai aqueduct, the Lower Ganges Canal was dependent on the upper canal for its supply, but no difficulty was experienced in meeting the demand.

Duty of Water on the Principal Canals.

14. The areas irrigated by and the value of each cubic foot of water entering the canal heads are detailed in the accompanying table:—

Canal.	Area irrigated per cubic foot of water.					Value of each cubic foot of water at occupiers' rate.				
	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.
	Acres.	Acres.	Acres.	Acres.	Acres.	₹	₹	₹	₹	₹
Upper Ganges	213	232	264	213	216	550	602	644	542	578
Lower Ganges	168	180	187	167	138	371	407	415	375	320
Agra	148	155	262	165	170	415	451	674	448	493
Eastern Jumna	228	243	290	310	208	668	717	786	885	622

Considering the nature of the seasons, the results obtained are on the whole satisfactory.

Maintenance Charges per Acre.

15. The maintenance charges per acre irrigated are given below:—

Canal.	Rupees.				
	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.
Upper Ganges	1·14	1·03	·91	1·45	1·25
Lower Ganges	·86	1·11	1·06	1·64	1·89
Agra	1·60	1·47	1·02	2·20	1·58
Eastern Jumna	·74	·83	·76	1·24	0·91

Except on the Lower Ganges, there is a material decrease on all canals; but, as might be expected in a year of heavy floods and damage, the charges are still above the average.

Navigation Operations.

16. The result of the year's operations under navigation are shown below:—

Canal.	1885-86.			1884-85.			1883-84.		
	Gross revenue.	Working expenses.	Deficit.	Gross revenue.	Working expenses.	Deficit.	Gross revenue.	Working expenses.	Deficit.
	₹	₹	₹	₹	₹	₹	₹	₹	₹
Upper & Lower Ganges	20,026	31,924	11,898	18,698	30,845	12,147	27,068	29,714	2,646
Agra	5,674	5,321	—353	5,783	6,293	510	6,593	6,870	277
Total	25,700	37,245	11,545	24,481	37,138	12,657	33,661	36,584	2,923

On the Upper and Lower Ganges Canals there is a loss of ₹11,898, against a loss of ₹12,147 in the previous year. No great improvement in the navigation revenue of these canals can be expected until the new Nadrai aqueduct is completed and constant running introduced on the Cawnpore Branch.

The Agra Canal shows a profit of ₹353, against a loss of ₹510 in 1884-85.

Minor Receipts.

17. The actual receipts realized from Minor sources of income are exhibited below:—

	1882-83.	1883-84.	1884-85.	1885-86.
	₹	₹	₹	₹
Plantations	1,55,092	1,47,040	1,49,502	1,60,657
Water power	68,394	72,765	60,668	73,761
Miscellaneous	44,314	54,263	50,917	50,404

Spring-level Observations.

18. On the upper part of the Upper Ganges Canal the saturation level, although higher than in the previous year, was not so high as in 1881. On the lower part, near Aligarh, it was exceptionally high in October 1885, but fell very considerably within the next three months.

On the Lower Ganges Canal the unusually heavy rainfalls of 1884 and 1885 produced an average rise of nearly 3 feet above the level of 1883; and from the same cause the spring level on the Agra Canal showed a rise varying from 2¼ to 3½ feet.

Drainage Works.

19. All the drainage cuts were even more severely tried than in the previous year and acted well and efficiently. By the end of September the flood-water had been entirely drained off and a larger area than usual of rabi was sown.

The khádir drainage works on the Lower Ganges Canal resulted in a marked improvement and curtailment of the swamped area.

Profits of Productive Works.

20. The following statement summarizes and compares the net profits and the percentage on capital of the four productive works:—

Year.	Upper Ganges.		Lower Ganges.		Agra.		Eastern Jumna.	
	Net profit.	Percentage on capital.	Net profit.	Percentage on capital.	Net profit.	Percentage on capital.	Net profit.	Percentage on capital.
	₹		₹		₹		₹	
1881-82	17,53,670	6·40	11,83,905	4·75	2,94,749	3·48	8,09,213	28·46
1882-83	20,09,684	7·24	10,72,107	4·14	3,53,028	4·15	8,26,665	28·42
1883-84	23,00,388	8·45	11,92,654	4·45	5,61,425	6·47	8,32,307	27·96
1884-85	15,55,938	5·54	7,35,746	2·67	1,69,814	1·91	6,17,349	20·14
1885-86	18,23,237	6·48	5,78,616	2·04	3,84,202	4·32	7,29,881	23·51

Protective Works.

21. The Betwa Canal was opened on 24th September 1885, in time for the "rabi" irrigation.

There was at first a brisk demand for water and 12,356 acres were irrigated, but the December rainfall entirely put a stop to any further irrigation.

The capital outlay to the end of the year amounted to ₹38,75,581, and the water-rate on the area irrigated to ₹13,794. The successful construction of this

very important work—which adds greatly to our resources for the prevention of famine and for the advancement of cultivation in districts that have been hitherto much exposed to drought and scarcity—reflects great credit on the officers who accomplished it.

MINOR WORKS.

22. On the Rohilkhand Canals there has been a loss of ₹35,929, as compared with a profit of ₹16,213 in 1884-85. The heavy floods of July and August, 1885, caused the river Kicha to completely outflank the weir at the head of the canal, and the cost of repairs was necessarily very heavy.

On the Bijnor Canals the net profits were ₹15,478, against ₹11,717 in the previous year.

On the Dún Canals there was a net profit of ₹44,056, or a return of 69 per cent. on the capital outlay, as against a profit of ₹15,951 in 1884-85.

On the Bundelkhand Lakes there was a loss of ₹6,578, against a loss of ₹5,260 in 1884-85.

NET PROFITS AND PERCENTAGE ON TOTAL CAPITAL OUTLAY.

23. The net profits and the percentage on the total capital outlay derived in 1885-86 from all the canals in the North-Western Provinces is compared with the results of the previous 10 years in the following statement :—

YEAR.	Capital at end of each year.	Net profits.	Percentage on capital.
	₹	₹	₹
1875-76	3,98,56,800	24,26,186	6·08
1876-77	4,20,12,822	25,76,406	6·13
1877-78	4,34,66,488	31,55,858	7·26
1878-79	4,46,21,616	38,28,437	8·57
1879-80	4,60,35,380	28,06,249	6·09
1880-81	6,45,61,716	35,38,941	5·48
1881-82	6,62,06,214	40,82,750	6·17
1882-83	6,76,33,960	43,01,052	6·36
1883-84	6,90,92,987	50,69,145	7·33
1884-85	7,02,83,698	31,28,769	4·45
1885-86	7,51,49,595	35,44,623	4·72

Notwithstanding a second year of abnormally heavy rainfall and disastrous floods and the increase of the capital account by 48½ lakhs, due to the completion of the Betwa Canal, and commencement of work on the new Nadrai aqueduct, it will be seen that the net result is a clear profit of ₹35,44,623, or 4.72 per cent. on the total outlay of 751½ lakhs invested in the canals of the North-Western Provinces.

24. The Lieutenant-Governor takes this opportunity of again acknowledging the skill and ability with which this very important and profitable system of irrigation, the most extensive in India, continues to be administered by Colonel J. G. Forbes and the officers under him. Sir Alfred Lyall believes that no Department of the public service has better or more capable officers, and he thoroughly recognises the value, to Government, of their unfailing exertions and their experienced management.

ORDER.—Ordered that the above Resolution be submitted to the Government of India and that it be published in the *North-Western Provinces and Oudh Gazette*.

Ordered, also, that it be circulated to other Governments and Departments as usual.

J. G. FORBES, *COLONEL, R.E.*,
Joint Secretary.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

PRELIMINARY REPORT ON THE METEOROLOGY FOR THE YEAR 1886, PREPARED IN THE METEOROLOGICAL OFFICE, GOVERNMENT OF INDIA.

Extract from the Proceedings of the Government of India in the Revenue and Agricultural Department (Meteorology), No. 83 Met.—45-2, dated Simla, the 1st June, 1887.

Read the following:

Preliminary Report on the Meteorology for the year 1886.

January.—The relatively warm weather, which prevailed over the greater part of the country during the closing months of last year, lasted into January 1887 at many stations in Northern India, at a few in the south of the Peninsula, and over Ceylon and the Bay Islands, within which region the thermometer was on the average about 0·5° above the normal. Throughout the whole of the intervening region, comprising Sind, Guzerat, the Central Indian plateau, the Deccan, the West Coast as far as Belgaum, and the East as far as Negapatam, temperature was below the average. The amount of the deficiency varied from 1·8° at Chikalda and Akola to 0·1° in Sind. In Lower Burma also, with the exception of Akyab and Bassein, the weather was cooler than usual, the deficiency being greater in Tenasserim than in Burma proper.

Pressure was below the average, except at some of the hill stations and at a few places in the Peninsula.

This was a damp month over the greater part of India. In Sind, parts of Assam, and East Bengal there was a slight deficiency in the relative humidity, but elsewhere there was an excess, which was most marked in the north of the Punjab and south of the Peninsula.

The sky generally was more cloudy than usual. In the eastern parts of the North-Western Provinces and some stations in North Bengal serenity slightly exceeded the average.

Several disturbances appeared over the Punjab during January, that on the 19th being exceptionally intense, and the generally unsettled conditions which had prevailed over India during December 1886 continued over Northern India during January 1887. In all parts of the Punjab and the Meerut and Bareilly Districts of the North-Western Provinces the rainfall of the month was above the average, the excess being greater in the hills than on the plains and greatest at Kilba. In Rajputana, Central India, Oudh, and the eastern half of the North-Western Provinces, on the contrary, the weather was more settled and the rainfall short of the average. In Bengal the rainfall was deficient, except at a few stations, generally in Lower Bengal. In Assam, the Central Provinces, the Berars, and nearly the whole of the Peninsula the rainfall was also deficient, the only important exception being a tract of country stretching from Negapatam to the Shevaroy Hills, where there was a slight excess. Western India from Guzerat to the Deccan was rainless throughout. In Ceylon there was a deficiency at Hambantola, Anuradhapura, and Colombo, and an excess elsewhere. In Burma there was a general deficiency, while in the Bay Islands there was an excess at Nancowry and deficiency at Port Blair.

February.—In February, temperature, relatively to the average, fell very considerably over Northern India, and the month was cool throughout almost the whole country. The greatest deficiency (4°) was at Murree, but all over the north temperature was from 1·5° to 3° below the normal. The principal exception to this general coolness in Northern India was the Assam Valley, where there was a slight excess; but over the Peninsula the variations from the

normal were less regular, and in the extreme south there was, as in the preceding month, a slight excess of temperature. In Ceylon the variations were irregular. In Arakan and the valley of the Irrawaddy the weather was cooler, while in Tenasserim and the Bay Islands it was warmer than the average.

At the hill stations, as well as over Assam, the greater part of Bengal, at several stations in the Indian Peninsula, and at most stations in Ceylon and the Eastern Peninsula pressure was below the normal, but elsewhere it was above, the excess being greatest in Sind.

In the north of the Punjab, the south of the Peninsula, and in Burma, the relative humidity remained above the average; but elsewhere there had been a brisk decrease in the amount of moisture since the previous month, and the relative humidity was generally below the mean.

The sky, relatively to the average, was much clearer than during January; only in the Punjab, the east of the Central Provinces, and Burma was the normal cloudiness exceeded. In all other regions the serenity was greater than usual.

In February, the only disturbance affecting Northern India was on the 16th, so that there occurred a marked improvement in the weather over Northern India. The amount of rainfall was below the average in the Punjab and the North-Western Provinces (both on the hills and in the plains), in Rajputana, Central India, Bengal, Assam, the Central Provinces, the Berars, and the whole of the Peninsula except parts of the Carnatic. In Ceylon there was a deficiency except on the north-west coast; but in Burma the rainfall was heavier than usual, except on the Arakan coast and in parts of Tenasserim. In the Bay Islands the variations were again irregular; but in this month the excess was at Port Blair, the deficiency at Nancowry.

March.—The relative coolness which had characterized the weather during February continued, except in the south, during March. The deficiency was rather greater on the hills than the plains; but all over Northern and Central India the mean temperature was from 1° to 2° below the normal. In Bombay and the Deccan this deficiency sensibly decreased, and further to the southward entirely disappeared, being replaced by an excess of from 0·5° to 1·5°. In Ceylon, Burma, and the Bay Islands there was everywhere an excess.

In this month the variations of pressure from the normal were irregular: an excess being reported from the North-Western Provinces, Bengal, and at one or two stations in the Peninsula and Ceylon, and a deficiency from all other parts.

In this month the relative humidity was generally above the average, except in Ceylon and on the Arakan Coast.

The general serenity which had characterized the weather during February disappeared during March, the sky being more cloudy than usual over the greater part of India. At most stations on the West Coast and in Ceylon, at a few stations in the south of the Peninsula, and over the central parts of the country the normal serenity was maintained or exceeded: these were the only exceptions to the generally excessive cloudiness.

Unsettled conditions again made their appearance over Northern India, and there was a large excess of rain over the Punjab* (except the stations in the extreme south and south-east), the North-Western Provinces (except between Saharanpur and Muzaffarnagar), and Oudh, and a slight excess in Sind, Central India, and East and South Rajputana. In other parts of Rajputana there was a deficiency of rainfall. In Bengal the rainfall compared with the average was irregularly distributed: generally in Behar, Western, South-Western and Lower Bengal, Orissa, and the Sikkim-Himalayas there was an excess, but in Northern Bengal, Durbhanga, Chyebassa, and Mymensingh there was a deficiency. The Assam reports showed an excess at Sylhet, Cachar, Dhubri, and Dibrugarh, and a deficiency elsewhere. In the Central Provinces the variations from the normal were irregular; but in the Berars and generally throughout the Peninsula rainfall was either deficient or altogether absent. In the Circars,

* A good deal of snow fell on the lower ranges of the North-Western Himalaya on the 7th and 8th.

however, there was a slight excess. In Ceylon the rainfall was considerably short of the normal. In Burma even the small amount which usually falls in this month was not received, and in the Bay Islands the fall was deficient.

April.—Cooler weather than usual continued to prevail over a large part of Northern and Central India. The principal exceptions were the south of the Punjab, Rajputana, Sind, Guzerat, and parts of Central India, where there was an excess. In the Peninsula, except at the station of Madras, in Burma, the Bay Islands, and in East Ceylon the mean was above the normal average. In other parts of Ceylon there was a slight deficiency.

Pressure had risen above the average over the greater part of the country; but the excess was not greater in the North-Western Provinces and Bengal than it had been during the preceding month.

With few exceptions, the amount of moisture in the atmosphere was below the normal, the greatest relative dryness being reported from Rajputana and the central parts of the country.

In April the sky cleared again and, except in some parts of Ceylon, the normal serenity was exceeded.

In April the rainfall was very short in the Punjab,* no rain falling over a large part of the Province. In Rajputana, Central India, and the North-Western Provinces there was practically no rain. Over the greater part of Bengal rainfall was very deficient, but in parts of Eastern Bengal there was a slight excess. In Assam the variations were irregular, an excess being reported from Sylhet, Silchar, and the south slope of the Garo hills, and a deficiency elsewhere. In the Central Provinces little or no rain fell, and this was likewise the case in the Berars and in Hyderabad. In the Bombay Presidency the rain was either deficient or altogether wanting. In Madras, though some rain fell over a large part of the Presidency, the amount received was almost everywhere below the average. This was also the case in Mysore, Ceylon, Burma, and the Bay Islands.

May.—In May relatively cool weather continued at the hill stations in the Punjab, at nearly all stations (both hill and plain) in the North-Western Provinces, and Bengal, and also extended to most parts of the Peninsula; on the plains of the Punjab and over Rajputana, Sind, Guzerat, and the whole of the Central Indian plateau, temperature, on the contrary, rose above the average after some months of relative coolness. The excess was greatest (nearly 4°) at Pachbudra and Jacobabad; but throughout the whole of the western desert, Sind and Guzerat, the thermometer was generally about 2° above the normal. In Ceylon and the Bay Islands the variations were irregular, but in Burma, except at Akyab and Thayetmyo, there was a slight deficiency.

Pressure remained above the average over the Punjab, the North-Western Provinces, and Bengal, but fell below it over Sind, Rajputana, the central parts of the country, the Peninsula, and Ceylon. In Burma the variations were irregular, though, on the whole, pressure was low.

Except in the Punjab, Rajputana, and Assam, the relative humidity was generally above the normal. The most general excess was over the North-Western Provinces, the other Provinces showing irregular variations.

In May the amount of cloud, relatively to the average, was generally excessive; but the variations were irregular, and in some regions the sky was much clearer than usual. This was particularly the case in the north of the Punjab, Rajputana, and Sind.

The variations in the rainfall of this month were irregular. In the Punjab there was an excess at most of the hill stations and in the north-west of the Province, and a deficiency elsewhere. In Rajputana rain fell generally, but not heavily, except in the eastern districts, where it was above the average. In Central India there was less than the normal rain in Rewah, Bundelkund, and Gwalior, and more elsewhere. In the North-Western Provinces the rainfall was abnormally heavy, more particularly on the hills; and in Oudh there was an excess, except at Sitapur and Bahraich. In Bengal there was a very general

* Snow again fell on the outer Himalayan range on the 1st April.

excess, but departures from this general excess were shown in different parts of the Province, the principal exceptions being parts of Behar, Northern Bengal, Mymensingh, and the Tipperah hill tracts. In Assam the rainfall was short — in some places considerably so. The Central Provinces, like Bengal, showed irregular variations from the average, but at most stations the differences were small. In the Berars the weather was slightly wetter than usual. In Hyderabad and the greater part of the Bombay Presidency the rainfall was abnormally heavy, but in Cutch and Sind there was no rain. In the Madras Presidency, except about Bellary and Kurnool, owing principally to a cyclonic storm which crossed the Madras Coast from the Bay of Bengal on the morning of the 24th, there was a large excess of rain; and, to a less extent, this was also the case in Mysore and Ceylon. In the Eastern Peninsula the rain was generally deficient, except at Tounghoo, Moulmein, and Mergui. In the Bay Islands there was an excess, which was large at Nancowry.

June.—In June the temperature of the Punjab, North-Western Provinces, Lower Bengal, Central Provinces, and Rajputana, relatively to the average, fell considerably, and cool weather was experienced throughout nearly the whole of Northern and Central India, except Assam, Northern Bengal, and the 24-Pergunnahs, where there was a slight excess of temperature. In Sind and Guzerat the weather was somewhat warmer than the normal, but in the Peninsula the temperature was slightly lower than usual. Ceylon had a slightly higher temperature than the normal, while over the Eastern Peninsula and the Bay Islands the variations from the average were irregular.

Pressure fell below the mean in Assam, and remained below it in the Central Provinces, the Berars, Sind, the two Peninsulas, and Ceylon. Elsewhere it was above the normal average, the excess being greater in the Punjab and North-Western Provinces and less in Bengal than it was during the preceding month.

This was also a generally damp month, more especially in the Central Provinces.

During June the variations in the cloud proportion were as irregular as during the preceding month. All over the central parts of the country and the greater part of Bombay and Burma the normal serenity was not reached, while in most other regions it was very generally exceeded.

On the 13th a small storm formed off the Orissa Coast, and subsequently moved, first towards Calcutta, and subsequently north-westward across Western Bengal and Central India to the south-east of the Punjab. It brought with it rather heavy rainfall, and ushered in the monsoon rains over the North-Western Provinces, Central India, and the east of Rajputana and the Punjab. At the close of the month the Punjab showed a deficiency of rain on the hills and in the west, but an excess elsewhere, more particularly in the centre and south-east, where the amount was at some stations three or four times the normal. In Rajputana there was an excess of rain over the desert and in the south and south-east districts, but a deficiency elsewhere. Central India received abundant rain at all the western stations, but less than usual in the east. In the North-Western Provinces and Oudh the rainfall at almost all stations exceeded the average. In Bengal the variations from the normal were in general moderate and irregular, but in North Bengal there was a large deficiency, the fall there averaging only about a third of the normal. Mymensingh again received a short rainfall, but the Tipperah hill tracts had a large excess. In Assam the variations were irregular and in places considerable. In the Central Provinces the rainfall was deficient, except in the valleys of the Nerbudda and Godavery, where it was heavier than usual. In the Berars, Hyderabad, and at most of the Bombay stations, except those in Sind, the rainfall of the month was excessive. In Madras and Mysore the variations were irregular, but on the west coast there was a large deficiency. In Ceylon the variations were also irregular, but generally small. In Burma there was a large deficiency in Arakan and a small deficiency at Tounghoo, Shwegyin, and Moulmein, and an excess elsewhere. The Bay Islands showed an excess at Nancowry and a deficiency elsewhere.

July.—This was a generally cool month, though the relative deficiency was on the whole less over Northern and Central India than during June. In North

Bengal, Orissa, the east of the Central Provinces, and at Rangoon, Moulmein, and Mergui there was a slight excess of temperature. The defect over Upper India was between 1° and 2° at most stations, but in the central parts of the country, Rajputana and Sind, it was generally below 1°. In the Peninsula the defect varied considerably. The Ceylon and Bay Islands averages showed but little departure from the normal; and this, with the exceptions noticed above, was equally the case in the Eastern Peninsula.

The variations of pressure from the normal over Northern India were irregular. In the east of the Punjab, Rajputana, the North-Western Provinces, and Bengal there was an excess; in the west of the Punjab, Sind, and Assam a slight deficiency. In the Central Provinces, the Peninsula, Ceylon, and the Bay Islands there was a general deficiency. In the Eastern Peninsula the variations were irregular.

The relative humidity was almost everywhere above the mean, more particularly in the Punjab, where, at some stations, the excess was large.

This was a generally cloudy month, though in Assam, North Bengal, on the Bombay Coast, and in Tenasserim the amount of cloud was less than usual.

The rainfall was rather heavier and better distributed than during June; but on the whole the variations of the rainfall from the average were similar to those in the previous month. On the hills of the Punjab there was a general excess. There was also an excess in some of the northern plain districts, such as Peshawar, Kohat, Rawal Pindi, &c. In Rajputana the average rainfall was exceeded in the west, north, and south, but not in the east, where there was a decided deficiency. In Central India the distribution of rainfall was the reverse of that in June, there being a deficiency at the western and an excess at the eastern stations. In the North-Western Provinces there was a deficiency in Rohilkund and a large part of Oudh and an excess in most other divisions. In Bengal the variations from the average were irregular. In Behar, North Bengal, West Bengal, and the Tipperah hill tracts the rain was in excess of the average; elsewhere it was generally below it. In Assam there was general excess. In the Central Provinces and the Berars the variations were irregular, but in Hyderabad the fall was everywhere heavier than the normal. In the Bombay Deccan the rainfall was short, but all other parts of the Bombay Presidency had more than their average amount. In Madras deficient rain was reported from the most northern stations and from a few places on the west coast, but generally the amounts received exceeded the normal. Mysore had also abnormally heavy rain; and this was also the case in Ceylon, except at the hill station of Newera Eliya. In Burma, except the south of Tenasserim, the rainfall was light, and in the Bay Islands the variations were irregular; Nancowry receiving more and Port Blair considerably less than the average.

August.—With the exception of the Indus Valley and one or two stations in the North-Western Provinces, this month, like July, was cooler than usual over Upper India, Assam, and the greater part of Bengal. In the 24-Pergunnahs, Orissa, the Central Provinces, and the Berars, on the contrary, temperature increased and showed a slight excess over the normal average. In Central India, Rajputana, Sind, Guzerat, the Peninsula, and Ceylon temperature remained below the normal, but in the Bay Islands and the Eastern Peninsula the weather was warmer than usual. In Northern India the deficiency was generally between ½° and 1°, but in the Peninsula it was greater, varying between 1° and 2°.

The variations of pressure from the normal were again irregular, comprising a slight excess in the eastern districts of the North-Western Provinces, Bengal, Central India, Rajputana, and Khandesh, and a general deficiency elsewhere.

In Sind and the west of the Punjab, as well as over a large part of the Central Provinces, Ceylon, and the Eastern Peninsula, the relative humidity of the month was either normal or below the average, but in all other districts the normal was again exceeded.

The skies were again more than usually clouded. Only in the north of the Punjab, Sind, the West Coast, and Tenasserim did the amount of cloud fall short of the average; elsewhere there was a decided excess.

August was a relatively dry month over Western India. In the Punjab, except at one or two hill stations, at Rawal Pindi, Hoshiarpur, and Hissar, the rainfall was deficient. In Rajputana there was again an excess at all the more southern stations, but a deficiency elsewhere. In Central India, the Berars, and the Central Provinces nearly every station received less than the normal rainfall; and in Bombay, excepting some stations in Guzerat, Khandesh, and the Deccan, there was a general deficiency. In the North-Western Provinces and Oudh, except between Allahabad and Fatehpur and in the neighbourhood of Aligarh and Jhansi, the rainfall was heavy. In Bengal the variations were irregular. There was an excess in Behar, a large part of North and West Bengal, Mymensingh, and the Tipperah hill tracts; but in Orissa, and most parts of Lower Bengal the rainfall was below the average. Assam showed an excess in Cachar and Sylhet and a deficiency in the Brahmaputra Valley, except at the stations of Nowgong, Chardner, and Dibrugarh. In Hyderabad there was a deficiency in the north-western districts and an excess elsewhere. In Madras the rainfall was excessive, except on the west coast, where it was decidedly deficient. In Mysore it was also generally short of the average; but in Ceylon, with the exception of Galle, Colombo, and Pattalam, it was heavier than usual. In Burma the rainfall was on the whole deficient, though less generally so than during July. Port Blair again had less and Nancowry more than the average.

September.—Owing to the early cessation of the rains, the relatively cool weather which had generally prevailed since April disappeared over the greater part of India during September, when the thermometer in most places rose above the normal average. The principal exceptions to this general excess were the eastern parts of the North-Western Provinces, the greater part of Bengal, and the western desert, where temperature remained below the normal. The excess was greatest (about 3°) in the Punjab, and exceeded 2° over a large part of the Central Provinces and the Berars. In the Peninsula the excess was smaller in amount and somewhat less general than in other parts of the country. In Burma it was very general, but comparatively slight.

In the Punjab, the western half of the North-Western Provinces, Assam, Lower Bengal, and over both Peninsulas (except the Khandesh district and the Deccan), the mean pressure of the month was below the average; elsewhere it either exceeded the normal or varied slightly and irregularly from it.

At a few stations in the North-Western Provinces and over the greater part of Assam, Bengal, and the Carnatic the humidity remained above the average, but in all other places it was less than the normal, more particularly in the Punjab.

The rains ceased early in this month, the weather cleared, and the abnormal cloudiness which had prevailed during July and August disappeared over the greater part of India. Only in Assam, Bengal, and the east of the North-Western and Central Provinces was there an excess of cloud. In all other regions there was abnormal serenity.

September was dry in all parts of India, except Bengal and the south of the Peninsula. In the Punjab the rainfall was deficient, except at the stations of Abbottabad, Shahpur, and Gurdaspur, where it was slightly in excess. In Rajputana the rainfall was everywhere deficient; and this was equally the case in Central India, except in Rewah. In the North-Western Provinces and Oudh the great majority of stations received less than their normal amount of rain, but the deficiency was less general there than further to the westward. In Bengal the month was exceptionally wet almost everywhere, but particularly so in North Bengal and Behar, where the average was considerably exceeded. The Central Provinces had abnormally dry weather in most districts, but the stations in the east participated in the excess which fell over Bengal. In the Berars, Hyderabad, and the whole of the Bombay Presidency there was a general and considerable deficiency. In Madras excessive rain was reported from the Circars, the neighbourhood of Chittoor and most stations

in the extreme south, but in all other parts of the Province the fall was deficient. Mysore and Ceylon had abnormally heavy rain; but in the Eastern Peninsula, with the exceptions of Diamond Island, Henzada, Tavoy, and Mergui, the fall was very deficient. At the Bay Islands the variations were the same as in preceding months, Port Blair having a deficient and Nancowry an excessive supply.

October.—The relative coolness which prevailed over Bengal and a part of the North-Western Provinces in September disappeared in October, and the mean temperature of the month was above the normal average over nearly the whole country, the only important exception being Bombay, the Deccan, and the north of the Madras Presidency, where there was a slight deficiency. The excess was greatest over the Indus Valley, Sind, Rajputana, and Guzerat, and averaged 3°. Over Northern and Central India the weather was very considerably warmer than usual.

Except at the hill stations, pressure was below the average throughout the whole of the Indian area. The deficiency was generally considerable, but was less in Upper India than in the centre and south. The largest defect was in Sind and Guzerat.

Except in the Indus Valley, part of Rajputana, the south of the Peninsula, and Ceylon, the amount of moisture in the atmosphere was everywhere above the average, and in the North-Western Provinces, Central India, and the Deccan very considerably so.

The clear skies which were reported during September did not continue during October, except in the Punjab, the south of the Peninsula, and part of Burma. In all other districts the sky was unusually clouded.

In October the weather was much more unsettled than during September, and the rainfall exceeded the normal in the Punjab, except in the west and north. In Rajputana the variations were irregular, but on the whole the weather was wetter than usual. In Central India every station reported a considerable excess. There was a deficiency in the western districts of the North-Western Provinces and an excess in the eastern districts, in Oudh, and on the hills. West and South-West Bengal also had abnormally heavy rain; but in other parts of the Province of Bengal the rainfall was generally below the average. In Assam there was a deficiency, except at Nowgong, Tezpur, Sibsagar, and Kohima. All over the central parts of the country and the greater portion of the Peninsula the weather was abnormally wet, and the Central Provinces, the Berars, Hyderabad, the Bombay Presidency (except Guzerat and Sind), and the Madras Presidency as far south as Cuddapah, all had excessive rainfall. In the Madras Presidency, South Cuddapah, except in the neighbourhood of Negapatam and at a few stations on the West Coast, the fall was generally deficient; and this was also the case in Mysore and Ceylon. In the Bay Islands and the Eastern Peninsula the variations from the mean were irregular.

November.—In this month not only was temperature over India higher relatively to the average than in October, but the area of excess was larger, the only region within which the means were below the normal average being the south of the Peninsula, and even there the defect was very trifling. In the Punjab, the North-Western Provinces, Bengal, and the Central Provinces, the excess, though occasionally large, was generally between 1° and 2°; but in Rajputana, Sind, and Guzerat the average excess was much greater, and at Rajkot was as much as 4·3°. In the northern portions of the Peninsula the excess was much less, and in the south was replaced by a slight deficiency. Ceylon partook of the relative coolness of the south of the Peninsula, though the variations were everywhere small. In Burma the weather was much cooler than the normal, the defect varying between 1° and 2°. In the Bay Islands the means showed a considerable excess at Port Blair and a small defect in the Nicobars.

There was a fairly general excess of pressure during this month throughout Upper India, Rajputana, Khandesh, and Bengal, and a general deficiency over the Central Provinces, Sind, and Guzerat; but elsewhere the variations from the normal were very irregular.

November was an unusually damp month. Only in the north of the Punjab, Assam, the south of the Peninsula, and Ceylon was there any decided deficiency in the relative humidity. In all other places there was a general and large excess.

In this month skies cleared again over Upper India and Assam and remained serene in the south of the Peninsula. Elsewhere the sky, though less thickly covered relatively to the average than in the preceding month, continued abnormally cloudy.

Except in some parts of Bengal, the unsettled weather which had prevailed over Northern India during October disappeared during November. In the Punjab, the Indus Valley stations exhibited a slight excess of rain, but in all other parts of the Province the rainfall was below the average. In Rajputana little or no rain fell; and in Central India the amount was below the average. In the North-Western Provinces and Oudh there was practically no rain. At several places in North and West Bengal, in Chutia Nagpur, and Orissa more than the normal amount of rain fell; but generally throughout Bengal rain was either absent or below the average. In Assam the rainfall was everywhere deficient. In most parts of the Central Provinces there was no rain, but at the most eastern stations there was more than the usual amount. In the Berars no rain fell, and in Hyderabad considerably less than the normal amount. The Bombay returns showed an excess of rain at the station of Bombay, at some places in the Deccan and most places in Sind, but a deficiency elsewhere. In North Madras the rainfall, like that in Orissa, exceeded the average, but in other parts of the Presidency there was a very general deficiency. In Mysore the rainfall was abnormally heavy. In Ceylon the rainfall was short, except at the stations of Manaar, Batticaloa, and Hambantotta, while in the Eastern Peninsula the variations were irregular. In the Bay Islands there was a large excess.

The excessive rainfall reported from the Bay Islands and parts of the Madras Presidency was probably due to the unusual intensity of the cyclonic storms formed over the Bay during this month. The first storm was formed in the immediate neighbourhood of the Andamans on the 1st and 2nd of the month. The centre travelled slowly west-north-westward and struck the Madras coast a little to the north of Madras on the 9th, crossed the Deccan rapidly, also in a west-north-west direction, and passed out into the Arabian Sea, where it occasioned extremely rough weather. The second storm was formed in the Gulf of Martaban. It travelled first parallel to the Andamans, then passed through the South Preparis Channel, and moved west-north-westward towards the Circars Coast, which it struck between Coconada and Vizagapatam about midnight on the 23rd and, after occasioning rather heavy rain, broke up on the 24th.

December.—The temperature was above the average over the whole of Northern and Central India. In the Peninsula (except at a few stations) and in Ceylon there was, on the contrary, a slight deficiency (averaging 1°); and over Burma there was a deficiency varying from $\frac{1}{2}$° to $2\frac{1}{2}$°.

Generally pressure was below the average in the Punjab and North-Western Provinces, and above it elsewhere; but, except in Ceylon and the south of the Peninsula (where almost all stations reported an excess), the variations were very irregular.

This was a damp month over a large part of India, though less generally so than November. In the Punjab, Rajputana, Sind, the south of the Peninsula, Ceylon, and Burma, the amount of moisture continued deficient; in all other places it was in excess of the average.

Except in Ceylon and parts of the Eastern Peninsula, December was abnormally cloudy, the greatest excess being over the central parts of the country.

The weather was unsettled in several parts of the country in December. In the Punjab the rainfall was abnormally large at most of the hill stations, as well as at Rawal Pindi and Gurdaspur, but was deficient elsewhere. In the

south-west and south of the Province, as well as in Rajputana, no rain fell. In Central India the rainfall exceeded the average. At all the more western stations in the North-Western Provinces, in Oudh, and the hills the rainfall was slight and short of the average, but at all the eastern stations there was a considerable excess. Those portions of Bengal lying to the north of the Ganges also had more than the normal amount of rain, but elsewhere in Bengal the rainfall was deficient. In Assam the variations were irregular and generally small. In the north and west of the Central Provinces the weather was abnormally wet, but in other parts as well as over the Berars the rainfall was generally lighter than usual. This was also the case in Hyderabad and over the greater part of the Bombay Presidency; but on the Ghâts and in the Bombay Deccan there was more rain than usual. In Madras all the more northern stations had excessive rain, but in the south and west and in Mysore general deficiency prevailed. The Ceylon rainfall was deficient, except at Hambantotta and Galle. In the Eastern Peninsula and the Bay Islands there was general deficiency.

On the 1st of December a storm was formed in the south of the Bay and, moving west-north-west, struck the coast some distance to the north of Madras on the 9th. The excessive rainfall at the Northern Madras stations was in part attributable to the action of this disturbance.

Year.—On the mean of the year the departures from the normal temperature were very slight, seldom exceeding 1°, the warm weather at the beginning and close of the year compensating for the cool weather in the middle. In the Punjab the variations from the normal were irregular; but in the North-Western Provinces there was a general defect, and in Assam and North Bengal an excess. In other parts of Bengal and the east of the Central Provinces the variations were irregular; but in the south of the Central Provinces, the Berars, Rajputana, Sind, and Guzerat, the mean of the year was above the normal. In both Peninsulas and in Ceylon there was very little variation from the normal. In the Bay Islands there was a slight excess.

On the mean of the year there was a general excess of pressure in Bengal and a general deficiency in the Peninsula, but elsewhere there were no well-marked variations.

On the mean of all the months the amount of moisture in the atmosphere was in excess of the average over the greater part of India. The exceptions were Assam and Burma, where it was normal, and Rajputana, Sind, and Ceylon, where there was a slight deficiency.

On the mean of all the months the weather was somewhat cloudy over the greater part of the country, the excess being greater in the north than in the south. In parts of the Peninsula indeed the normal serenity was exceeded.

On the mean of all the months the rainfall of the year was in excess of the average over the Punjab (except at Simla and in the Derajat), the south of Rajputana, nearly the whole of the North-Western Provinces and Oudh, Bengal (except parts of Lower and Eastern Bengal), Assam, and Hyderabad, the Bombay Presidency (except Guzerat, Sind, and parts of the Deccan), the Madras Presidency (except the south and west), Tenasserim, and the Nicobars; and below the average in the west of the Punjab, the greater part of Rajputana and Central India, parts of Lower and East Bengal, the Central Provinces, Guzerat, and part of the Bombay Deccan, the south and west of Madras, the greater part of Ceylon, and British Burma. In the Berars, Mysore, and the Bay Islands the variations were irregular.

RESOLUTION.—Resolved, that the Report be published in the Supplement to the *Gazette of India*.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 31st May, 1887.

The principal meteorological feature of the past week has been the progress of the cyclonic storm which was noticed last week as approaching the South-West Bengal Coasts. The storm centre apparently crossed the Orissa Coast near Balasore in the early morning of the 26th, and by 10 A.M. had reached the Midnapore District. Excessively strong winds prevailed over the head of the Bay as the cyclone approached the Coast, False Point reporting 69 miles an hour and Saugor Island velocities of from 60 to 67 miles an hour for several hours in succession. A good deal of rain fell at the Coast stations. By the morning of the 27th the storm had travelled as far as Gya. It had considerably decreased in intensity, but was still occasioning a strong humid monsoon current throughout Bengal, which brought up much rainfall. By the morning of the 28th the storm had become exceedingly slight and the cyclonic circulation of the winds very feeble. It still, however, occasioned general rainfall throughout the Province of Bengal, very large amounts falling over Behar. By the 29th the depression had entirely disappeared, but the monsoon winds which it had initiated over Bengal continued to blow steadily, and rain continued over the greater part of Bengal. The most remarkable falls during the progress of the storm were as follows:

	Inches.
Burdwan	4·95 + 2·00
Darjeeling	4·02 + 8·13
Hazaribagh	3·82 + 1·06
Chittagong	2·77
False Point	8·75
Purneah	6·56 + 2·84 + 0·88
Patna	2·48 + 1·50 + 4·34
Saugor Island	1·75
Gya	1·72 + 1·33 + 1·20

With the disappearance of the above depression, the monsoon current fell off temporarily in strength, and the rainfall became slighter. The change was, however, only in intensity, and the general distribution remained favourable to a further and probably more widely extending influx of the monsoon current and rains.

In Upper India the influence of the above storm has been very slight, and the weather during the greater part of the week over the Punjab, Sind, Rajputana, and Central India has been hot and very dry, and the contrast between the conditions prevailing in Upper India and in Bengal has been very striking. The highest temperature recorded was 122° at Jacobabad on the 29th, while in parts of the Punjab readings of 115° to 118° were registered during the week. Towards the close of the period the humidity generally rose, and the heat was somewhat mitigated.

The winds on the west coast have, so far, been much feebler than those on the opposite side of the Peninsula, and the monsoon current there, as compared with that over Bengal, seems to be much retarded. Rain has, indeed, fallen on most days in Southern India and Ceylon, but, except perhaps at Colombo, the rain has fallen as local showers, not as general rain, due to the influx of the monsoon current.

The following table gives for Northern India the actual and average rainfall for the six months, November to May, and the difference between the fall of the present year and that of a normal year:

Stations.	Actual rainfall from 1st November, 1886, to 31st May, 1887.	Average rainfall from 1st November, 1886, to 31st May, 1887.	Difference.
Mooltan	0·67	2·09	— 1·42
Peshawar	2·48	7·84	— 5·36
Murree	10·44	17·31	— 6·87
Rawal Pindi	5·00	11·83	— 6·83
Lahore	0·76	4·27	— 3·51
Simla	10·94	15·42	— 4·48
Delhi	2·49	3·98	— 1·49
Roorkee	4·06	6·65	— 2·59
Meerut	2·76	4·78	— 2·02
Bareilly	3·66	4·42	— 0·76
Agra	1·13	2·26	— 1·13
Lucknow	1·40	2·46	— 1·06
Allahabad	4·58	2·23	+ 2·35
Darjeeling	27·54	15·93	+11·61
Calcutta	10·80	11·50	— 0·70

The final table shows that pressure was below the average, except in Burma and Ceylon. The temperature anomalies are irregular, the most remarkable being the large excess in the Punjab and the large deficit in Behar:

Districts.	Difference of Barometer from mean, May 25th to May 31st.	Difference of Temperature from mean, May 25th to May 31st.	Difference of Humidity from mean, May 25th to May 31st.	Total Rainfall in week, May 25th to May 31st.
	ins.	°		ins.
Punjab West	—·110	+11·2	— 17	0·04 (1)
„ East	—·087	+ 8·4	— 12	*Nil*
North-Western Provinces, Trans-Gangetic ...	—·042	— 0·3	— 14	1·27 (2)
„ „ Cis-Gangetic ...	—·072	+ 0·2	— 11	*Nil*
Behar	—·104	—12·5	+ 35	13·72 (3)
Northern Bengal	—·027	— 4·8	+ 18	35·09 (4)
Assam—Cachar	—·021	+ 4·2	+ 2	8·14 (5)
Lower Bengal—Chutia Nagpur	—·050	— 3·7	+ 13	22·13 (6)
Orissa—Northern Circars	—·082	+ 0·2	+ 3	11·81 (7)
Central Provinces South	— 100	+ 1·9	0	0·53 (8)
Berar—Khandesh	—·046	— 0·1	+ 6	*Nil*
Rajputana, Central India—Saugor and Narbudda	—·081	+ 3·0	+ 2	0·15 (9)
Sind—Cutch	—·074	+ 5·8	—·14	*Nil*
Guzerat	—·050	+ 0·2	+ 1	*Nil*
Konkan	—·009	— 0·1	— 2	*Nil*
Deccan—Hyderabad	—·018	— 3·6	+ 14	0·50 (10)
Malabar	—·003	— 1·8	+ 2	0·93 (11)
Mysore—Bellary	—·006	— 0·5	+ 1	3·27 (12)
Karnatic	—·029	+ 0·5	— 1	3·22 (13)
British Burma	+ ·017	— 1·8	+ 11	6·89 (14)
Ceylon	+ ·009	— 2·8	— 3	3·60 (15)

(1) Sialkot only; (2) Gorakhpur, Benares; (3) Patna, Gya; (4) Darjeeling, Purneah; (5) Sibsagar, Dhubri, Silchar; (6) Hazaribagh, Burdwan, Dacca, Chittagong, Calcutta, Saugor Island; (7) Gopalpore, Rajahmundry, False Point, Cuttack; (8) Khandwa; (9) Neemuch, Indore; (10) Sholapur, Secunderabad, Kurnool; (11) Karwar, Mangalore, Mercara, Cochin; (12) Bellary, Salem, Wellington, Bangalore; (13) Trichinopoly, Madura, Coimbatore, Cuddapah; (14) Akyab, Thyetmio, Tounghoo, Diamond Island, Rangoon, Moulmein; (15) Colombo.

W. L. DALLAS,

for *Meteorological Reporter to the Government of India.*

SIMLA, *June 3rd, 1887.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 2nd JUNE, 1887.

GENERAL REMARKS.—The rainfall has been general throughout Bengal, Assam, and Mysore, and the falls in some districts of the first-named Province and in one district of Assam were very heavy. Showers have also occurred in parts of Madras and in a few places in Bombay and the North-Western Provinces and Oudh. Elsewhere the week has been rainless.

In Burma there was general rain during the week ending 25th May. No report has been received for the week under notice.

Ploughing and sowing for the *kharif* continue in Bombay, the Central Provinces, and Berar, and have commenced in Rajputana and in some districts of the North-Western Provinces and Oudh and the Punjab. Sowings are advancing in parts of Bombay, the North-Western Provinces and Oudh, and the Punjab. The standing crops in Madras and Mysore and Coorg are generally good, and the outlook is favourable.

The early rice in Bengal and Assam is in good condition, but more rain is wanted in the eastern districts of the former Province. Rice sowings have also commenced in the Central Provinces.

Sugarcane cultivation is progressing in the North-Western Provinces and Oudh, Assam, and Rajputana; and the crop is doing well in Bengal and the Central Provinces.

Indigo is in good condition in Bengal; in the North-Western Provinces and Oudh the crop is being irrigated.

Cholera is still prevalent in some districts of the North-Western Provinces and Oudh, but has abated in Bengal. Elsewhere the public health is generally satisfactory. Cattle-disease chiefly exists in Madras.

Prices are rising in two districts of the Punjab and in three districts of the Central Provinces, and have slightly risen in the Bangalore and Mysore districts. They also show an upward tendency in the North-Western Provinces and Oudh. Elsewhere prices are fairly steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(June 1st)		
Bellary . . .	Average ·10	Standing crops generally good. Harvest paddy and sugarcane, yield about average. Cholera increasing and cattle-disease decreasing in four taluks.
Kurnool . .	. . . . .	Lands being ploughed for next crops. Small-pox in two, cholera in one, and cattle-disease increasing in sixteen taluks.
Ganjam . . .	Average ·03	Small-pox in two and fever in five divisions. Cholera increasing and cattle-disease decreasing.
Kistna . . .	Average last week since revised, ·11; this week, ·03.	Standing crops good. Slight fever in three, cholera increasing in seven, and cattle-disease decreasing in three taluks.
Chingleput (Madras) .	. . . . .	Standing crops fair, but withered to some extent for want of rain. Harvest paddy, yield below average. Small-pox in one and cattle-disease increasing in three taluks.
Coimbatore . . .	Average ·10	Standing dry crops generally good. Harvest paddy, outturn above average. Fever in one taluk and cattle-disease decreasing in another.
Tanjore . . .	. . . . .	Standing crops generally good. Harvest paddy and gingelly, outturn up to average.
Madura . . .	Average last week since revised, ·39; this week, ·16.	Cattle-disease in one taluk.
Malabar . . .	Average ·48	Rain insufficient for first crop cultivation. Harvest third crop paddy, outturn below average. Fever in two and small-pox in nine taluks.
Travancore . .	2·21	Paddy sprouting. Small-pox and fever in places. *General Remarks.*—General prospects good.
Bombay—(June 1st)		
Karachi . . .	*Nil*	River at Kotri on 30th, 9 feet 7 inches against 11 feet 1 inch on same date last year. Fever in six talukas. Wheat, red rice and *bajri* in Karachi 22, 30 and 32 and in Tatta 22, 42 and 40 pounds per rupee, respectively.
Hyderabad . . .	*Nil*	*Rabi* harvesting continues in three talukas. *Kharif* cultivation in progress. Fever in two, small-pox in one and cattle-disease in one taluka. River at Kotri on 30th, 9 feet 7 inches against 11 feet 1 inch on same date last year. Wheat 24, *bajri* 37, *jowari* 40, white rice 20 and red rice 30 pounds per rupee.
Ahmedabad . . .	*Nil*	Land being prepared for cultivation. Public health good. Wheat 22 and *bajri* 30 pounds per rupee.
Baroda . . .	*Nil*	Public health good. Standing crops in good condition. *Bajri* 28, wheat 18 and rice 21 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Surat	*Nil*	Field operations continue. Cattle healthy. Fever in Bardoli taluka. *Jowari* 38 and *nagli* 42 pounds per rupee.
Nasik . . .	*Nil*	Threshing is over. Preparation for *kharif* sowing continues. Burning of land for *kharif* sowing in progress in Igatpuri and Kalwan talukas. Cholera at Manmad in Chandor taluka, 7 attacks, 6 deaths; at Yeola 9 attacks, 1 death. Small-pox in Yeola and Nandgaon talukas. With the above exceptions, public health good. Prices stationary.
Colaba (Bombay) . .	*Nil*	Abnormal temperature 1° cool on 26th and 30th, *nil* on all other days. Vapour in air normal. Abnormal wind from north-west on 25th, 29th and 30th. Wind normal on all other days.
Poona	Petha Baramati, ·86; Indapur, 1·31; Bhimthari, ·66.	Sowings in places in Petha Baramati. Land being prepared for cultivation in Indapur, Purandhar and Bhimthari talukas. Public health generally good. Slight cattle-disease in Indapur, Purandhar and Bhimthari talukas. One fatal case of cholera in Poona city on the 25th. *Bajri* 44 and *jowari* 56 pounds in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona city.
Ahmednagar . .	*Nil*	Cholera in Newasa and Kopargaon. Cattle-disease in Jamkhed. *Bajri* 54 and *jowari* 63 pounds per rupee.
Dharwar . . .	Nargund, 4·4; Gadag, Bankapur and Haliyal above 1·0; and in Nawalgund and Ron, nearly 1·0; and slight rain in Hubli.	Ground being prepared for early crops. Sowing of rice retarded in some places for want of rain. Scarcity of fodder in Nawalgund and of drinking-water in Nawalgund, Gadag, Ranibennur and Kod talukas. Public health generally good. Slight cattle-disease in Nargund Petha. Rice 24 and *jowari* 55¾ pounds per rupee.
Kanara . . .	Siddapur, ·18	Sowing continues. Seeds sprouted. Slight fever in Haliyal. Common rice in Karwar and district average 13 seers per rupee.
Rajkot . . .	*Nil*	Small-pox in Virpur. Measles in Rajkot and Gadka. Small-pox affecting cattle at Morvi. Wheat 23, *bajri* 24 and *jowari* 25 pounds per rupee. *General Remarks.*—Rain in parts of seven districts. Preparations for *kharif* cultivation still going on. Fever and small-pox in parts of seven, cattle-disease in parts of ten and cholera in parts of six districts.
Bengal—(June 1st)		
Chittagong (May 31st).	2·95	Weather seasonable. Prospects good. *Aus* cultivation continues. Prices stationary. Cholera still reported. Public health good.
Dacca	1·14	Prospects of crops good. *Aman* being sown on highlands. Rivers rising. Rain wanted. Public health good.
24-Pergunnahs (Calcutta).	2·66	Weather showery, with high winds, but cooler. Sugarcane doing well. Ploughing progressing. Sowing in lowlands begun. Cases of cholera and fever still reported, public health otherwise good.
Khoolna . . .	0·79	Weather very showery. Slight rain. High tides have done some damage and have suspended ploughing. Public health good.
Moorshedabad . .	2·05	Weather still hot, though heavy rain fell during last two days. *Bhadoi* prospects good. Sugarcane promising. *Boro* harvesting over. Public health good.
Pubna	2·00	Weather cloudy, with strong wind and some heavy showers. Crops doing well. General health good.
Dinagepore . . .	11·52	Heavy and incessant rain throughout the district. Since last five days damaging *bhadoi* on lowlands. No more rain wanted for the present. Cattle-disease reported. Cholera in one thana and small-pox in two.
Rungpore . . .	10·71	Crops promising. Cholera abating.
Midnapore . . .	4·08	Weather cyclonic. Crop prospects excellent.
Burdwan . . .	7·8	Weather cloudy, with strong east wind and occasional rain. Prospects of crops good. Public health good. Cattle-pox in Cutwa subdivision.
Bhagulpore . . .	6·42	Weather stormy and cool. Prospects good. Cholera abating in north.
Purneah . . .	13·56	Crops doing well. Present rain, if not excessive, will be highly beneficial. Rivers rising. Health of people and cattle fair.
Durbhanga . . .	4·12	Prospects of *rabi*, rice, *moong* and indigo very promising. Fields being prepared for *bhadoi* sowings. Mango considerably injured by rain. Prices stationary. Public health good.
Chumparun . . .	1·08	Rain beneficial to cultivation. *Bhadoi* and *aghani* sowing in progress. Prices stationary. Mortality from cholera increasing.
Patna	9·32	Continuous rain from evening of 26th to night of 30th. Sky not yet clear. Rain will do much good to sugarcane and facilitate paddy sowing. Some damage done to *rabi*. Corn in threshing floors. Cholera reported from Barh and Behar subdivisions.
Gya	4·25	Weather cool and cloudy. Sugarcane doing well. Cholera in all parts of the district. Fever and small-pox also reported.
Hazareebagh . .	5·10	Weather unsettled. Incessant rain, with strong winds, on 27th and 28th. Sugarcane doing well. Paddy sowings begun. General health fair.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Cuttack . . .	3·0	Weather cloudy, with high winds. Sowing of rice in progress. Price of rice unchanged. Public health good. *General Remarks.*—General rain, accompanied with storms, had cooled the atmosphere. A cyclone struck the coast with centre near Balasore on morning of 26th, and passed through Midnapur and then north-north-west. Sky still overcast, and more rain expected. Agricultural operations proceeding well. Early rice, jute, sugarcane and indigo are in good condition. More rain wanted in some of the eastern districts. Cholera has much abated, and general health is fair, except in Behar, where it is indifferent.
N.-W. Provinces and Oudh—(June 1st)		
Benares (May 31st)	·07 at Sadr	Weather cooler. Supplies sufficient. Prices steady. A few cases of cholera, health otherwise good.
Ballia („ 30th)	Heavy rain during week.	Weather cloudy. Sugarcane thriving well. Supplies ample. Cholera abating.
Gorakhpore („ „)	·50 at Sadr	Weather cloudy. Prices stationary. Epidemic cholera continues in several tahsils.
Fyzabad („ 31st)	. . . .	Weather cloudy and cool. Markets well supplied. Prices almost stationary Cholera continues.
Lucknow („ 30th)	. . . .	East wind during greater part of the week. *Sawan* cut Fields being manured. Markets well supplied. Prices slightly rising. Public health good.
Rai Barelli („ „)	. . . .	Heavy clouds, with cool north-east wind. Prices almost stationary. Supplies abundant. Cholera spreading.
Partabgarh („ 31st)	. . . .	Prices steady. Cholera prevalent.
Allahabad („ „)	. . . .	Weather somewhat cooler. Wind easterly. Markets well supplied. Prices show a slight fall. Cholera in trans-Ganges and trans-Jumna chiefly.
Cawnpore („ „)	. . . .	Strong easterly winds. Extra crops in good condition. Prices stationary. Small-pox and cattle-disease in places.
Banda („ 30th)	. . . .	Weather hot. Supplies plentiful. Prices stationary. Cholera in six tahsils. Cattle-disease in eight villages.
Farakhabad („ 31st)	. . . .	Cool easterly breeze. Supplies ample. Prices moderate. Health fair.
Sitapur („ „)	. . . .	Weather cloudy, with easterly winds. Ground being got ready for *kharif* sowings. No sickness.
Bareilly („ „)	. . . .	Heat continues. Prices decidedly risen. Health good. Cholera beginning to appear in a few places.
Kumaon („ 30th)	Partial rain on 29th May.	Weather cooler. *Rabi* entirely harvested. *Kharif* sowings in progress. Prices stationary. Severe cholera in one pargana. Cattle-disease continues.
Agra („ „)	. . . .	Weather hot. Irrigation of sugarcane and indigo continues. Prices rising. Small-pox in city, otherwise general health good.
Jhansi („ „)	. . . .	Intense heat. Land being manured for *kharif* crops in places. Prices generally steady. Cholera increasing in pergunnah Moth. Some small-pox and cattle-disease reported.
Meerut („ 31st)	. . . .	Cool east wind in morning, with hot west wind in afternoon. Cane and indigo flourishing. Supplies sufficient. Prices unchanged. Health good. *General Remarks.*—Easterly winds. Cloudy weather and lower temperature in the greater part of the Provinces. Rain has fallen in the Benares division. Preparation of the ground for *kharif* sowings has commenced in some districts. Supplies ample and prices fairly steady, but with a tendency to rise. Cases of cholera continue to be reported, otherwise the public health is fair.
Punjab—(June 1st)		
Hissar . . .	*Nil*	Health good. Prices stationary.
Delhi . . .	*Nil*	Health good. Prices rising.
Umballa . . .	*Nil*	Health fair. Prices stationary. *Kharif* ploughing commenced in some places.
Jullundur . . .	*Nil*	Health good. Prices stationary. *Rabi* harvest, yield below average.
Ferozepore . . .	*Nil*	Health good. Prices stationary.
Amritsar . . .	*Nil*	Health good. Prices stationary. *Rabi* yield good.
Sialkot . . .	*Nil*	Health good. Prices stationary. *Rabi* harvesting nearly completed.
Lahore . . .	*Nil*	Health good. Prices stationary. *Rabi* yield below average.
Multan . . .	*Nil*	Health good. Prices stationary. *Rabi* crops nearly harvested. *Kharif* crops being sown.
Rawalpindi . . .	*Nil*	Health good. Prices rising. *Rabi* crops reaped, outturn below average.
Shahpur . . .	*Nil*	Health good. Prices high and falling. *Kharif* crops being sown.
Dera Ismail Khan .	*Nil*	Health good. *Rabi* crops nearly harvested, outturn much below average.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Peshawar . . .	*Nil*	Health fair. Prices almost stationary. *Kharif* sowings in progress. *General Remarks.*—No rain has fallen during the week, except in Umballa and Peshawar, where it is fair. Health is good. Prices are rising in Delhi and Rawalpindi, high and falling in Shahpur, almost stationary in Peshawar, stationary elsewhere. Harvesting of *rabi* crops nearly completed in Sialkot, Multan and Dera Ismail Khan, and completed in Rawalpindi. Outturn good in Amritsar, below average in Jullundur, Lahore and Rawalpindi, and much below average in Dera Ismail Khan. *Kharif* ploughings commenced in Umballa, and sowings begun in Multan, Shahpur and Peshawar. Fodder scarce in Shahpur.
Central Provinces—(June 1st)		
Nagpur . . .	. . . .	Weather cloudy and hot. Land under preparation for *kharif* sowings. Small-pox and fever prevalent. Prices steady.
Jubbulpore . . .	. . . .	Days very hot; nights close. *Kharif* ploughings commenced. Cholera still prevalent. Prices steady.
Saugor . . .	. . . .	Weather hot and occasionally cloudy. Land being prepared for *kharif* sowings. Fever prevalent. Prices slightly rising.
Seoni . . .	. . . .	Weather cloudy and hot. Fields prepared for *kharif* sowings. Health good. Prices steady.
Hoshangabad . .	. . . .	Weather hot. *Kharif* ploughing in progress. Fever prevalent. Three cases of cholera in Harda. Prices stationary.
Khandwa . . .	·53	Weather windy. Preparation being made for *kharif* sowings. 281 cases of small-pox, 20 fatal. Prices rising.
Raipur . . .	. . . .	Weather hot and cloudy. Manuring of fields nearly completed. Rice sowings in progress. Cattle-disease continues. Prices steady.
Bilaspur . . .	. . . .	Weather cloudy and hot. Rice sowings commenced in places. Sugarcane doing well. Fever prevalent. Small-pox and cattle-disease continue. Prices rising.
Sambalpur (May 28th)	A slight shower on 26th May.	Weather very warm and sometimes cloudy. Sugarcane doing well. Cholera in places. *General Remarks.*—Weather cloudy and hot. *Kharif* ploughings continue. Cholera in Jubbulpore, Hoshangabad and Sambalpur districts. Fever and small-pox in places. Prices rising in Saugor, Khandwa and Bilaspur, in other places steady.
Burma—(May 25th)		
Akyab (May 21st) .	1·07 (Total rainfall to date 17·00).	
Bassein . . .	2·49 (Total rainfall to date 6·61).	
Rangoon . . .	4·61 (Total rainfall to date 12·56).	
Amherst (Moulmein) .	2·83	
Tavoy . . .	2·59	No report received.
Pegu . . .	. . . .	
Henzada . . .	2·15	Some cases of cholera and slight cattle-disease.
Prome . . .	·60 (Total rainfall to date 2·05).	
Toungoo . . .	·42	No report received.
Thayetmayo . . .	. . . .	Spring crops commenced producing grain.
Shwebo (May 14th) .	1·39	Crop prospects good.
Kyaukse . . .	5·16	Some cases of measles. Supplies sufficient. Prices ordinary.
Myingyan . . .	4·88	Food-supply sufficient. Prices normal.
Minbu . . .	·31 (Total rainfall to date 2·28).	*General Remarks.*—Slight measles and some cholera in several districts of Lower Burma and some cattle-disease, otherwise public health and health of cattle good. Weather seasonable. Reports received from six Upper Burma districts. Some measles and small-pox. Food scarce in Yeu and Shwebo. Crop prospects good.
Assam—(June 1st)		
Gauhati . . .	1·69	Weather rainy. Public health fair. Cattle-disease reported from Mauzah Beltola. Prospects of crops good.
Sylhet . . .	2·40	State of crops good. Prospects fair.
Cachar . . .	1·60	Weather very warm. Ploughing and sowing of *dumai* and *murali* crops finished. Cultivation of *sáil* crops continues. Common rice 13 seers 15 chittacks per rupee. Cholera and cattle-disease prevalent.
Dibrugarh . . .	Heavy rain throughout the week 8·55.	Sugarcane being planted. Ploughing for *sáil* progressing. Prospects of crops good. Public health fair.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Mysore and Coorg—(June 1st)		
Bangalore	At Civil and Military Station, 2·13; in Mysore district, 2·00; good rain throughout the State.	Standing crops in good condition. Prospects of season favourable. Public health good. Cattle-disease prevalent in parts. Prices slightly risen in the Bangalore and Mysore districts.
Mysore		
Mercara	1·09	Prospects good. Slight small-pox in three taluks. Prices unaltered.
Berar and Hyderabad—(June 1st)		
Amraoti	Sprinkling of rain	Weather cloudy and hot. *Kharif* ploughings continue. Fever in two taluks. Cattle healthy. Wheat 15 and *jowari* 27 seers per rupee.
Akola	. . . . .	Weather sultry and cloudy, with high winds occasionally. Preparation of land still in progress. Slight sickness. Cattle-disease continues. Prices steady.
Hyderabad	*Nil*	Reaping of *rabi* crops continues. Cholera abated to some extent in almost all taluks. Prices—wheat 13¼, coarse rice 12¼, white *juar* 18, yellow *juar* 23½ and *tur* 13 seers per current sicca rupee.
Central India States—(June 1st)		
Indore	. . . .	Weather hot, with strong westerly winds.
Morar (Gwalior)	. . . .	Small-pox decreasing. Health good. Heat intense.
Neemuch	. . . .	Weather warm. Health good. Prices rising. Scarcity of water.
Goona	. . . .	Small-pox decreasing. Prices rising.
Sutna	. . . .	Weather hot and cloudy. Health and prospects good.
Agar	·64	Health and prospects fair.
Sehore	. . . .	Weather very hot. Outturn of wheat below average. Health good.
Nowgong	. . . .	Weather hot and sultry. Health fair. Prices steady.
Bhopawar	. . . .	No report received.
Rajputana—(June 1st)		
Abu (June 1st)	*Nil*	Weather seasonable. Winds with dust.
Sirohi (May 29th)	*Nil*	Tanks dry; wells good. Health good. Weather warm and fine, with less wind.
Marwar („ 28th)	*Nil*	About two months' water in Jodhpur city tanks. Health good. Harvesting almost over. Weather partially cloudy. Wind strong, hot and dusty. Heat intense. Nights close and hot. Market tight.
Meywar („ „)	*Nil*	Tanks and wells low. Health good. Prices stationary. Weather very hot.
Harowti („ „)	*Nil*	Weather intensely hot. Duststorm on 24th. Health good. Prices steady.
Jhallawar („ 30th)	*Nil*	Weather very hot. Wells and tanks low. Health good.
Ajmere („ 31st)	·08	Weather excessively hot and windy. Health good. Drinking-water diminishing. Wheat 24, barley 41 and gram 40½ pounds per rupee.
Jeypore („ „)	*Nil*	Weather very hot and dry. Health fair.
Dholepore („ 28th)	*Nil*	Wells drying; tanks almost dry. Sugarcane being irrigated. Small-pox still reported. Prices stationary. Weather very hot. Winds hot.
Bhurtpore („ 31st)	. . . .	Weather intensely hot. Cholera prevails. Wells full. Prices steady.
Ulwar („ „)	. . . .	Heat great. *Kharif* preparations in progress. Fever in three and small-pox in one district. Prices steady.
Kotah („ 28th)	·24	Weather hot, with occasional clouds. Health good. Prices stationary.
Kherwara („ 29th)	*Nil*	Tanks and wells lower. Health good. Prices steady. Weather windy, with occasionally heavy clouds.
Bickanir („ 28th)	Slight rai	Fever in five districts and small-pox in one. Prices rising. Weather very hot.
Nepal—(May 26th)		
Katmandu (May 27th)	·73	Thunder, showers and sultry weather seem to betoken the beginning of the rains. Prospects fair.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. IV OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 1st May, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 30th April, 1887. Total.	Per mile open.	Total Receipts from 1st April, 1886, to 1st May, 1886. Total.	Per mile open per week.	Total Receipts from 1st April, 1887, to 30th April, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
			Rs.	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
	Lines worked by Guaranteed Companies.												
14th May, 1887	Oudh and Rohilkhand	680	1,72,678	254	686	1,56,542	228	7,38,710	245	6,44,044	219	...	94,666
14th ditto	Madras	861	1,73,682	202	831	1,67,115	201	6,70,906	176	7,06,660	198	35,754	...
7th ditto	South Indian	654	95,370	146	654	93,243	143	4,40,959	674	4,09,857	627	...	31,102
14th ditto	Great Indian Peninsula	1,504	11,12,278	740	1,504	10,71,370	712	46,41,732	697	48,07,979	745	1,66,247	...
14th ditto	Bombay, Baroda and Central India	461	3,93,444	853	461	3,60,000	781	15,84,012	776	14,96,714	757	...	87,298
	TOTAL	4,160	19,47,452	468	4,136	18,48,270	447	80,76,319	438	80,63,254	455	...	11,065
	State Lines worked by Guaranteed Companies.												
21st May, 1887	East Indian	1,515	10,77,041	712	1,519	10,52,790	693	45,29,667	675	43,47,965	667	...	1,81,702
21st ditto	Patna-Gya	57	10,825	190	57	10,809	191	56,983	225	46,811	191	...	10,172
21st ditto	Dildarnagar-Ghazipur	12	1,556	130	12	1,316	110	5,657	106	4,896	95	...	761
21st ditto	Sindia	75	7,510	100	75	8,628	115	36,779	111	36,712	114	...	67
14th ditto	Rajputana-Malwa (*a*)	1,664	4,04,041	243	1,664	3,88,000	233	17,40,117	236	16,18,714	227	...	1,21,403
14th ditto	Southern Mahratta	315	33,724	107	565	51,037	92	1,39,071	100	2,40,013	99	1,00,942	...
21st ditto	Indian Midland	42	2,427	58	42	5,866	138	9,435	51	18,990	105	9,555	...
14th ditto	Lucknow-Sitapur-Sihramau	...	...	...	85	4,312	51	...	...	15,717	51	15,717	...
	TOTAL	3,680	15,38,024	418	4,019	15,23,658	379	65,17,709	400	63,29,818	369	...	1,87,891
	State Lines worked by Government.												
14th May, 1887	Eastern Bengal (*b*)	606	1,63,035	269	645	1,54,780	240	6,10,626	228	5,95,614	215	...	15,012
14th ditto	Nalhati	27	1,406	52	27	1,824	68	8,412	70	9,000	77	588	...
14th ditto	Tirhoot	246	27,844	113	249	35,364	142	1,42,351	131	1,70,051	159	27,700	...
14th ditto	Wardha Coal	45	17,038	379	45	18,557	412	77,417	388	77,704	403	287	...
14th ditto	Nagpur and Chhattisgarh	149	57,635	387	149	41,864	281	2,35,974	358	2,10,263	329	...	25,711
7th ditto	Burma	327	56,548	173	327	66,853	204	2,52,035	174	3,24,836	231	72,201	...
19th Mar., 1887	Cherra-Companyganj	...	...	...	...	... (*c*)	...	...	...	...	...	...	...
21st May, 1887	North-Western (*d*)	1,869	4,54,087	243	2,083	3,73,965	180	22,77,798	275	18,46,700	207	...	4,31,098
14th ditto	Bareilly-Pilibhit	36	2,165	60	36	2,405	67	9,420	59	8,882	57	...	538
7th ditto	Jorhat	26	598	23	26	956	37	2,646	23	3,520	31	874	...
14th ditto	Bilaspur-Etawa (Kuthi-Umaria Section)	...	...	...	38	978	26	...	...	5,503	34	5,503	...
	TOTAL	3,331	7,80,356	234	3,625	6,97,546	192	36,17,279	245	32,52,073	209	...	3,65,206
	GRAND TOTAL (GUARANTEED AND STATE)	11,171	42,65,832	382	11,780	40,69,474	345	1,82,11,307	368	1,76,47,145	350	...	5,64,162
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	70,75,027	143	82,86,575	164	...	...
	NET RECEIPTS	...	...	...	...	...	...	1,11,36,280	225	93,60,570	186	...	17,75,710
	Assisted Companies.												
14th May, 1887	Bengal Central	125	10,744	86	125	11,750	94	47,911	86	45,948	85	...	1,963
14th ditto	Rohilkhand-Kumaon	67	8,766	131	67	7,638	114	35,931	121	33,765	117	...	2,166
7th ditto	Dibru-Sadiya (late Assam)	78	7,285	93	78	9,038	116	30,943	90	36,912	110	5,969	...
14th ditto	Bengal and North-Western	303	41,136	136	376	54,240	144	1,87,312	140	2,05,000	127	17,688	...
21st ditto	Tarakessur	22	5,381	245	22	5,261	239	31,022	318	29,405	311	...	1,617
	TOTAL	595	73,312	123	668	87,927	132	3,33,119	126	3,51,030	122	17,911	...
	Native States.												
14th May, 1887	Bhavnagar-Gondal	193	31,752	164	193	33,130	172	1,17,601	137	1,39,175	168	21,574	...
14th ditto	Jodhpore	64	4,003	62	124	8,200	66	18,401	65	33,078	62	14,677	...
7th ditto	Nizam's	208	25,257	121	208	31,379	151	1,01,475	110	1,35,423	152	33,948	...
14th ditto	Mysore	140	8,258	59	140	8,110	58	35,730	58	37,609	63	1,879	...
21st ditto	Rajpura-Patiala	16	1,171	73	16	1,027	64	6,023	85	4,273	62	...	1,750
7th ditto	Morvi	24	1,348	56	68	4,467	66	5,265	49	17,072	58	11,807	...
	TOTAL	645	71,789	111	749	86,313	115	2,84,495	100	3,66,630	114	82,135	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Northern Bengal, Dacca, Kaunia-Dharla and Assam-Behar State Railways.
(*c*) Return not received.
(*d*) Includes the Amritsar-Pathankot State Railway.

SIMLA,
The 2nd June, 1887.

R. GARDINER, *Captain, R.E.,*
Offg. Under-Secretary.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF MAY 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Baira or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, millet Italian (*Setaria italica*).	Gram, Chenna, Chola, Kadilay or Sunga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur Cadian Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Madras.	Ganjam	10 5	...	14 10	15 8	...	...	29 5	...	...	...	...	215 13	13 13	
	Vizagapatam	14 0	...	9 0	10 3	24 13	23 13	23 3	...	...	...	...	93 5	14 0	
	Godavery	14 6	...	14 13	16 0	26 14	24 10	29 2	...	...	...	...	216 0	12 0	
	Kistna	7 5	...	13 0	14 11	18 11	...	30 14	...	...	...	...	145 13	14 10	
	Nellore	10 13	...	12 14	14 0	25 0	24 6	26 2	...	...	...	...	93 5	12 11	
	Cuddapah	13 3	...	13 3	15 13	23 11	...	28 8	...	...	...	...	146 0	13 8	
	Anantapur	12 8	...	13 6	16 3	31 14	22 10	33 14	...	...	...	...	64 13	13 2	
	Bellary	15 6	...	12 5	13 8	27 13	28 3	33 14	...	...	...	...	97 3	12 8	
	Kurnool	14 0	...	12 2	12 14	30 2	27 8	...	...	...	...	...	138 13	12 14	
	Madras	10 13	...	11 10	13 14	23 0	23 2	26 11	...	...	...	...	86 5	14 10	
	Chingleput	..	...	15 0	16 10	...	21 2	27 6	...	...	...	...	97 3	13 14	
	North Arcot	10 3	...	13 2	14 2	...	...	34 3	...	...	...	...	140 0	13 5	
	South Arcot	9 6	...	13 14	15 11	...	24 10	25 6	...	...	...	...	201 11	14 6	
	Tanjore	9 14	...	14 14	...	...	23 10	29 6	...	...	...	...	166 3	13 13	
	Trichinopoly	10 10	...	14 6	15 3	...	26 0	28 3	...	...	...	...	133 10	13 13	
	Madura	12 8	...	13 14	14 6	25 14	25 0	31 0	...	...	...	...	126 6	15 0	
	Tinnevelly	9 14	...	12 11	13 10	...	...	...	...	...	...	...	70 0	16 8	
	Coimbatore	14 13	...	13 8	14 8	22 10	23 13	27 14	...	...	...	...	121 8	12 11	
	Nilgiris	10 11	...	11 3	12 0	21 10	16 13	20 14	...	...	...	...	161 13	11 0	
	Salem	10 3	...	11 13	13 0	25 8	24 10	30 13	...	...	...	...	186 10	15 11	
	South Canara	8 2	...	13 10	16 0	...	...	21 13	...	...	...	...	129 5	14 3	
	Malabar	8 10	...	13 13	14 10	...	...	21 14	...	...	...	...	155 8	13 8	
Bay.	Bombay	9 8	18 11	6 14	11 2	17 7	14 7	15 7	15 1	15 2	16 14	17 15	52 6	14 6	
	Daskrohi	11 0	20 0	6 8	12 0	18 0	15 8	...	29 0	15 0	22 0	9 0	80 0	16 8	
	Kaira	11 0	...	8 14	11 6	19 4	14 8	19 4	...	16 0	...	10 0	80 0	16 0	
	Surat	11 0	16 0	8 0	10 0	16 0	15 0	...	...	14 8	...	10 0	80 0	16 0	
	Broach	12 0	...	8 0	11 0	16 0	14 0	...	...	15 2½	...	16 0	120 0	~~14~~ 23	
	Tanna (Salsette)	9 12	...	8 3	10 0	16 13	14 6	...	...	12 5	...	8 0	71 2	13 5	
	Colába (Alibag)	10 12	...	7 4	11 4	...	13 0	...	...	12 12	...	8 2	90 0	12 0	
	Khandesh (Dhulia)	13 8	...	7 8	9 6	24 0	28 12	...	14 12	14 5	...	10 8	131 0	14 0	
	Násik	13 12	...	10 8	12 0	27 8	17 14	22 8	...	18 0		9 10	106 8	16 8	
	Ahmednagar	12 15	...	8 5	9 8	26 6	20 10	...	...	20 8	...	15 7	82 9	13 14	
	Poona (City)	11 8	9 0	9 3	10 7	21 12	18 6	16 6	...	17 4	...	13 8	60 13	13 6	
	Sholápur	15 0	19 13	9 4	10 2	26 8	22 6	...	22 9	20 15	...	14 12	80 0	13 0	
	Bijapur	17 2	14 6	7 15	10 10	30 6	27 9	...	...	22 1	...	20 0	80 0	12 11	
	Satara	13 6	...	9 9	11 7	21 5	20 11	...	...	19 8	...	16 8	116 8	14 9	
	Belgaum	17 0	12 8	10 8	11 0	22 0	24 0	28 0	...	17 0	...	16 0	64 0	13 0	
	Dharwar (Hubli)	17 0	...	10 0	11 0	25 0	21 0	38 0	...	19 0	...	12 0	80 0	10 0	
	Ratnágiri	11 [illegible]	...	10 0	12 11	16 14	15 5	20 0	...	16 13	...	13 10	120 0	12 15	
Bengal.	Kaira	10 8	...	7 0	11 0	17 8	16 0	21 0	...	14 0	...	11 8	213 5½	13 0	
	Panch Mahals (Godhra)	10 0	...	8 0	10 0	...	16 0	20 0	...	16 0	24 0	10 0	160 0	16 0	
	Aden	8 0	...	6 3	8 0	11 3	10 3	...	...	11 3	...	5 9	65 5	32 0	
	Asirgarh Cantonment	14 12	...	9 0	11 0	22 0	23 0	...	19 0	19 8	...	10 0	160 0	11 0	
	Baroda Camp (Sadar Bazar)	8 9	14 4½	6 15	8 0	14 14	13 11	17 2	...	13 11	...	10 14	80 0	13 11	
	Disa Cantonment	12 8	...	8 0	9 2	22 12	20 10	...	...	15 10	...	10 4	150 0	14 0	
	Nimach Cantonment	13 0	22 0	8 0	10 0	22 0	18 12	...	...	17 0	22 0	13 0	180 0	13 12	
	Nasirabad Cantonment	12 14	19 8½	7 0	8 0	24 0	17 0	...	12 0	20 0	25 0	12 12	90 0	15 8	
	Rajkot Station	12 0	...	6 8	9 0	14 8	11 8	...	...	12 8	...	7 8	80 0	40 0	
	Upper Sind Frontier	11 0	20 0	10 0	16 0	22 0	22 0	...	...	12 0	...	13 5	160 0	12 8*	* In common use.
	Karachi	11 0	20 0	8 0	14 0	18 0	16 0	...	...	16 0	12 0	8 0	85 0	16 0	† Not procurable.
	Haidarabad (Gidu Bunder)	10 8	19 8	8 8	19 8	21 8	19 8	...	...	10 8	...	...	200 0	15 8	
	Shikarpur	11 0	18 8	9 12	14 8	19 8	22 8	...	...	16 8	...	11 0	140 0	13 0	
	Sukkur	14 0	22 8	11 0	15 0	21 8	21 8	...	...	20 8	...	12 8	120 0	14 0	
	Thar & Parkar (Umarkot)	15 0	...	...	20 0	...	22 0	...	...	...	...	...	160 0	14 12	
	Western Districts.														
	Burdwan	14 0	40 0	19 8	25 8	...	...	...	...	25 8	...	24 0	120 0	13 5½*a*	
	Bankoora	15 8	20 0	19 0	23 12	...	...	...	...	19 8	40 0	22 0	280 0	12 8*b*	
	Beerbhoom	20 0	...	18 12	24 0	...	...	...	...	26 8	...	15 0	160 0	12 12	
	Midnapore	17 8	...	20 0	25 0	...	...	...	...	20 0	...	13 0	155 0	12 0*c*	
	Hooghly	15 0	...	10 0	18 0	...	...	...	...	20 0	...	13 0	120 0	13 8*d*	
	Howrah	12 0	...	13 8	21 0	...	...	...	...	25 0	...	14 0	100 0	12 0	
	Central Districts.														
	Calcutta	15 0	21 0	9 6	19 4	21 0	16 4	...	16 4	19 14	23 0	18 0	80 0	13 0	
	24-Pergunnahs	14 0	26 8	8 0	18 4	...	...	...	...	22 8	26 8	20 0	100 0	13 0*d*1	
	Nuddea	16 0	35 8	16 0	21 0	...	...	...	...	29 0	...	20 0	...	11 10½*e*	
	Khoolna	...	...	18 0	23 0	...	...	...	...	16 0	...	...	160 0	10 8*f*	
	Jessore	16 0	...	17 0	22 0	...	...	...	...	26 8	...	23 0	110 0	10 12*g*	
	Moorshedabad	16 0	...	16 0	21 0	...	...	...	...	30 8	...	21 0	210 0	12 0*h*	
	Dinagepore	13 12	22 0	20 0	25 0	...	...	...	...	19 0	...	11 0	160 0	12 0*i*	
	Rajshahye	18 0	45 0	18 12	21 0	...	...	...	...	28 2	...	17 0	240 0	12 0*j*	
	Rungpore	22 8	...	22 8	24 10	...	...	...	...	20 0	...	18 10	120 0	10 5*k*	
	Bogra	15 0	...	13 8	24 0	...	...	...	...	19 8	...	...	90 0	10 8	
	Pubna	20 0	...	8 0	24 0	...	...	...	...	30 0	...	22 8	200 0	12 0*l*	
	Darjeeling	...	11 0	5 0	14 0	...	...	14 0	...	11 0	28 0	8 0	120 0	9 0*m*	
	Jalpáiguri	11 0	20 0	13 0	24 0	...	...	...	...	16 0	20 0	12 0	128 0	11 0*n*	
	Eastern Districts.														
	Dacca	13 0	22 0	17 0	19 0	...	...	...	...	14 0	...	15 8	120 0	12 0*o*	
	Furreedpore	26 0	32 0	18 0	20 0	...	...	...	...	32 0	...	20 0	120 0	12 0*p*	
	Backergunge	...	...	18 0	19 0	...	...	...	...	20 0	...	16 0	120 0	13 0*q*	
	Mymensingh	12 0	...	12 4	17 0	...	...	...	...	13 8	...	16 0	...	12 0*r*	
	Chittagong	16 0	...	12 0	16 8	...	...	...	...	11 0	...	10 0	75 0	12 0	
	Noakholly	No return received.													
	Tipperah	11 7	...	15 14	18 12	...	...	...	...	13 5	...	10 10	...	12 0*s*	
	Chittagong Hill Tracts	...	...	13 5	15 0	...	...	...	...	...	...	...	320 0	8 0	
	Hill Tipperah	12 0	...	13 0	16 0	...	...	...	...	12 0	...	16 0	...	11 0	

a In sub-divisions retail prices of salt per rupee were:—Culna 12 seers, Cutwa 13 seers, and Ranegunge 12-2 seers.
b In Bishenpore sub-division retail price of salt 12 seers per rupee.
c In Tumlook and Contai sub-divisions retail price of salt 11 seers per rupee.
d In sub-divisions retail prices of salt per rupee were:—Serampore 13 seers, and Jehanabad 13-8 seers.
*d*1 In sub-divisions retail prices of salt per rupee were:—Baraset 12 seers, Bussirhát 13 seers, Diamond Harbour (at Magrahát) 11-8 seers, Barrackpore 12-12 seers, and Dum-Dum 11 seers.
e In sub-divisions retail prices of salt per rupee were:—Kooshtea, Meherpore, and Choondanga 12 seers, Ranaghat 10-14 seers.
f In Satkhira and Bagirhat sub-divisions retail price of salt 11 seers per rupee.
g In sub-divisions retail prices of salt per rupee were:—Ihenida and Narail 12 seers, Magoora 10-12 seers, and Bongong 13 seers.
h In sub-divisions retail prices of salt per rupee were:—Lalbagh 13 seers and Jungipore 12-8 seers.
i In Thakurgaon sub-division retail price of salt [illegible] per rupee.
j In Nattore and Nowgong sub-divisions retail price of salt 12 seers per rupee.
k In sub-divisions retail prices of salt per rupee were:—Nilphamari 13 seers, Gaibanda 8 seers, and Kurigram 12 seers.
l In Serajgunge sub-division retail prices of salt 12 seers per rupee.
m At Silliguri retail price of salt 10 seers per rupee.
n In Alipore sub-division (at Fallacotta) retail price of salt 8 seers per rupee.
o In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers, Moons heegunge 10-12 seers, and Naraingunge 12-12 seers.
p In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers and Madaripore 12-8 seers.
q In sub-divisions retail prices of salt per rupee were:—Patuakhali 9-9 seers, Perozepore 11 seers, and Bhola 10-8 seers.
r In sub-divisions retail prices of salt per rupee were:—Kishoregunge 9-2 seers, Attea 12 seers, Jamalpore 10-14 seers, Sherpore 10 seers, and Netrokona 9 seers.
s In sub-divisions retail prices of salt per rupee were:—Brahmunberiah 12 seers, and Chandpore 11-8 seers.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF MAY 1887—*continued*.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowár or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Bengal—*continued*.	*Behar.*														
	Patna	20 0	32 0	11 8	24 0	26 0	26 0	26 0	24 0	32 0	33 0	28 0	120 0	11 S	
	Gya	17 0	35 0	9 0	18 8	...	...	...	17 0	27 0	...	22 0	140 0	11 0	
	Shahabad	16 0	27 8	10 0	17 8	...	...	...	...	28 0	...	16 0	160 0	12 0*t*	
	Durbhunga	18 11	33 0	12 1½	20 14	...	...	31 14	...	27 8	30 13	23 1½	...	11 8*u*	
	Mozufferpore	20 0	30 0	12 0	22 0	...	...	30 0	...	24 0	30 0	21 0	140 0	12 0*v*	
	Sarun	15 8	29 0	8 0	21 8	...	...	24 0	14 0	27 0	29 0	27 0	160 0	11 8*w*	
	Chumparun	21 0	35 0	7 8	17 8	...	...	...	...	25 0	30 0	21 0	...	11 8*x*	
	Monghyr	19 10	32 8	13 14	17 14	21 0	...	36 11	38 13	30 8	42 0	21 0	126 0	12 9*y*	
	Bhágalpur	17 10	22 11	20 3	24 0	...	...	...	...	27 12	35 5	22 11	171 0	12 10*z*	
	Purneah	20 0	...	20 0	24 0	...	...	33 0	...	20 0	...	12 0	128 0	10 8*z1*	
	Maldah	18 8	...	13 0	25 0	...	...	...	...	28 0	...	...	160 0	11 8	
	Sonthal Pergunnahs	14 0	...	18 0	27 0	...	...	...	...	21 0	40 0	27 0	200 0	11 8*z2*	
	Orissa.														
	Cuttack	14 7	...	13 2	18 6	...	...	...	...	17 1	...	...	80 0	14 0	
	Pooree	11 13	...	15 12	23 10	...	...	...	...	13 2	...	15 12	70 0	14 7	
	Balasore	18 0	13 0	14 0	28 0	...	...	...	...	15 0	...	11 0	160 0	10 8*z3*	
	Chota Nagpore. *South-Western Frontier Agency.*														
	Hazáribágh	19 0	22 0	10 0	19 0	*	*	32 0	*	22 0	28 0	21 0	320 0	10 0*z4*	
	Lohardugga	24 0	32 0	19 0	23 0	...	...	35 0	...	20 0	22 0	29 0	120 0	10 0	
	Singbhoom	24 0	32 0	28 0	32 0	...	...	...	...	16 0	...	24 0	320 0	9 0	
	Manbhoom	18 0	40 0	28 0	30 0	...	...	...	...	16 0	...	24 0	240 0	10 10*z5*	
Assam.	Sylhet	10 0	...	11 6	15 12	...	...	...	...	12 6	...	11 8	108 0	11 8	
	Cáchár	6 4	...	8 0	15 4	...	...	...	...	9 4	...	11 0	80 0	12 13	
	Goálpará	20 0	...	8 0	20 0	...	...	...	...	13 0	...	11 0	80 0	11 0	
	Gáro Hills	8 0	...	6 0	16 0	...	...	...	...	10 0	...	9 0	160 0	8 0	
	Kámrup	16 0	...	8 0	20 0	...	...	...	...	13 0	...	10 12	160 0	11 0	
	Darrang	7 0	...	8 0	16 0	...	...	...	...	13 0	...	10 0	150 0	10 0	
	Nowgong	8 0	...	8 0	16 0	...	...	...	...	10 0	...	9 0	120 0	8 0	
	Sibsagar	...	...	14 0	16 0	...	...	...	...	12 0	...	9 0	80 0	9 0	
	Lakhimpur	8 0	...	8 0	13 0	...	...	...	....	13 0	8 0	10 0	160 0	9 0	
	Khási and Jaintiá Hills	...	...	7 8	10 0	...	...	...	...	9 4	16 0	8 0	100 0	8 0	
	Nágá Hills	...	...	3 6	8 0	...	...	...	...	3 6	...	3 8	120 0	3 8	
N.-W. Provinces.	Dehra Dún	17 8	25 8	6 8	10 8	14 0	14 0	20 0	...	20 8	17 0	20 0	160 0	11 0	
	Saháranpur	20 7	21 8	8 9½	11 13	17 3	16 2	21 8	19 5½	19 5½	20 7	19 5½	150 8	12 14½	
	Muzaffarnagar	17 10	29 11	6 9	12 2	14 5	16 8	15 6	14 5	22 0	19 12	15 6	110 0	13 4	
	Meerut	17 0	26 0	6 0	14 0	18 8	20 0	20 0	20 0	23 0	...	25 0	100 0	13 4	
	Bulandshahr	18 14	28 8	6 0	10 0	20 0	16 0	...	16 0	27 4	24 0	20 0	160 0	13 0	
	Aligarh	17 8	28 0	5 8	11 8	18 0	17 0	...	16 8	27 0	27 0	30 0	140 0	13 8	
	Kumaun	13 0	14 0	11 0	12 0	...	...	16 0	18 0	14 0	16 0	9 0	200 0	8 0	
	Garhwál	14 8	19 0	7 8	11 0	22 8	...	...	...	10 0	...	8 0	160 0	7 13	
	Mirzapur	17 12	28 11	11 4	12 6	...	...	...	...	20 13	...	24 12	135 0	12 2	
	Moradabad	19 0	29 0	10 8	14 0	...	16 8	...	15 8	23 0	...	25 8	125 0	13 12	
	Budaun	19 3	29 1½	6 0	13 3	...	...	...	...	28 3	...	31 3	144 0	12 0	
	Bareilly	16 14	25 0	6 4	13 7	20 0	15 0	...	15 0	23 12	21 4	28 12	143 12	12 8	
	Sháhjahánpur	18 4	27 8	10 0	16 0	...	...	...	16 0	23 8	...	26 0	140 0	12 8	
	Tarái Pergunnahs	20 10	31 4	10 0	13 12	27 8	18 12	...	20 0	20 0	26 0	23 12	100 0	12 3	
	Muttra	17 0	2[illegible] 0	8 0	13 0	...	16 0	...	...	24 0	...	24 8	140 0	13 0	
	Agra	16 0	2[illegible] 0	6 0	12 0	20 0	18 0	...	16 0	23 0	24 8	15 0	120 0	13 0	
	Farukhabad	16 5½	24 0	7 0	13 12	...	...	...	...	23 12	...	25 0	140 0	12 15	
	Mainpuri	17 12	23 4	4 8	9 8	...	...	35 0	15 8	23 12	...	24 8	160 0	12 4	
	Etáwah	16 12	22 0	11 8	14 0	18 4	18 8	16 0	18 0	24 0	25 0	26 12	120 0	12 0	
	Etah	19 8	26 8	7 0	15 0	...	15 0	27 8	14 0	27 8	...	20 8	120 0	12 8	
	Jalaun	25 0	26 0	9 0	11 0	25 0	23 0	...	15 0	35 0	22 0	33 0	140 0	11 0	
	Jhánsi	20 11	26 0	7 0	13 0	26 8	21 0	...	...	27 6	...	28 0	200 0	11 8	
	Lalitpur	18 8	28 0	10 0	11 0	26 0	19 0	32 0	32 0	27 0	28 0	13 8	160 0	11 4	
	Cawnpore	18 8	26 8	10 0	14 8	22 0	24 0	...†	26 0	27 8	†	28 0	150 0	14 0	
	Fatehpur	17 0	24 4	13 0	15 0	...	...	...	...	28 0	...	29 0	160 0	11 8	
	Bánda	26 0	31 0	8 0	14 0	26 0	22 0	36 0	22 0	37 0	...	24 0	160 0	12 0	
	Allahabad	16 4	25 0	8 0	14 0	21 0	20 0	...	20 0	29 0	...	21 0	120 0	11 8	
	Hamírpur	25 8	31 0	10 4	13 3	...	...	...	...	34 2	...	35 11	140 0	12 10	
	Jaunpur	16 0	22 4	7 0	11 0	...	...	...	...	25 4	...	22 4	140 0	12 0	
	Gorakhpur	12 11	28 13	9 15	18 0	...	...	23 7	22 8	29 11	27 0	21 9	140 0	12 0	
	Basti	19 8	30 0	10 0	15 0	...	...	...	...	28 0	...	22 0	140 0	11 0	
	Azamgarh	15 2	20 4	10 5	17 0	...	...	...	...	22 8	...	13 10	177 8	11 2	
	Mirzapur	17 0	25 0	8 0	15 0	22 0	20 0	24 0	22 0	26 0	25 0	26 0	90 0	11 0	
	Benares	16 0	21 11	11 6	17 1	20 10	20 10	...‡	22 12	24 6	25 8	22 12	110 0	11 13	
	Gházipur	18 10½	25 12	7 1½	18 0	19 5	23 13½	36 1	18 0	29 10	...	23 13½	154 8	11 9	
	Balia	18 4	29 0	9 0	20 8	...	...	...	...	29 4	...	25 0	100 0	12 8	
	Pilibhít	No return received.													
Oudh.	Sultánpur	18 8	24 0	10 0	15 0	25 0	21 0	40 0	20 0	26 0	25 0	27 0	160 0	12 0	
	Partábgarh	18 5	25 10	13 10	15 0	...	...	...	...	27 2	...	19 5	193 0	11 5	
	Fyzabad	17 4	29 8	10 8	16 0	23 0	20 0	...	14 0	26 0	25 0	26 0	80 0	11 8	
	Kheri	19 0	29 0	8 0	14 0	28 0	24 0	36 0	26 0	23 8	29 0	18 0	120 0	12 0	
	Lucknow	17 10	25 6	6 0	14 2½	...	21 2	...	22 0	24 5	24 0	25 11	130 0	11 8	
	Bára Banki	17 0	25 0	8 0	12 0	22 0	16 0	26 0	16 0	24 0	26 8	26 0	120 0	11 8	
	Bahraich	17 8	33 0	14 0	18 0	30 0	20 0	...	...	31 0	30 0	26 0	160 0	12 0	
	Rai Bareli	17 8	24 8	7 4	15 4	11 0	16 0	29 8	21 0	26 8	24 8	30 0	180 0	11 0	
	Sitapur	19 0	30 0	8 0	16 0	26 0	20 0	30 0	24 0	28 0	24 0	27 8	160 0	12 0	
	Gonda	19 2	33 0	15 8	17 8	24 14	24 8	30 0	20 0	31 8	29 8	30 0	200 0	12 4	
	Unáo	18 0	25 0	9 0	14 0	24 0	21 0	...	19 0	27 0	25 0	20 0	160 0	13 0	
	Hardoi	19 8	30 0	8 0	14 0	...	...	...	...	30 0	...	35 0	160 0	12 0	
Punjab.	Hissar	16 0	21 0	...	10 0	22 0	18 0	...	...	26 0	18 0	...	120 0	13 8	
	Rohtak	17 0	22 0	...	11 0	22 0	20 0	...	...	25 0	18 0	...	120 0	13 0	
	Gurgaon	18 0	26 0	...	12 0	20 0	21 0	...	10 0	24 0	20 0	25 0	140 0	13 0	
	Delhi	16 0	24 0	...	14 0	16 0	17 0	...	16 0	23 0	16 0	23 0	80 0	13 0	
	Karnál	18 0	25 0	...	12 0	14 0	16 0	20 0	16 0	23 0	16 0	20 0	160 0	12 8	
	Umballa	19 0	25 0	...	12 0	16 0	16 0	20 0	16 0	23 0	20 0	20 0	140 0	14 0	
	Simla	13 0	14 0	...	6 0	14 0	11 0	16 0	12 0	14 0	14 0	11 0	70 0	10 0	
	Kángra	15 0	25 0	...	12 0	12 0	10 0	18 0	10 0	17 0	17 0	12 0	120 0	11 0	
	Hoshiárpur	18 0	24 0	...	10 0	16 0	16 0	...	16 0	23 0	22 0	15 0	120 0	13 12	
	Jullundur	18 0	23 0	...	8 0	17 0	14 0	...	14 0	22 0	25 0	...	110 0	14 8	
	Ludhiána	19 0	24 0	...	13 0	18 0	17 0	...	17 0	25 0	22 0	13 0	110 0	15 0	

* Not procurable.

† Not brought for sale in market, hence no rate is given. ‡ Marua not procurable in market.

t In sub-divisions retail prices of salt per rupee were:—Buxar 12-8 seers, Sasseram 12 seers, and Bhabooah 11-8 seers.

u In Madhubani and Tajpore sub-divisions retail price of salt 12 seers per rupee.

v In sub-divisions retail prices of salt per rupee were:—Hajeepore 12-4 seer and Seetamurhee 11 seers.

w In Sewan sub-division retail price of salt [illegible] per rupee.

x In Bettiah sub-division retail price of salt [illegible] rupee.

y In Begusserai and Jamui sub-divisions retail price of salt 11 seers per rupee.

z In sub-divisions retail prices of salt per rupee were:—Banka 11 seers, Muddehpoorah 11-7 seers, and Soopool 10 seers.

z1 In sub-divisions retail prices of salt per rupee were:—Kissengunge 10 seers, and Arrareah (at Raneegunge) 10 seers.

z2 In sub-divisions retail prices of salt per rupee were:—Deoghur and Pakour 12-8 seers, Godda 11 seers, and Rajmehal 12 seers.

z3 In Bhuddruck sub-division retail price of salt 9-8 seers per rupee.

z4 In Giridi sub-division (at Kharagdiha) retail price of salt 11 seers per rupee.

z5 In Govindpore sub-division retail price of salt 12 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUG HOUT INDIA FOR THE 1st HALF OF MAY 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Kadalay or Sunaga (*Cicer arietinum*.)	Maize (*Zea Mays*).	Arhar or Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Punjab—*continued.*	Ferozepore	17 0	26 0	...	11 0	16 0	...	...	20 0	25 0	16 0	12 0	90 0	14 8	
	Mooltan	15 0	22 0	...	10 0	16 0	17 0	...	16 0	18 0	16 0	...	100 0	14 0	
	Jhang	14 0	21 0	...	10 0	15 0	13 0	10 0	12 0	20 0	15 0	10 0	200 0	14 0	
	Montgomery	17 0	22 0	...	10 0	18 0	14 0	...	20 0	23 0	16 0	12 0	200 0	12 0	
	Lahore	17 0	25 0	...	12 0	15 0	13 0	...	14 0	25 0	15 0	12 0	100 0	14 0	
	Amritsar	18 0	29 0	...	12 0	16 0	14 0	15 0	16 0	25 0	16 0	16 0	100 0	15 0	
	Gurdáspur	21 0	30 0	...	14 0	10 0	14 0	...	14 0	25 0	16 0	8 0	120 0	14 0	
	Siálkot	16 0	26 0	...	13 0	15 0	17 0	25 0	16 0	22 0	18 0	12 0	120 0	15 0	
	Gujrát	17 0	23 0	...	12 0	16 0	14 0	...	10 0	21 0	16 0	12 0	120 0	16 0	
	Gujránwála	16 0	25 0	...	13 0	14 0	12 0	...	10 0	22 0	16 0	8 0	100 0	15 0	
	Shahpur	12 0	18 0	...	10 0	13 0	14 0	15 0	12 0	18 0	16 0	10 0	240 0	16 0	
	Jhelum	16 0	23 0	...	12 0	17 0	16 0	...	...	23 0	18 0	13 0	120 0	16 0	
	Rawalpindi	14 0	23 0	...	9 0	16 0	17 0	...	20 0	21 0	18 0	23 0	100 0	15 4	
	Hazára	12 0	20 0	...	11 0	...	11 0	...	...	17 0	15 0	...	120 0	12 0	
	Peshawar	13 0	21 0	...	10 0	14 0	15 0	...	12 0	20 0	18 0	22 0	109 0	41 0	
	Kohát	13 0	21 0	...	13 0	13 0	15 0	...	15 0	15 0	16 0	...	160 0	60 0	
	Bannu	17 0	26 0	...	11 0	21 0	13 0	8 0	8 0	17 0	21 0	12 0	60 0	40 0	
	D. I. Khán	12 0	16 0	...	9 0	14 0	14 0	15 0	5 0	15 0	12 0	13 0	120 0	31 0	
	D. G. Khán	16 0	20 0	...	9 0	18 0	16 0	8 0	8 0	17 0	15 0	10 0	125 0	20 0	
	Muzaffargarh	15 0	22 0	...	12 0	13 0	15 0	...	12 0	18 0	13 0	11 0	100 0	14 0	
Central Provinces.	Saugor	19 7	...	8 5	9 10	...	...	...	...	27 5	...	13 0	192 0	9 12	
	Damoh	22 14	...	10 0	10 11	...	...	...	...	30 0	...	12 13	200 0	10 11	
	Jubbulpore	16 0	...	9 0	12 8	20 0	...	...	...	22 8	...	14 0	120 0	11 0	
	Mandla	22 0	...	10 0	13 0	...	...	...	...	32 13	...	13 0	256 0	11 0	
	Seoni	19 8	...	9 5	11 12	...	...	...	...	21 5	...	13 9	210 0	10 11	
	Narsinghpur	16 6	...	9 3	10 8	...	...	...	...	24 2	...	13 15	140 0	11 7	
	Hoshangabad	15 0	...	7 0	9 0	...	...	...	...	20 0	...	12 0	200 0	10 14	
	Nimár	16 0	...	7 8	12 10	24 13	...	...	...	19 9	...	12 3	120 0	11 15	
	Betul	17 8	...	10 7	11 1	20 3	...	...	...	22 0	...	9 12	320 0	11 6	
	Chhindwára	19 0	...	8 0	10 11	24 0	...	...	...	25 5	...	12 0	160 0	9 2	
	Wardha	17 7	...	8 12	10 11	24 0	...	...	...	17 7	...	16 0	140 0	9 10	
	Nágpur	17 3	...	8 2	12 3	20 15	...	...	...	17 8	...	12 3	109 0	10 14	
	Chánda	17 3	...	10 13	12 8	22 13	...	...	...	16 8	...	12 14	612 0	11 3	
	Bhandára	16 4	...	8 12	13 0	...	...	...	...	17 8	...	15 0	200 0	11 0	
	Bálaghát	18 6	...	13 2	14 0	...	...	...	...	21 10	...	16 4	144 0	10 0	
	Raipur	24 0	...	10 2	18 8	...	...	...	...	25 0	...	21 9	100 0	10 12	
	Bilaspur	26 10	...	13 8	20 4	...	...	...	...	33 8	...	21 14	128 0	10 0	
	Sambalpur	19 4	...	14 14	20 2	...	...	...	...	18 12	...	11 0	200 0	10 1	
	Arakan Division.														
	Akyab	...	...	14 0	18 8	...	...	...	...	11 0	...	...	240 0	35 0	
	Kyoukpyu	...	...	16 0	21 0	...	...	...	...	5 0	...	...	50 0	42 0	
	Sandoway	...	...	26 13	30 13	...	...	...	...	...	...	...	469 11	37 5	
Lower Burma.	*Pegu Division.*														
	Rangoon Town	11 2	...	10 6	12 6	...	...	...	...	16 0	‡	...	250 0	14 9	
	Pegu	...	...	8 14	10 15	...	...	...	...	11 2	...	...	135 0	26 5	
	Tharrawaddy	...	...	11 14	14 5	...	...	...	...	11 1	...	...	535 11	29 12	
	Prome	12 2	...	13 7	15 4	...	...	...	...	15 9	33 9	...	167 9	18 10	
	Irrawaddy Division.														
	Bassein	...	...	12 12	17 8	...	...	...	...	11 12	...	...	220 5	21 7	
	Henzada	...	...	13 0	15 10	...	...	...	...	...	...	...	183 8	35 8	
	Thongwa	...	...	9 6	10 7	...	...	...	...	12 14	...	...	246 0	35 0	
	Thayetmyo	10 7	...	11 2	13 13	...	...	...	...	11 10	...	...	367 8	18 15	
	Tenasserim Division.														
	Moulmein Town and Amherst	9 0	...	10 8	12 2	...	...	...	...	12 2	15 3	...	220 0	30 8	
	Tavoy	...	...	13 0	17 15	...	...	...	...	...	...	...	399 3	16 1	
	Mergui	...	...	15 6	16 10	...	...	...	...	...	...	...	428 0	14 9	
	Toungoo	...	...	9 14	11 10	...	...	...	...	...	...	...	27 0	18 2	
	Shwaygyin	6 6	...	9 13	10 6	...	...	...	...	9 7	...	...	§	18 14	
Hyderabad Assigned Districts.	Secunderabad	13 3	...	6 13	10 14	21 7	...	...	...	15 2	...	11 4	120 0	9 13	
	Bolarum	13 15½	...	6 7	9 10	21 11	...	...	...	16 14	...	...	116 14	10 4	
	Chadarghat	11 8	...	7 0	9 8	19 8	22 0	...	...	17 0	...	12 0	88 0	7 8	
	Amráoti	14 10	...	8 0	9 4	24 6	19 5	...	...	15 10	...	12 0	‖	11 0	
	Akola	15 0	...	7 0	10 0	24 0	20 0	...	...	16 0	...	16 0	‖	10 0	
	Ellichpur	15 0	8 2	7 2	10 2	22 2	14 0	...	...	14 2	...	10 0	‖	11 0	
	Buldana	17 0	...	8 0	11 0	26 0	24 0	...	...	20 0	...	10 0	‖	11 0	
	Wun	17 8	...	8 0	10 0	30 0	...	...	...	18 0	...	18 0	‖	11 8	
	Básim	20 0	...	7 2	10 10	28 10	30 0	...	...	18 5	...	...	‖	10 0	
Mysore.	Bangalore	11 1	12 1	10 0	11 0	27 2	...	38 9	...	13 8	...	17 2	96 0	11 0	
	Kolar	...	12 0	12 0	14 0	...	...	43 0	...	13 0	...	...	144 0	11 0	
	Túmkúr	14 0	13 0	13 8	14 8	...	...	48 0	...	16 0	...	20 0	340 0	10 8	
	Mysore	11 0	10 8	11 0	13 4	40 0	32 0	38 0	12 0	14 4	...	18 0	84 0	10 0	
	Hassan	...	12 0	13 0	16 0	...	...	46 0	...	16 0	...	17 0	96 0	9 0	
	Shimoga	9 7	10 8	12 10	15 12	33 10	...	42 0	...	17 14	...	...	480 0	10 8	
	Kadur	10 0	12 0	18 0	20 0	...	...	48 0	...	15 0	...	14 0	320 0	10 0	
	Chitaldroog	14 0	15 0	10 8	13 0	48 0	32 0	55 0	60 0	16 0	...	24 0	320 0	9 0	
Coorg	Coorg	10 0	9 8	12 8	16 0	...	...	40 0	...	30 0	...	...	110 0	12 8	
Rajpootana.	Jeypore	14 8	24 8	5 0	9 0	19 0	19 0	¶	20 0	21 0**	22 0	29 0	120 0	13 8	
	Kishengurh	12 0	21 8	9 0	10 0	23 4	16 12	...	...	21 8	21 12	...	...	16 0	
	Kerrowlee	15 5	21 4	10 10	11 4	20 0	17 8	...	21 4	18 2	...	25 0	200 0	12 13	
	Ulwur	17 5	28 11	8 0	11 9	20 8	17 2	...	18 0	22 7	26 0	32 0	200 0	14 12	
	Bhurtpore (City)	16 11	24 9	7 4	8 4	21 2	15 4	...	13 4	22 9	21 0	24 0	220 0	12 4	
	Ajmere	11 8	20 0	3 0	8 0	20 0	15 8	...	...	19 0	21 0	...	70 0	14 0	
	Deoli Cantonment	14 6½	21 2	5 8	10 0	22 0	19 0	...	...	20 1	...	...	230 0	13 4	
	Erinpura	12 4	24 6	...	9 0	21 0	22 0	...	...	22 0	...	...	280 0	14 0	
	Sirohee	12 0	25 0	7 0	8 0	18 0	23 0	...	22 0	20 0	20 0	15 0	160 0	13 8	
	Abu	10 2	18 0	5 8	8 0	...	19 0	...	...	16 6	...	10 0	...	13 1	
	Anadra	10 12	21 0	6 0	8 0	...	22 0	...	...	18 4	...	12 0	...	14 9	
	Bálmere	11 6	...	5 0	10 0	...	28 0	...	...	16 0	...	...	...	15 0	
	Jeysalmere	8 12	...	10 8	12 8	19 0	19 4	...	...	14 6	...	...	...	25 9	
	Hilly Tracts of Meywar	15 0	30 0	...	15 0	...	...	...	...	20 0	22 0	...	††	11 8	
	Meywar (Oodeypore)	11 11½	17 9½	10 2½	10 15	17 3	12 8	...	14 13½	13 10½	17 15½	9 6	200 0	10 15	
	Bánswára (Meywar Agency)	17 8	...	8 12	16 4	...	...	...	...	25 0	25 0	...	...	12 8	
	Partábgarh (")	14 6	26 0	10 0	12 8	18 12	12 8	...	...	18 12	20 0	21 14	...	17 8	
	Marwar (Jodhpore)	12 3	22 8	6 4	8 12	25 0	22 8	...	...	20 0	22 8	...	...	16 4	

* None in the market this fortnight. ‡ [illegible] ‡ Rs. 1 per cart-load. ‖ Firewood is sold by head-load, bullock-load, and not by weight. †† Eight pice per bundle. ¶ Not in use. ** Gram and Chola.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF MAY 1887—*concluded.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, millet Italian (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Rajpootana—*contd.*	Bikanir	10 3	...	3 15	8 1	...	16 2	...	...	17 0	...	8 8	100 0	14 0	
	Boondee	15 0	20 0	10 0	10 8	...	...	...	...	18 0	...	...	200 0	12 4	
	Kotah	18 0	16 0	7 8	10 0	20 0	14 0	...	...	18 0	20 0	20 0	240 0	12 0	
	Tonk	13 8	22 8	8 8	9 8	24 4	...	...	...	24 4	...	...	120 0	14 4	
	Jhallawar	15 7	17 14	7 4	10 4	23 5	18 4	...	17 11	17 2½	25 2	10 4	175 0	11 5	
	Shahpoora	14 0	21 0	8 12	12 8	29 0	23 0	...	...	19 0	26 0	...	160 0	12 8	
	Dholpur	15 13	21 6	9 8	11 13	22 10	15 11	...	18 0	21 14	...	27 8	90 0	13 8	
Central India.	Indore	13 11	18 8	7 8	8 9	24 0	21 14	...	...	16 10	25 4	17 2	100 0	12 0	
	Gwalior	15 0	19 4	6 14	8 13	20 5	18 2	...	14 8	19 10	19 15	20 7	135 15	11 7	
	Goona	21 0	20 0	9 8	10 0	30 0	18 0	...	...	27 0	18 0	14 0	200 0	12 0	
	Baghelkhand (Sutna)	20 8	32 0	8 0	16 0	20 0	17 0	...	...	28 0	...	35 0	200 0	12 0	
Baluchistan.	Quetta	9 8	13 8	5 0	7 0	16 0	*	*	*	13 0	14 0	10 0	53 5	10 0	

* Not procurable.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF APRIL 1887 PUBLISHED IN PAGE 789 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 28th MAY 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, millet Italian (*Setaria Italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Bombay.	Karwar	10 8	...	7 0	11 0	17 8	16 0	22 0	...	14 0	...	11 8	213 32	13 0	
	Aden	8 0	...	6 3	8 0	11 3	10 3	...	...	11 3	...	5 9	65 5	32 0	

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

J. WESTLAND,
Offg. Secretary to the Government of India

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

MEMORANDUM ON THE HIMALAYAN SNOWFALL FOR THE SEASON 1886-87.

Extract from the Proceedings of the Government of India in the Revenue and Agricultural Department (Meteorology), No. 90 Met.—48-2, dated Simla, the 10th June, 1887.

Read the following:

Memorandum on the Himalayan Snowfall for the Season 1886-87.

In accordance with the practice of recent years, I give a résumé of the snowfall reports that have been received during the north-east monsoon period, November 1886 to April 1887, in the India Meteorological Office. The information is smaller in amount than that of the past three years, but is sufficient to enable the general character of the winter snowfall in the Himalayan region to be estimated.

WESTERN HILL REGIONS.—The Political Officer, Khyber Pass, reports that on the 29th of December slight rain fell in the Khyber and Tirah hills, and a fall of 1½ feet of snow was received on the higher peaks. A little snow also fell on the Sarghar Range in January, but it quickly melted. No snow fell in February or March. The Afridis stated that there has been very little snow this year in comparison with previous years.

The Deputy Commissioner, Dera Ismail Khan, says that the season has been excessively dry, and that very strong north-west winds prevailed. There was a slight snowfall on the Takht-i-Suleiman in January, but owing to the continued drought it soon disappeared. The snowfall throughout the mountainous country to the west was also unusually scanty.

The Deputy Commissioner of the Bannu District reports generally that in the hills adjacent to Bannu the snowfall in January, February, and March was below the average of previous years.

The Deputy Commissioner, Kohat District, describes the winter in the Kurram Valley as follows: "The snowfall up to the present time (March 11th) is much less than during the corresponding period of last year. The snow of 1886 melted away completely by September. There was a slight fall in October, and moderately heavy snow in November and December."

The Assistant Commissioner, Thall Outpost, sent the following notes of the snowfall on the Safed Koh and neighbouring mountains:

October.—Slight fall on the 7th and 26th on the Safed Koh, which melted away in a couple of days on each occasion.

November.—Heavy snowfall on the Safed Koh on the 24th.

December.—Snow showers occurred on the 3rd, 11th, 13th, 20th, 21st, 22nd, 26th, and 27th. The depth of the snowfall on the 11th on the maidan of Paiwar was 1½ feet. The fall of the 20th to the 22nd extended down to the lower hills.

January.—There were snowstorms on the 9th, 11th, 12th, 13th, 14th, 24th, and 28th. The snowfall of the 9th, 11th, and 12th was heavy on the Safed Koh. The upper portion of the Safed Koh and of the mountains south of Kurram were covered with snow at the end of the month; but the total fall was less than in January 1886.

February.—Snow fell on the 2nd, 10th, 11th, and 19th in the higher districts. The fall on the 19th averaged 2 feet in depth in the higher mountains. The snowfall of February was small in amount compared with that of February 1886.

March.—Light snow fell on the night of the 14th, 15th, and on the 19th, 20th, and 21st on the Safed Koh and higher mountains.

April.—There was a severe snowstorm on the 5th in the higher mountain districts.

MURREE HILLS.—The Deputy Commissioner, Rawal Pindi District, reports that there was no snow at Murree in December; 4 feet fell in January, 5½ inches in February, 4 inches in March, and none in April. The total fall on the hills adjacent to Kahuta during the same period was only 2 feet 2 inches, and fell in January only. The snowfall in this area was very much smaller than during the three preceding winters. The total fall at Murree from January to April 1886 was 15 feet, as compared with 4 feet 9½ inches during the corresponding period of 1887.

LAHOUL AND KULU.—The Reverend A. W. Heyde, writing from Kailang in Lahoul on the 7th March, says: "Since 1st October 1886 up to the present time we have had scarcely 5 feet of snow, whilst during the same period in the preceding year we had 8½ feet; and the southern slopes of the hills in the neighbourhood of Kailang are now completely free from snow up to a height of 12,500 feet."

The following details of the snowfalls during the past season in Kulu have been contributed by the Assistant Commissioner.

January.—On the 8th, 9th, and 10th heavy snow fell at elevations above 6,000 feet and torrents of rain below that height. Between the 11th and 24th there were frequent light showers of snow, extending down as far as 4,200 feet. From the 24th to the end of the month occasional snow fell on the higher mountains.

February.—The weather was very mild during the whole of the month and quite warm during the latter half. There were slight falls of snow on the 3rd and 5th. There was much less snow lying on the hills at the end of the month than at the end of February 1886.

March.—The weather was very warm until the 13th, when a heavy storm occurred which brought the snow-line down to 5,200 feet. The weather was cold during the remainder of the month, and the snow-line was at 8,500 feet at the end of the month.

April.—There were storms on the 5th, 6th, and 17th of the month. The weather was warm and sunny, and the snow melted very fast in exposed situations. The height of the snow-line at the end of the month was about 11,500 feet.

The Resident Commissioner of Kulu has again sent very full and detailed reports of the thickness of the snow covering on different passes. The following is a summary of the data for some of the chief passes in Kulu and Plach:

	Name of Pass.	Elevation.	Depth of snow at end of the month.			
			January.	February.	March.	April.
		Feet.				
Kulu ...	Rotang ...	13,500	15	?	13½	7
	Hamtu ...	14,500	15	?	14	8
	Bhabbu ...	10,000	10	?	9	4
Plach ...	Basleo ...	10,500	13½	12	8	1
	Jalori ...	10,000	13	11	6	½
	Srikhand ...	15,000	32	36	25	19
	Gargarasan ...	17,000	27	28	20	13

The Commissioner notes that the figures are in the great majority of cases very much exaggerated, and that probably the numbers divided by two would

give fairly correct values. He also states that at the end of the month there was no snow below 10,000 feet, and that many hillsides were clear up to a height of 12,000 feet.

BISSAHIR.—The Deputy Conservator of Forests, Bissahir Division, reports that at Kilba 10 inches of snow fell in December, 5 feet 11 inches in January, 1 foot 10 inches in February, and 1 foot 6 inches in March. He also states that there was a great quantity of snow in the Rupar Barung passes (between the Baspa and Palear valleys) at the beginning of March, but that it was melting very quickly and the passes were expected to be open earlier than usual.

LADAKH.—The Reverend F. Redstob sends the following interesting account of the winter at Leh in Ladakh (elevation 11,500 feet): "We have had scarcely any snow during the month of February. According to information I collected from people coming from Dras and Kargyal in the beginning of February on my side of the Zogi pass, they had also little snow. In Dras, they say, only about 3½ feet fell, and in Kargyal and on the Potola pass (13,400 feet high) not more than 2 feet; and the communication over that pass, which is frequently suspended for two months in winter, has been open almost throughout the whole of the past winter. The snowfall to the north must also have been light, as traders managed to cross the Kailas range from the Yarkhand direction even in the middle of January." In a subsequent letter, dated 30th April, he states that the season was backward and the weather cold. He, however, makes no mention of snowfall or stormy weather.

UPPER SUTLEJ VALLEY.—The Reverend F. Redstob, in his letter of 30th April, says that he had just heard from a friend living in the Upper Sutlej valley that the weather was exceedingly dry in December, January, and February. A heavy fall of snow was recorded in March—as large in amount as had fallen in that month during recent years.

THE HILL STATES OF THE NORTH-WESTERN PROVINCES.—The Civil Surgeon, Mussoorie, states that 1 foot 6½ inches of snow fell, chiefly on the 14th and 20th of January. No snow occurred in either February or March. Two feet 7½ inches of snow were recorded on the 14th and 19th January at Naini Tal and 2 feet in the Sub-Himalayan districts of Garhwal.

The Senior Assistant Commissioner, Kumaon, has sent the following statement of snowfall in the Johar Pass and on the neighbouring mountains:

	November.	December.	January.	February.	March.	April.
	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
Johar Pass ...	2½	2	2½	1	*Nil*	*Nil*
Neighbouring ranges	3	3	3	2	*Nil*	*Nil*

SIKKHIM HIMALAYAS.—The following table gives the reported snowfall at seven passes in the Darjeeling District. The December and April returns have not been received in the Simla Meteorological Office:

Name of Pass.	November.	January.	February.	March.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.
Jelep-La	0 2	6 0	3 6	3 7
Cho-La	0 2½	6 3	3 5	3 6
Gnathui-La	0 1½	5 4	3 7	3 7
Dankhia-La	0 3	6 8	3 4	4 4
Thanku-La	0 2	4 10	3 3	3 3
Giagung	0 1½	6 0	3 5	3 5
Nako-La	0 1½	5 7	2 10	2 11

These amounts are, on the whole, greater than the snowfall of the previous year in the same district.

ASSAM HIMALAYAS.—The Deputy Commissioner of Kamrup states that on the Himalayas to the north of his district the fall of snow appears to have

been unusually heavy. The passes were blocked to such an extent that communication with the plains was not effected for at least a fortnight later than the date at which it takes place in normal years.

The Deputy Commissioner of Durrung writes that the Charduar Bhutia Sát Rajas informed him that the snowfall was much heavier than in the previous year. In consequence of this the Bhutias were later in coming down to Tezpur than usual. The Bhutias stated that the snowfall on the Koriapara side was very heavy, and that in January there was an exceptionally heavy snowfall, which blocked all the passes.

The Assistant Political Officer of Sadiya gives his opinion that the snowfall in the neighbouring mountains during December and January was greater than during the same months of the past four years. The temperature was also much lower than usual. All the hillmen with whom he conversed stated that an unusually heavy fall of snow occurred during the early part of the present year.

SUMMARY.—The snowfall reports of the past cold weather season are consistent, and appear to establish the following facts:

1st.—The snowfall in the hills to the west of the Punjab was unusually small in amount and the season exceptionally dry as compared with recent years.

2nd.—In the Western Himalayas (*i.e.*, the Himalayas of the Punjab and North-West Provinces) the winter snowfall was also much smaller than usual. The snow level in March and April was consequently considerably higher than is generally the case in these months, and the passes were open for traffic earlier than usual. The same appears also to have been the case in Ladakh and in the mountain ranges to the north. Hence generally the snowfall over the large mountain area to the north-east and east of the Punjab was considerably below the average amount of the season.

3rd.—The snowfall in the Eastern Himalayas (*i.e.*, the Himalayas of Sikkhim, Bhutan, and Assam) was above the average, and the meteorological conditions and weather in that portion of the mountain area north of India were in marked contrast to those of the area further west. The excess apparently increased in amount eastwards, and the fall was so large as to block the passes and delay traffic across them at least a fortnight. So far as can be judged, the heavy snowfall occurred chiefly during the earlier winter months, November to March, and not in April or May.

According to Mr. Blanford's snowfall theory, heavy snowfall during the winter and spring months in the mountain districts encircling Upper India impresses peculiar conditions on the distribution of pressure and the accompanying air motion, which are antagonistic to the advance of the south-west monsoon current over the area thus affected. The partial failure of the monsoon current to penetrate into Upper India is hence followed by partial or complete drought. Mr. Blanford's theory is useful in that it assigns a physical cause for the effect. But our knowledge of the winter snowfall over the large Himalayan region must be very limited and imperfect for many years to come, and it therefore seems to be more practical and safer to judge of the probable character of the approaching monsoon by the antecedent meteorological conditions in India, as these can be ascertained with approximate accuracy from the observations taken daily throughout India.

That the snowfall of the past season has been much smaller than usual in the Western Himalayas is confirmed by the following peculiarities in the weather in Northern India during the north-east monsoon period, November to May:

1st.—The cold-weather rains in Upper India were very deficient in amount and failed almost entirely in some districts.

2nd.—The cold weather terminated earlier than usual, and the months of April and May were exceptionally warm and dry in Upper India. The mean daily temperature in the Punjab was from 5 to 10° above the average during these two months.

3rd.—Pressure has been very considerably below the average in the Punjab and North-Western Provinces.

4th.—The peculiar features were more exaggerated in May than in the preceding months, and the weather was drier in the plains as well as in the hills during that month than it has been for many years. There was also an unusual absence of thunderstorms in the hill districts.

The heavy snowfall in the Eastern Himalayas accompanied and preceded the following abnormal features in the weather in North-Eastern India:

(1) The pre-monsoon rains (*i.e.*, from January to May) were unusually heavy in Bengal and Behar.

(2) The season was remarkably cool throughout Bengal and Assam until the middle of May, and the temperature was occasionally as much as 10° and 15° below the normal.

(3) An unusual number of cold-weather storms affected Bengal, Behar, and Assam, some of which were exceptionally severe. This was more especially the case in March and January.

The meteorological observations of the past five months furnish evidence of other abnormal conditions, which are of great importance in forecasting the character of the south-west monsoon of 1887. But before stating these, a few general remarks on the south-west monsoon will be of value.

The south-west monsoon current is undoubtedly the prolongation of the south-east trade winds. During the months of April and May, whilst temperature is increasing rapidly in the interior, strong sea winds blow in the coast districts of India. These winds, however, are quite local and do not extend to any great distance out at sea. About the middle or end of May a rapid advance of southerly winds takes place from the equator northwards, and these winds bring up general rain to India. Southerly winds, with more or less easting, extend up to the equator, and southerly winds, with more or less westing, to the north of the equator in the Bay of Bengal and Arabian Sea. These winds pass over a large sea area and arrive in India charged with aqueous vapour, which is chiefly condensed and precipitated as rain over Burmah and India. The very slightest experience shows that the rainfall is distributed very differently in different years, but that during any one year the larger and more prominent features are generally continued throughout the whole season. For example, last year, 1886, the rainfall was steadily and largely in excess during every month of the south-west monsoon period in Behar, and almost as markedly in defect in the Central Provinces. It is therefore certain that there must have been present before and during the rains of 1886 local peculiarities or abnormal features which determined a larger portion of the monsoon rainfall to South Behar and a smaller portion to the Central Provinces than usual.

The following is a statement of the chief peculiarities or abnormal features in the meteorology of India during the five months antecedent to the south-west monsoon period of the present year, and their probable influence upon the monsoon rainfall:

The whole period, January to May, has been marked by pressure considerably below the average for the whole of India. In January there was an average deficiency of ·077 inch, in February a slight excess of ·008 inch, in March a deficiency of ·045 inch, in April a slight excess of ·010 inch, and in May a deficiency of ·032 inch. There has been for the whole period an average deficiency of ·027 inch. Hence pressure has been below the average, but the tendency has been for the deficiency to diminish in amount. This feature was hence less prominent just before the monsoon than it was in January. General deficiency of pressure during the pre-monsoon period is usually followed by an earlier and stronger monsoon than usual. It may be noted that diminished pressure

usually accompanies deficient snowfall in the hills and a high temperature in Upper India.

In addition to this general feature, there are two local features on the large scale, which will probably have a very considerable influence on the distribution of the monsoon rains. These are:

1st.—Pressure relatively to the general average state has been in defect over the whole of North and North-Eastern India—that is, in the Punjab, North-Western Provinces, Central India, the Central Provinces, Bengal, Assam, and Burmah. This area hence formed a deeper sink or trough than usual into which the moisture-laden southerly winds are beginning to pour. The deficiency was small in Burmah, Bengal, and the eastern portion of the North-Western Provinces, and was large in the Punjab, the western districts of the North-Western Provinces, and some parts of the Central Provinces. Those conditions generally accompany a strong monsoon from the Bay of Bengal and favourable or heavy rains over the whole of Northern India.

2nd.—Pressure has been during the same period as uniformly in excess in West and South-West India (including Sind, Guzerat, Bombay, the western districts of the Central Provinces, the Dekkhan, and the southern districts of the Madras Presidency) as it was in defect in Northern and North-Eastern India. The deficiency is large in the districts represented by the stations of Bombay, Poona, Sholapur, and Belgaum. High pressure in the Bombay coast districts appears to act as a partial barrier to the Bombay monsoon current. It retards its commencement and diminishes the rainfall. This abnormal feature was very marked before and during the Madras Famine of 1876-77. There were, however, unfavourable conditions further north in North-Western India which do not appear to be present this year.

It may also be noted that these features were even more marked in May than they were in January.

The following hence appear to be the chief inferences from the present and previous meteorological conditions of the character of the approaching monsoon:

(1) The general indications are favourable in North-East and North India and somewhat unfavourable in Southern India.

(2) The Bay of Bengal monsoon current will probably be stronger than usual, and give early and abundant rainfall to Northern India, and more especially in Upper India.

(3) The Bombay monsoon current will probably be retarded and perhaps be feebler than usual. It will be late in being established on the Bombay coast, and there is a strong probability that the rains will be more or less deficient in the Poona, Sholapur, Belgaum, and adjacent districts.

(4) Indications are especially favourable to abundant rain in the Punjab and to a less extent in the Central Provinces, and hence it is probable that the high pressure in the Bombay coast districts will be much less influential than in 1876-77, and that it will not do more than slightly retard the Bombay monsoon and diminish the rainfall in the districts above mentioned.

There are also apparently large local abnormal variations at Khandwa, Gya, and one or two other stations, but it is not possible to determine at present whether they are real or are merely due to inaccurate observation.

JOHN ELIOT,

1st June, 1887. *Offg. Meteorological Reporter to the Government of India.*

RESOLUTION.—Resolved, that the Memorandum be published in the Supplement to the *Gazette of India*.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

SUMMARY OF THE WEATHER REPORT FOR MAY, 1887.

Extract from the Proceedings of the Government of India in the Revenue and Agricultural Department (Meteorology), No. 91 Met.—24-9, dated Simla, the 10th June, 1887.

Read the following:

Weather Summary for May, 1887.

The principal features of interest in the meteorology of the past month have been on the one hand the excessive heat and dryness of Upper India, on the other the progress of a well-marked and moderately intense cyclonic storm from the Bay into North Bengal.

Except during the passage of the abovementioned storm, pressure over India has maintained great uniformity in its general distribution. It has been steadily high on the west coast of the Peninsula, low over Orissa, Northern Bengal, and the east of the Central Provinces, and lowest over the Punjab. Compared with the average of the month, there was a slight excess of pressure at Bhuj, along the west coast of the Peninsula, at a few inland stations in the Peninsula, and at Colombo. Elsewhere pressure has been in defect—most so in the Punjab, where at Sialkot and Rawalpindi the deficiency amounted over a tenth of an inch. The largest excess was at Karwar and Mangalore (+·037 inch), the largest defect at Rawalpindi (—·104 inch), so that the amplitude of the variation from the normal throughout the whole of India amounted to ·141 inch.

The winds have been generally very steady. They have been moderate or light from the westward (north-west to south-west) over the west coast, the Peninsula, and the Central Provinces; strong from the southward (south-west to south-east) over the Bay and Bengal; and variable, but generally south-easterly, up the Gangetic valley. On the whole, the Bay of Bengal branch of the summer monsoon has been much stronger and earlier than that on the West Coast. The latter up to the close of the month was very feeble, neither the rainfall nor the strength of the wind on the Malabar and Konkan Coasts being equal to the average. On the contrary, on the Bengal side the southerly winds were generally strong, on some occasions exceedingly so, and the moisture which they brought up occasioned very heavy rain around the head of Bay and as far north-west as Behar.

In Upper India temperature was much above the average, and the air both on the hills and on the plains was excessively dry. At Murree the moisture in the atmosphere was as much as 26 per cent. below the normal on the average of the month, and at nearly all places in North-Western India the deficiency considerably exceeded 10 per cent. At Rawalpindi the mean 10 A.M. temperature of the month was almost 10° above the average, but from this point the amount of the excess gradually decreased till over Bengal, the greater part of the Peninsula, and in Burmah it disappeared and was replaced by a deficiency.

Rainfall was deficient over the greater part of the country, but was slightly in excess in the Berars, Khandesh, Orissa, and Lower Bengal, and largely in excess over Northern Bengal and Berar.

The Cyclone.—On 23rd May the wind began to blow strongly from south about Cape Negrais, and stormy squally weather prevailed off the West Pegu Coast. The depression which was causing these unsettled conditions subsequently travelled slowly north-westward towards the head of the Bay; on the 24th it lay between False Point and Akyab, on the 25th between False Point and Saugor Island, and in the early morning of the 26th it apparently crossed the Orissa Coast near Balasore, and by 10 A.M. on that day had reached Midnapore. During its progress up the Bay the wind had blown with a well-marked cyclonic circulation,

and had risen to the force of a strong gale (rates of 60 to 69 miles per hour) over the head of the Bay. From newspaper reports the barometer near the centre of the storm fell as low as 28·200 inches; but the lowest reading given by any of the meteorological stations was 28·42 inches at Balasore at 4-30 on the morning of the 26th. After crossing the coast the storm advanced rather quickly through Chutia Nagpur to South Behar, and then, while drifting slowly northward towards North Behar, gradually filled up and disappeared. It occasioned very heavy rainfall all over Orissa, Chutia Nagpur, Behar, and Central and Northern Bengal, the principal amounts beyond those already quoted in the daily reports being—

District.	Station.	Date.	Inches.
Cuttack	Jaipur ...	26th May ...	9·15
	Dhurmsala ...	26th „ ...	5·00
Balasore	Bhudduck ...	26th „ ...	7·66
Moorshedabad	Jungipur ...	27th „ ...	6·11
Sonthal Pergunnahs	Ra mahal ...	27th „ ...	7·70
	Pakur ...	27th „ ...	6·35
Hazaribagh	Chatra ...	27th „ ...	5·56
Nuddea	Meharpur ...	28th „ ...	5·33
Rangpur	Nelphamari ...	28th „ ...	6·79
Julpigori	Devigunge ...	28th „ ...	5·62
Darjeeling	Siliguri ...	28th „ ...	5·65

The following statement shows the amount of rain and the difference between the average during the month of May 1887, as far as is indicated from the telegraphic reports:

	No. of Stations.	Average rainfall in May.	Difference between the average rainfall in May, 1887.
Punjab West	7	1·30	— 0·25
„ East	4	1·81	— 1·78
North-Western Provinces, Trans-Gangetic ...	9	1·61	— 1·39
„ „ Cis-Gangetic ...	3	0·44	— 0·44
Behar	2	1·37	+ 5·56
Northern Bengal	2	5·25	+13·89
Assam—Cachar	3	14·10	— 4·56
Lower Bengal—Chutia Nagpur	6	5·81	+ 0·83
Orissa—Northern Circars	6	2·87	+ 0·55
Central Provinces South	7	0·65	— 0·28
Berar—Khandesh	2	0·42	+ 0·97
Rajputana, Central India	8	0·62	— 0·54
Saugor and Nerbudda			
Sind and Cutch	4	0·10	— 0·10
Guzerat	3	0·25	— 0·08
Konkan	4	1·06	— 0·48
Deccan—Hyderabad	5	1·80	— 0·67
Malabar	4	7·46	— 4·28
Mysore—Bellary	4	3·88	— 0·75
Karnatic	6	2·52	— 1·47
British Burma	6	10·66	— 0·82
Ceylon	1	13·24	— 1·32

W. L. DALLAS,

SIMLA, *5th June, 1887.* for *Meteorological Reporter to the Government of India.*

RESOLUTION.—Resolved, that the Summary be published in the Supplement to the *Gazette of India.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 8th June, 1887.

During the past week the Bombay monsoon current has broken on the West Coast. It set in somewhat feebly on the Malabar Coast on the 3rd, where heavy rain fell for the first time this season. Karwar received 6½ inches, and Secunderabad, Mercara, Cochin, and Mangalore between 1 and 1½ inches of rain. On the following day the report showed that the influence of this branch of the monsoon was steadily extending, Karwar receiving 5 inches, Goa 3 inches, and Cochin, Mercara, Salem, and Mangalore between 1 and 2 inches of rain. The report of the 6th showed that the monsoon current had, on the preceding day, extended northward as far as Bombay, where a fall of nearly 5 inches of rain had occurred, the amounts registered along other parts of the coast remaining about the same as those of the 5th. The reports received on the 7th showed little change, beyond a slight extension of the rainfall towards the Central Provinces, where Pachmarhi received moderately heavy rainfall. On the 8th there was a slight falling off in the amount of rainfall, due to the Bombay branch of the monsoon current. During the whole week the West Coast current has been rather feeble, and a slight depression has existed off the Bombay Coast; and as a consequence, while the rainfall along the coast was heavy and the weather squally, the monsoon current extended but a slight distance inland, and the Central Provinces, Deccan, &c., have had but little rainfall.

On the opposite side of the Peninsula and in Northern India there has been a steady change from unsettled conditions towards finer weather. From the 1st to the 3rd strongish monsoon winds were blowing at the head of the Bay, bringing up much cloud and occasioning heavy falls of rain in Burma and Bengal. Among these falls the most important were—

	Inches.	
Bogra	15·6	on the 1st.
Silchar	11·25	on the 1st and 2nd.
Serajgunj	10·42	on the 1st.
Dhubri	4·5	on the 1st.
Rangoon	4·2	on the 1st and 2nd.

After the 3rd the force and the rain-bearing qualities of the Bengal current both decreased. At first local showers occurred in several parts of Bengal and Burmah; but these gradually fell off, and by the 8th an almost complete break in the rains obtained over the whole of Northern India, and the only rainfall pertaining to this branch of the monsoon was in Burmah.

In Upper India the weather was somewhat unsettled at times, and on the 2nd and 3rd thunderstorms occasioned rather heavy falls of rain on and near the hills of the Punjab and the North-Western Provinces.

The mean pressure of the week has been generally about the average of the month; but along the West Coast and also over the Berars and Central Provinces there has been a deficiency, the sudden fall of pressure in these regions being connected with the sudden extension northward of the monsoon current on the West Coast.

Temperature also shows but little departure from the monthly average, except in the case of the Central Provinces and Berars, where there is an excess of 5°. In the Punjab and North-Western Provinces the heat since the previous

week has considerably decreased, though maxima exceeding 110° were still reported from those Provinces, Rajputana, and Sind.

Division.	No. of stations.	Total Rainfall.
Burma	6	28·42
Bengal and Assam	16	43·19
N. W. Provinces and Oudh	9	4·69
Punjab	9	2·55
Hill Stations	6	6·70
Ceylon	1	4·53
Malabar Coast	5	29·04
Bombay	9	51·21
Berars and Central Provinces	10	2·28
Guzerat and Central India	6	0·55
Sind—Rajputana	6	0·44
Madras	14	8·34

W. L. DALLAS,

for *Meteorological Reporter to the Government of India.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 5th JUNE, 1887.

GENERAL REMARKS.—Rain in varying quantities has fallen generally throughout Madras, Bombay, Bengal, Assam, and Mysore; and showers have also occurred in several districts in the North-Western Provinces and Oudh and the Punjab and in parts of Rajputana.

The rainfall was general in Burma during the fortnight ending 4th June.

Kharif cultivation is progressing in Bombay, the Punjab, the Central Provinces, Berar, and Rajputana. Sowings have commenced in parts of Bombay and Rajputana and in the eastern districts of the North-Western Provinces and Oudh, and continue in the Punjab.

The prospects of the standing crops in Madras and Mysore are good.

The early rice in Bengal and Assam promises well, but the recent heavy rain in Bengal has caused some damage to the crop. Rice sowings are in progress in the Central Provinces and have commenced in Bombay.

Sugarcane is doing well in Bengal, and the crop is being irrigated in the North-Western Provinces and Oudh.

Indigo has suffered from rain in one district in Bengal, but the general condition of the crop is good; the irrigation of the crop continues in the North-Western Provinces and Oudh.

Cholera has increased in the North-Western Provinces and Oudh, and there has been a large mortality from the disease in the Sholapur district of the Bombay Presidency. Fever of a severe type also exists in the Ahmednagar district. In the Central Provinces fever and small-pox are prevalent in most districts. Elsewhere the public health is generally good.

Prices are rising in the North-Western Provinces and Oudh and in parts of Rajputana and the Central Provinces, and fluctuating in the Punjab. Elsewhere they are generally steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(June 8th)		
Bellary	Average last week since revised, ·15; this week, ·63.	Standing crops generally good. Harvest paddy, yield about average. Cholera increasing in four and cattle-disease also increasing in four taluks.
Kurnool	Average ·72	Lands being ploughed for next crop. Small-pox in three, cholera in one, and cattle-disease decreasing in five taluks.
Ganjam	Average ·40	Small-pox prevalent. Fever in five divisions. Cholera decreasing, and cattle-disease in one taluk.
Kistna	Average ·21	Standing crops good. Slight fever. Cholera decreasing in four and cattle-disease increasing in three taluks.
Chingleput (Madras)	Average ·23	Standing crops fair, but withered to some extent. Harvest paddy, outturn bad. Small-pox in one taluk.
Coimbatore	Average ·75	Standing dry crops generally good. Harvest *cholum*, outturn above average. Fever in one, and cattle-disease increasing in two taluks.
Tanjore	Average ·66	Standing crops generally good. Harvest paddy and gingelly, outturn up to average. Very slight cholera.
Madura	Average ·32	Health of people and cattle generally good.
Malabar	Average 4·12	Harvest third crop paddy, outturn about average. Fever in two and slight small-pox in nine taluks.
Travancore	3·71	Paddy improving. Small-pox and fever in places. *General Remarks.*—General prospects good.
Bombay—(June 8th)		
Karachi	*Nil*	River at Kotri on 6th, 9 feet 10 inches against 13 feet 3 inches on same date last year. *Kharif* transplanting in progress in four talukas. Seedlings injured by high winds in Sakro taluka. Fever in seven talukas. Wheat, red rice and *bajri* in Karachi 22, 30 and 32 and in Mirpur Batoro 20, 48 and 40 pounds per rupee, respectively.
Hyderabad	*Nil*	*Rabi* harvesting continues in four talukas. *Kharif* cultivation in progress. Fever in three, small-pox in two, and cattle-disease in one taluka. River at Kotri on 6th, 9 feet 10 inches against 13 feet 3 inches on same date last year. Wheat 24, *bajri* 38, *jowari* 40, white rice 20, and red rice 30 pounds per rupee.
Ahmedabad	·38	Preparation for *kharif* cultivation in progress. Public health good. Wheat 28 and *bajri* 31 pounds per rupee.
Baroda	. . . .	Public health good. Measles in Amreli. Land under preparation for sowing. *Bajri* 28, wheat 19 and rice 20 pounds per rupee.
Surat	*Nil*	Field operations continue. Cattle healthy. Cholera in some villages of Pardi taluka. *Jowari* 35 and *nagli* 44 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Nasik . . .	Rain in ten talukas—maximum at Igatpuri, 2·36 and minimum at Malegaon, ·01.	Preparation for *kharif* sowing in progress throughout the district. Cholera at Nasik, 2 attacks, 1 death; at Yeola, 8 attacks, 8 deaths. Appearance of small-pox in one village of Kalwan taluka. Wheat 28¾, *bajri* 36²⁹⁄₄₀ and rice 20²³⁄₄₀ pounds per rupee.
Colaba (Bombay) . .	Rain every day except on 3rd; heavy on 5th and 6th; total of week 7·27, total from 1st January 7·38, being 4·32 above average.	Abnormal temperature *nil* on the 1st, 1° cool on 2nd, 1° warm on 3rd and 4th, and then gradually fell to 6° cool on 7th. Vapour in air normal. Wind normal from 1st to 5th. Abnormal wind from north-east on 6th and from east (and strong) on 7th. Lightning on 4th. Thunderstorm on 5th. Thunder and lightning on 6th.
Poona	Rain throughout the district—maximum at Bhimthari, 1·76 and minimum at Petha Mulshi, ·04.	Land is being prepared for cultivation in Indapur, Purandhar, and Bhimthari talukas. Sowing of *hundi* completed in Petha Baramati and that of *moong* nearly in progress in Sirur taluka. Public health generally good. Slight cattle-disease in Indapur and Purandhar talukas. *Bajri* 43 and *jowari* 54 pounds in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona city.
Ahmednagar . .	Karjat, 2·39; Rahuri, ·99; Newasa and Jamkhed, ·50; Kopargaon, ·47; rain very slight in four and none in two remaining talukas.	Cholera slight in Nagar, Jamkhed, Sheogaon, Rahuri, and Kopargaon. Fever severe in Newasa, total attacks 157, deaths 46. *Bajri* 39 and *jowari* 53 pounds per rupee.
Sholapur . . .	Sholapur, 1·82; Barsi, 2·46; Madha, ·71; Karmala, ·62; Pandharpur, 1·37; Sangola, ·60, and Malsiras, ·60.	Cattle-disease in Sholapur, Pandharpur, and Sangola talukas. Cholera partly in all talukas, out of 435 cases, 160 fatal. *Jowari* 58½ and *bajri* 50⅝ pounds per rupee.
Dharwar . . .	Rain throughout the district, except in Kalghatgi — maximum at Mundargi, 3·21 and minimum at Mugud, ·20.	Ground being prepared for early crops. Sowing of rice commenced in Bankapur and retarded for want of sufficient rain in other talukas. Scarcity of fodder in Nawalgund and of drinking water in Nawalgund, Gadag, Ranibennur and Kod talukas. Public health generally good. Cholera in Gadag and Ranibennur talukas, cases 35, fatal 14. Cattle-disease in Nargund Petha. Rice 24 and *jowari* 55½ pounds per rupee.
Kanara . . .	Karwar, 14·87 (total 17·92); Kumpta, ·80; Honore, 2·05; Sirsi, ·40; Yellapur, ·20.	Monsoon set in on 4th. Sowing continues. Seeds sprouted on coast. Common rice in Karwar and district average 12½ seers per rupee.
Rajkot . . .	·90	Small-pox in Virpur. Measles in Rajkot, Samadhiala and Luni. Cattle and foot disease in Kharwa, Luni and Ankhan. Wheat 24 and *jowari* 29 pounds per rupee.
		General Remarks.—More or less rain in parts of thirteen districts of the Presidency Proper. *Kharif* sowing commenced in a few districts. Fever and small-pox in parts of six, cholera in parts of eight and cattle-disease in parts of nine districts.
Bengal—(June 8th)		
Chittagong (June 7th)	2·92	Weather hot, with occasional showers. Prospects of *aus* fair. Outturn of spring crops 12 annas. Prices stationary. Cholera still reported.
Dacca	2·85	Prospects of crops good. Sowing of *aman* continues. Rivers rising fast. Public health good.
24-Pergunnahs (Calcutta).	1·18	Early rice and other standing crops prosper. Sowing still continues. Public health fairly good.
Khoolna . . .	2·69	Weather sultry. Storm and rain on night of 4th. Sowing of *aus* and ploughing of *aman* going on. *Til* crops good. Public health good.
Moorshedabad . .	7·39	Weather still hot, though heavy rain at beginning of week. *Bhadoi* prospects good. *Aman* being sown. *Boro* harvesting over. Public health good.
Pubna	3·08	Crops doing well. Rain has much benefited them. Rivers rising Public health good.
Dinagepore . . .	6·78	Heavy rain has caused some damage to *bhadoi* and jute. Cholera reported from Atwari outpost and small-pox from Pirganj.
Rungpore . . .	4·02	Weather cool. Crops somewhat damaged by flood. Cholera diminishing.
Midnapore . . .	0·49	Weather again sultry. Sowing of *aman* begun.
Burdwan . . .	0·40	Weather sultry. Cultivation in good progress. Public health good. Cattle-pox in Cutwa.
Bhagulpore . . .	0·39	Late heavy rain has done some damage to early rice seedlings and to *rabi* on threshing floors. *Bhadoi* prospects good. Indigo doing well. Cholera abating.
Purneah	9·64	Crops doing well, except indigo and *moong*, which have suffered much from heavy rain. Highlands being ploughed. Public health fair. Rivers rising.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Durbhanga . . .	1·33	Prospects of early rice and indigo continue satisfactory. *Moong* considerably injured by late rain. *Bhadoi* sowing begun. Cholera reported from Madhobani.
Chumparun . . .	1·05	Rain very beneficial to indigo. Sowings on lowlands completed. Cholera still prevalent, but rain has diminished number of cases.
Patna	7·01	Weather hot and close. Fields being prepared for *bhadoi* sowings. Prospects of sugarcane fair. Cholera prevalent in Barh and Behar subdivisions.
Gya	*Nil*	*Makai* and *marua* being sown. Sugarcane doing well. Cholera still reported from south portion of the district. Fever and small-pox also reported.
Hazareebagh . .	*Nil*	Weather unsettled and cloudy. Sowings in progress. Sugarcane doing well. General health good.
Cuttack . . .	*Nil*	Weather hot, but cloudy at times. Sowing of rice in progress. Plants coming up in some places. Public health good. Cyclone of 25th May greatly damaged houses and trees in coast tract. Loss of cattle reported from Kanika estate.
		General Remarks.—Weather close. Rain in all districts, except Gya, Hazareebagh, and Cuttack, especially heavy in Northern Bengal districts. Prospects of crops generally good, some loss is reported from excessive rain. *Aman* cultivation and *bhadoi* sowings are going on. Cholera still prevalent in Patna division. Elsewhere public health is good. The cyclone of 25th May did some damage to trees and houses on coast of Cuttack and Balasore.
N.-W. Provinces and Oudh—(June 8th)		
Benares (June 7th)	. . . .	Markets dull. Prices steady. A few cases of cholera, otherwise health good.
Ballia („ 6th)	·40 at Sadr	Weather cloudy. *Kharif* sowing commenced in some places. Isolated cases of cholera reported from the interior.
Gorakhpore („ „)	2·0 at Sadr	Prices stationary. Cholera decreasing.
Fyzabad („ 7th	. . . .	Weather cloudy. Supplies plentiful. Prices stationary. Cholera in all tahsils.
Lucknow („ 6th)	·60 at Sadr on the 4th.	Weather cloudy. Fields being manured. Markets well supplied. Prices slightly rising. Public health good. No cattle-disease.
Rai Barelli („ „)	. . . .	Weather cloudy. Prices slightly rising. Cholera prevailing almost throughout the district.
Partabgarh („ 7th)	. . . .	Weather hot and cloudy. Prices steady. Cholera continues.
Allahabad („ „)	. . . .	Weather cloudy and close. Markets full. Prices fairly steady. Cholera still continues in Trans-Ganges and Trans-Jumna tracts, otherwise health good.
Cawnpore („ „)	Slight rain	Weather cloudy. Prices slightly risen. Sporadic cholera in city and cantonments. Fever and small-pox in places.
Banda („ 6th)	·20 at Sadr on 4th	Intense heat. Supplies ample. Prices stationary. Cholera in seven tahsils. Cattle-disease in one village.
Farakhabad („ 7th)	Slight rain	Weather hot, but cloudy. Sugarcane and indigo being irrigated. Supplies ample. Prices rising. Health fair. No cattle-disease.
Sitapur („ „)	·90 at tahsil Sidhauli	Winds generally easterly. Prices rising. Health of people and cattle good.
Bareilly („ „)	Slight rain	Weather cold. Prices stationary. Slight cholera in tahsil Baheri.
Kumaon („ „)	Slight partial showers	Weather fair, with occasional clouds. *Kharif* sowings in progress. Prices stationary. Severe cholera in pargana Shor, 47 deaths during the week. Cattle-disease on decrease.
Agra („ 6th)	. . . .	Weather cloudy. Cane, indigo, &c., being irrigated. Prices rising. Small-pox in city. General health good.
Jhansi („ „)	. . . .	Weather cloudy and hot. Slight rise in prices Cholera extending. Some small-pox and cattle-disease prevalent.
Meerut („ 7th)	2·30	Heavy storm on 3rd. Cane and indigo flourishing. Supplies sufficient and prices steady. Fever prevalent.
		General Remarks.—Rain has fallen in several districts. The fall was heaviest in Meerut and Gorakhpore. Cane and indigo crops are flourishing. *Kharif* sowings have begun in the eastern districts. Markets well supplied, but prices are rising. Cholera has increased, and some districts report fever and small-pox. Health of cattle generally good.
Punjab—(June 8th)		
Hissar (June 7th) .	Slight rain	Health good. Prices stationary.
Delhi . . .	·40	Health good. Prices fluctuating.
Umballa . . .	1·40	Health fair. Prices stationary. *Kharif* ploughings commenced.
Jullundur . . .	1·60	Health good. Prices falling. *Kharif* ploughings commenced.
Ferozepore . . .	·10	Health good. Prices stationary.
Amritsar . . .	·20	Health good. Prices stationary.
Sialkot . . .	·90	Health good. Prices stationary.
Lahore . . .	. . . .	No report received.
Multan . . .	·10	Health good. Prices almost stationary. *Rabi* crops nearly garnered. *Kharif* sowings in progress.
Rawalpindi . . .	Slight rain	Health good. Prices rising. *Rabi* crops reaped.
Shahpur . . .	*Nil*	Health good. Prices high, but falling. *Kharif* sowings in progress.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Dera Ismail Khan .	*Nil*	Health good. *Rabi* crops nearly harvested, outturn much below average.
Peshawar . . .	*Nil*	Health fair. Prices falling. Sowings progressing.
		General Remarks.—Rain has fallen in all districts, except Shahpur, Dera Ismail Khan, and Peshawar. Health is good, except in Umballa and Peshawar, where it is fair. Prices are fluctuating in Delhi, falling in Jullundur, Shahpur, and Peshawar, rising in Rawalpindi, elsewhere stationary. *Rabi* operations nearly completed in Multan, Rawalpindi, and Dera Ismail Khan. In Dera Ismail Khan the outturn is much below average. *Kharif* ploughings commenced in Umballa and Jullundur and sowings in progress in Multan, Shahpur, and Peshawar.
Central Provinces—(June 8th)		
Nagpur . . .	·16	Weather cloudy and hot. Land being prepared for *kharif*. Fever and small-pox prevalent. Prices steady.
Jubbulpore . . .	. . . .	Weather cloudy and hot. Cholera still present. Prices steady.
Saugor . . .	. . . .	Weather hot, cloudy and windy. Ploughing continues. Slight cholera. Fever prevalent. Prices rising.
Seoni . . .	. . . .	Weather hot, cloudy and windy. Fields prepared for *kharif* sowings. Small-pox in districts. Prices steady.
Hoshangabad . .	. . . .	Weather cloudy and warm. Ploughing in progress. Small-pox in places. Fever prevalent. Prices stationary.
Khandwa . . .	. . . .	Weather clear and warm. Preparations for *kharif* sowings continue Small-pox continues. Prices rising.
Raipur . . .	·40	Weather hot and cloudy. Manuring of fields nearly finished. Sowing of *dhan* broadcast commenced. Cattle-disease in Dhamtari. Prices steady.
Bilaspur . . .	Occasional showers	Weather hot and cloudy. Rice cultivation progressing. Small-pox and cattle-disease prevalent. Prices falling.
		General Remarks.—Weather hot and cloudy, with slight rain in places. Land being prepared for *kharif* sowings. Rice sowings commenced in Chhattisgarh. Fever and small-pox in most districts.
Burma—(June 1st)		
Akyab (May 28th) .	1·94 (Total rainfall to date 18·94).	Slight cholera in district, none in town.
Bassein . . .	1·81 (Total rainfall to date 8·42).	
Rangoon . . .	1·38 (Total rainfall to date 13·94).	
Amherst (Moulmein) .	2·10	
Tavoy . . .	1·49 (Total rainfall to date 22·63).	
Pegu . . .	2·95 (Total rainfall to date 19·94).	Slight cattle-disease.
Henzada . . .	5·45 (Total rainfall to date 8·16).	
Prome . . .	1·14 (Total rainfall to date 3·19).	
Toungoo . . .	1·61	Prices of paddy rising.
Thayetmayo . . .	1·05	
Shwebo (May 21st) .	1·07 (Total rainfall to date 3·31).	Spring crop commenced producing grain.
Kyaukse . . .	·58	
Myingyan . . .	·61 (Total rainfall to date 5·91).	Some cases of measles and small-pox. Food-supply sufficient and prices ordinary.
Mandalay . . .	·15 (Total rainfall to date 8·75).	Slight increase of measles in town Reaping of spring crops continues. Transplanting of *kaukkyi* crops progressing. Food-supply sufficient. Prices ruling high.
		General Remarks.—Public health of Lower Burma satisfactory. Slight cattle-disease prevalent. Ploughing begun on lowlands in Tavoy. Reports received from six Upper Burma districts. Public health generally good.
Burma—(June 8th)		
Akyab (June 4th) .	1·02 (Total rainfall to date 19·96).	
Bassein . . .	5·16 (Total rainfall to date 13·58).	Two deaths. Cattle-disease in one township.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Rangoon . . .	6·67 (Total rainfall to date 20·61).	One case of small-pox in town.
Amherst (Moulmein) .	5·70 (Total rainfall to date 22·0).	Ploughing commenced.
Tavoy	4·86 (Total rainfall to date 27·49).	Ploughing progressing.
Pegu	5·79 (Total rainfall to date 25·73).	
Henzada . . .	3·82 (Total rainfall to date 11·98).	
Prome . . .	1·73 (Total rainfall to date 4·92).	A case of cholera in one township.
Toungoo . . .	3·94 (Total rainfall to date 11·04).	Prices of paddy rising.
Thayetmayo . . .	·07 (Total rainfall to date 3·13).	
Shwebo (28th May) .	·85 (Total rainfall to date 4·16).	One case of small-pox.
Kyaukse . . .	·20	
Myingyan . . .	. . . .	Some cases of measles and small-pox. Food-supply sufficient and prices ordinary.
Minbu . . .	·31	Food-supply sufficient. Prices normal.
Yamethen . . .	·55	Spring crop harvest commenced.
		General Remarks.—Cholera prevalent in Thongwa district, otherwise public health generally good. Slight cattle-disease here and there. Reports received from six Upper Burma districts. Public health and crop prospects good.
Assam—(June 8th)		
Gauhati (June 7th) .	6·95	Weather rainy. Public health fair. Cattle-disease still reported from Mouzah Beltola. Prospects of crops good.
Sylhet	25·74	State of crops good. Prospects less favourable than the preceding weeks, owing to sudden and heavy fall of rain.
Cachar	1·22	Weather cloudy, with rain for first five days of the week. Ploughing for *sáil* crops continues. Common rice 12 seers 4¾ chittacks per rupee. Prospects of *dumai* and *murali* crops and tea fair. General health good.
Dibrugarh . . .	7·83	Weather rainy. Prospects of *ahu* good. Ploughing for *sáil* progressing. Tea doing well. Health fair.
Mysore and Coorg—(June 8th)		
Bangalore . .	At Mysore, 1·24; more or less rain throughout the State.	Standing crops in good condition. Prospects of season continue favourable. Public health good. Small-pox and cattle disease prevalent in affected parts. No material change in prices.
Mysore . .		
Mercara . . .	9·81	South-west monsoon rains set in fairly on 3rd instant. Prospects good. Prices stationary.
Berar and Hyderabad—(June 8th)		
Amraoti . . .	. . . .	Intense heat. Ploughings for *kharif* sowings continue. Slight fever in two taluks. Wheat 15 and *jowari* 26 seers per rupee.
Akola . . .	. . . .	Weather very warm and sometimes cloudy. Cholera beginning to appear in a few places. Small-pox and cattle-disease prevalent.
Hyderabad . .	Average ·57 (total ·72)	Reaping of *tabi* crop finished. Prices—wheat 13, coarse rice 12, white *juar* 18½, yellow *juar* 19½ and *tur* 14½ seers per current sicca rupee.
Central India States—(June 8th)		
Indore . . .	·08	Monsoon apparently approaching.
Gwalior . . .	. . . .	Health good. Intense heat.
Neemuch . . .	. . . .	Health good. Prices rising. Scarcity of water. Weather seasonable and warm.
Goona . . .	. . . .	Prices stationary. Health and prospects good.
Sutna . . .	. . . .	Eleven cases of cholera reported from Rewah in five days, also four cases from Govindgarh, but not epidemic, otherwise health and prospects good.
Agar . . .	. . . .	Health and prospects fair.
Sehore . . .	. . . .	Weather hot and cloudy. Health good.
Nowgong . . .	. . . .	Weather hot during day, but nights cool. Health fair. Prices steady.
Bhopawar . . .	. . . .	Weather sultry. Health good. Prices stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana – (June 8th)		
Abu (June 8th)	·50	Weather windy, occasionally cloudy and sultry.
Sirohi („ 5th)	*Nil*	Tanks dry; wells good. Health good. Weather fine and occasionally cloudy. Heat moderate. Westerly winds.
Marwar („ 4th)	*Nil*	About two months' water in Jodhpore city tanks. Health good. *Rabi* harvesting over. Winds strong and dusty. Weather less hot. Nights close and hot Markets tight.
Pertabgurh („ „)	*Nil*	Little water in wells. Weather good. Prices rising.
Meywar („ „)	. . . . .	Tanks and wells low. Health good. Prices stationary. Heat somewhat less.
Harowti („ „)	*Nil*	Weather cloudy and hot. Winds blowing. Health good.
Jhallawar („ 6th)	Showers in places	Health good. Heat great.
Ajmere („ 7th)	*Nil*	Weather hot. Cattle-disease and small-pox reported in some villages, otherwise health good. Ploughing operations commenced. Wheat 24 and barley and gram 41½ pounds per rupee.
Jeypore („ „)	Slight showers on 4th	Weather seasonable. Prices high.
Kerowlee („ 4th)	*Nil*	Tanks dry; wells drying. Sowings commenced. Small-pox decreasing. Health good. Prices steady. Weather very hot, with storms.
Dholepore („ „)	*Nil*	Wells drying; tanks almost dry. Sugarcane being irrigated. Fever and small-pox still reported. Prices stationary. Very hot winds.
Bhurtpore („ 7th)	*Nil*	Heat great. Health fair. Wells low. Prices steady.
Ulwar („ „)	Slight rain	Duststorms. Fever and small-pox continue. Prices steady.
Kotah („ 4th)	. . . . .	Weather seasonable. Health good.
Kherwara („ 5th)	*Nil*	Tanks and wells lower. Health good. Prices steady. Weather unchanged.
Bickanir („ 4th)	Slight rain	Fever in four districts and small-pox in one. Prices rising. Weather very hot and stormy.
Nepal – (June 3rd)		
Katmandu (June 2nd)	2·42	Weather close and sultry. Much thunder and heavy showers during the week. Prospects fair.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. V OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 8th May, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 7th May, 1887. Total.	Per mile open.	Total Receipts from 1st April, 1886, to 8th May, 1886. Total.	Per mile open per week.	Total Receipts from 1st April, 1887, to 7th May, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
			Rs.	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
	Lines worked by Guaranteed Companies.												
21st May, 1887	Oudh and Rohilkhand	680	1,61,508	237	686	1,63,089	238	9,00,218	244	8,08,379	223	...	91,839
21st ditto	Madras . . .	861	1,48,978	173	831	1,42,214	171	8,19,884	215	8,55,276	240	35,392	...
21st ditto	South Indian . .	654	95,802	146	654	1,11,486	170	5,36,761	151	5,22,125	186	...	14,636
21st ditto	Great Indian Peninsula	1,504	11,56,174	769	1,504	10,63,121	707	57,97,906	710	58,80,229	739	82,323	...
21st ditto	Bombay, Baroda and Central India . .	461	3,89,038	844	461	3,60,000	781	19,73,050	788	18,64,315	765	...	1,08,735
	TOTAL .	4,160	19,51,500	469	4,136	18,39,910	445	1,00,27,819	444	99,30,324	454	...	97,495
	State Lines worked by Guaranteed Companies.												
28th May, 1887	East Indian . .	1,515	10,33,715	682	1,519	10,90,429	718	55,63,382	676	54,38,394	677	...	1,24,988
28th ditto	Patna-Gya . .	57	11,845	208	57	10,501	184	68,828	222	57,312	190	...	11,516
28th ditto	Dildarnagar-Ghazipur	12	1,765	147	12	1,461	122	7,422	114	6,357	100	...	1,065
28th ditto	Sindia . .	75	6,318	84	75	10,110	135	43,097	106	46,822	118	3,725	...
21st ditto	Rajputana-Malwa (*a*) .	1,664	3,98,412	239	1,664	3,47,000	208	21,38,529	237	19,69,721	224	...	1,68,808
21st ditto	Southern Mahratta .	315	32,496	103	641	68,554	107	1,71,649	100	3,08,567	101	1,36,918	...
28th ditto	Indian Midland . .	42	2,680	64	42	6,334	151	12,115	53	25,324	114	13,209	...
21st ditto	Lucknow-Sitapur-Sihramau . .	...	...	...	85	3,929	46	...	...	19,713	51	19,713	...
	TOTAL .	3,680	14,87,231	404	4,095	15,38,318	376	80,05,022	401	78,72,210	370	...	1,32,812
	State Lines worked by Government.												
21st May, 1887	Eastern Bengal (*b*) .	606	1,37,373	227	645	1,30,419	202	7,47,999	227	7,26,033	213	...	21,966
21st ditto	Nalhati . . .	27	1,576	58	27	1,896	70	9,988	68	11,033	77	1,045	...
21st ditto	Tirhoot . . .	246	33,030	134	249	36,591	147	1,75,381	131	2,07,850	158	32,469	...
21st ditto	Wardha Coal . .	45	15,412	342	45	16,290	362	92,829	380	93,994	395	1,165	...
21st ditto	Nagpur and Chhattisgarh . . .	149	49,116	330	149	44,162	296	2,85,090	352	2,54,425	323	...	30,665
	Burma . . .	327	45,834	140	327	59,552	182	2,98,469	168	3,84,388	222	85,919	...
21st ditto	Cherra-Companyganj .	...	...	...	...	... (*c*)	...	...	...	...	...	...	...
19th Mar., 1887	North-Western (*d*) .	1,869	4,47,045	239	2,083	3,71,848	179	27,24,843	268	22,18,548	201	...	5,06,295
28th May, 1887	Bareilly-Pilibhit . .	36	1,254	35	36	2,202	61	10,674	55	11,084	58	410	...
21st ditto	Jorhat . . .	26	431	17	26	1,070	41	3,077	22	4,590	33	1,513	...
21st ditto	Bilaspur-Etawa (Kutni-Umaria Section) .	...	...	...	38	1,966	52	...	...	7,469	37	7,469	...
	TOTAL .	3,331	7,31,071	219	3,625	6,63,996	184	43,48,350	240	39,19,414	205	...	4,28,936
	GRAND TOTAL (GUARANTEED AND STATE)	11,171	41,69,802	373	11,856	40,44,224	341	2,23,81,191	369	2,17,21,948	349	...	6,59,243
	GROSS ESTIMATED EXPENSES .	...	...	...	...	...	...	88,49,695	146	1,01,87,360	164	...	...
	NET RECEIPTS .	...	...	...	...	...	...	1,35,31,496	223	1,15,34,588	185	...	19,96,908
	Assisted Companies.												
21st May, 1887	Bengal Central . .	125	11,208	90	125	11,320	91	59,119	87	57,268	87	...	1,851
21st ditto	Rohilkhand-Kumaon .	67	7,239	108	67	6,968	104	43,170	119	40,733	113	...	2437
14th ditto	Dibru-Sadiya (late Assam) .	78	6,029	77	78	9,043	116	36,973	87	45,955	111	8,982	...
21st ditto	Bengal and North-Western . . .	303	38,040	126	376	56,440	150	2,25,352	137	2,61,440	131	36,088	...
28th ditto	Tarakessur . .	22	5,530	251	22	5,259	239	36,552	306	34,664	298	...	1,888
	TOTAL .	595	68,046	114	668	89,030	133	4,01,166	124	4,40,060	125	38,894	...
	Native States.												
21st May, 1887	Bhavnagar-Gondal .	193	31,038	161	193	36,450	189	1,48,638	142	1,75,600	172	26,962	...
21st ditto	Jodhpore . . .	64	4,648	72	124	7,800	63	23,049	66	40,878	62	17,829	...
14th ditto	Nizam's . . .	208	23,636	114	208	30,627	147	1,25,111	111	1,66,050	151	40,939	...
21st ditto	Mysore . . .	140	8,317	59	140	8,679	62	44,047	58	46,288	63	2,241	...
28th ditto	Rajpura-Patiala . .	16	1,362	85	16	1,021	64	7,385	85	5,294	63	...	2,091
21st ditto	Morvi . . .	24	1,331	55	68	4,499	66	6,596	51	21,571	60	14,975	...
	TOTAL .	645	70,332	109	749	89,076	119	3,54,826	101	4,55,681	115	1,00,855	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Northern Bengal, Dacca, Kaunia-Dharla and Assam-Behar State Railways.
(*c*) Return not received.
(*d*) Includes the Amritsar-Pathankot State Railway.

JAMES RAMSAY,
Offg. Under-Secretary.

SIMLA,
The 9th June, 1887.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 15th June, 1887.

The depression which had existed during the previous week over the Arabian Sea off the Bombay Coast disappeared on the 9th, and was followed by strong south-west to west-south-west winds all along the West Coast of India. These strong westerly winds blew steadily throughout the week. They brought heavy rainfall to the Coast districts, the average daily fall for the week being—at Goa and Ratnagiri, 4·2 inches; at Karwar, 3·6 inches; and at Mangalore, 3·3 inches. They carried also much vapour and cloud into the Deccan, the Central Provinces, and Central India, but the accompanying rainfall was during the earlier part of the week generally scanty.

The Bay of Bengal branch of the monsoon current continued feeble from the 9th to the 11th. During those days it was, in fact, practically suspended over Northern India, being replaced by westerly winds bringing drier weather and a higher temperature to the North-Western Provinces and the Punjab. On the 10th the report gave indications of the formation of a small storm over the head of the Bay. On the 11th this disturbance had undergone further development without, however, changing its position; but on the morning of the 12th the centre was approaching Ganjam, and heavy rain was falling on the Madras and Circars Coasts. On the 13th the storm centre lay midway between Gopalpore and Vizagapatam, and moderate rain was falling over Burma, Bengal, Assam, and Orissa, as well as at some of the hill stations in North-Western India. On the morning of the 14th the storm centre was moving across the Central Provinces, and moderate but general rain was falling over the central parts of India and at a few places in the North-West. In the rear of the depression strong monsoon winds set in, which extended across Bengal into the North-Western Provinces. On the 15th both branches of the monsoon were blowing strongly, and rain was falling over a large part of India, though in the North-West the precipitation was light and sporadic.

The mean pressure of the week has differed but little from the average of the month, being slightly above it in the Punjab and Malabar and below it elsewhere.

On the whole, the temperature has been below the average, the amount of cloud and vapour brought up by the increasing strength of the monsoon currents having very considerably mitigated the heat, which during the past few weeks has prevailed over Upper and Central India.

The amount of moisture in the atmosphere has been below the average, except in the west and south.

The rainfall of the Bay branch of the monsoon for the first half of June, as compared with the average of the same period, has been short of the normal on the Arakan Coast, in Bengal Proper, and at the majority of stations in the North-Western Provinces and the Punjab; but above it in Assam, North Bengal, and Behar. The rainfall of the Bombay branch for the same period has exceeded the average along the West Coast (Karwar + 27 inches and Ratnagiri + 20 inches) and over the Central Provinces, but has been short in the Bombay Deccan and apparently in Guzerat, Central India, and Rajputana.

Division.	No. of stations.	Total Rainfall.
Burma	6	26·42
Bengal and Assam	16	37·82
N. W. Provinces and Oudh	8	3·55
Punjab	7	1·71
Hill Stations	5	6·81
Ceylon	1	1·53
Malabar Coast	5	46·62
Bombay	9	105·39
Berars and Central Provinces	10	31·28
Guzerat and Central India	5	1·91
Sind—Rajputana	3	0·82
Madras	13	22·53

W. L. DALLAS,

SIMLA, *17th June, 1887.* for *Meteorological Reporter to the Government of India.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 16th JUNE, 1887.

GENERAL REMARKS.—Except in the Punjab, rain has been general throughout the country during the week under review. The falls were heaviest in Bombay, Bengal, and Assam.

Kharif ploughings and sowings are now in active progress in most parts of the country. In the Punjab more rain would be beneficial for ploughing operations.

In Madras, Mysore and Coorg the outlook is favourable.

Ploughing and sowing for the rain-weather crops are going on in Bengal, and the crops above ground are generally doing well, though in the Northern Bengal districts some damage was caused by the heavy rain at the end of May.

Rice is being sowed in Bombay, the Central Provinces, and Assam. In Burma ploughing for the rice crop has commenced.

Sugarcane promises well in Bengal, the North-Western Provinces and Oudh, the Central Provinces, and Assam.

Cholera is chiefly prevalent in the North-Western Provinces and Oudh and Bombay, and the mortality from the disease in two districts of the latter—Ahmednagar and Sholapur—has been high. Elsewhere the public health is generally good.

Prices show an upward tendency in the North-Western Provinces and Oudh, and are rising and high in three districts of the Punjab. Elsewhere they are fairly steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(June 15th)		
Bellary . . .	Average last week since revised, ·69; this week, ·31.	Standing crops generally good. Harvest paddy, yield average. Cholera decreasing in four taluks and cattle-disease also decreasing in one.
Kurnool . . .	Average ·25	Agricultural operations progressing for next crop. Small-pox in three, cholera decreasing in one, and cattle-disease increasing in four taluks.
Ganjam . . .	Average ·28	Small-pox in five and fever in seven divisions. Cholera decreasing, and cattle-disease in one taluk.
Kistna . . .	Average 1·21	Harvest crops on irrigation channels. River 1·6 feet over Anicut. Slight fever prevalent. Cholera increasing in four and cattle-disease decreasing in three taluks.
Chingleput (Madras) .	Average ·45	Standing crops fair, but withered to some extent. Harvest paddy, outturn middling. Small-pox in one and cattle-disease in three taluks.
Coimbatore . . .	Average ·36	Standing dry crops good. Harvest *cholum*, outturn above average. Fever in one taluk.
Tanjore . . .	Average ·66	Standing crops generally good. Harvest paddy, cotton, gingelly, outturn up to average. Cattle-disease in one taluk.
Madura . . .	Average ·06	Health of people and cattle generally good.
Malabar . . .	Average 15·92	Harvest third crop paddy, outturn average. Fever in two and slight small-pox in eight taluks.
Travancore . .	15·79	Paddy thriving. Small-pox and fever in places. *General Remarks.*—General prospects good.
Bombay—(June 15th)		
Karachi . . .	Tatta, ·04	Weather hot and cloudy. General health good. River at Kotri on 13th, 12 feet 7 inches against 12 feet 1 inch on same date last year. Fever in six talukas. Wheat, red rice and *bajri* in Karachi 22, 30 and 32 and in Dadu 30, 42 and 38 pounds per rupee, respectively.
Hyderabad . . .	Badin, ·07	*Rabi* harvesting continues in two talukas. *Kharif* cultivation in progress. Fever in two, small-pox in one, and cattle-disease in one taluka. River at Kotri on 13th, 12 feet 7 inches against 12 feet 1 inch on same date last year. Wheat 24, *bajri* 37½, *jowari* 40, white rice 20, and red rice 30 pounds per rupee.
Ahmedabad . . .	·17; total ·55; rain in three talukas—maximum ·16 in Dholka and minimum ·17 in Daskroi.	Preparations for *kharif* cultivation in progress throughout the district. Public health good. Wheat 28 and *bajri* 31 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Baroda	Rain general; ·63 in Baroda.	Health good. Crops in good condition. *Bajri* 28, rice 21 and wheat 18 pounds per rupee.
Surat	Rain in all talukas—maximum in Bulsar, 4·96 and minimum in Bardoli, 1·35.	Sowing operations commenced. Fever in Bardoli and cholera in some villages of Pardi and Bulsar talukas. *Jowari* 35 and *nagli* 41 pounds per rupee.
Nasik	. . . . .	*Kharif* sowing commenced in Igatpuri and Peint talukas, but retarded in other talukas for want of rain. Small-pox in Yeola and Kalwan talukas. Cholera in Chandor, Yeola and Malegaon talukas, 56 attacks, 22 deaths. Prices stationary.
Colaba (Bombay)	Rain every day; heavy on 11th and 14th; total of week, 6·83; total to date, 14·21, being 4·86 above average.	Abnormal temperature 3° cool on 8th, fell to 8° cool by the 11th, rose to 2° cool by the 13th and was 5° cool on 14th. Vapour in air defective on 10th and 11th. Normal on all other days. Abnormal wind from south-east (and strong) from 8th to 10th, from east-south-east on 11th, and from north-west on 13th. Wind normal on 12th and 14th.
Poona	Rain throughout the district—maximum 3·38 and minimum ·05 in Khed and Bhimthari talukas, respectively.	More rain wanted in Sirur, Purandhar, and Bhimthari talukas. Sowing of rice and *nagli* in Mawal, portion of Junnar, Khed and Petha Ambegaon, and that of *moong* in Sirur and Purandhar talukas in progress. Sowing of rice, *nagli* and *jvari* completed in Mawal taluka. Public health generally good. Slight cattle-disease in Indapur and Purandhar talukas. *Bajri* 43 and *jowari* 52 pounds in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona city.
Ahmednagar	Sangamner, 1·45; Newasa, 1·23; Rahuri, ·95; Jamkhed, ·68; Parner, ·65; and Kopergaon and Akola, ·52; very slight in others.	Cholera in five talukas, attacks 309, deaths 105. *Bajri* 36 and *jowari* 51 pounds per rupee. Rain required for *kharif* sowings.
Sholapur	Rain in all talukas; maximum in Karmala, ·87 and minimum in Madha, ·07.	Cattle-disease in Sholapur, Pardi, Pandharpur, and Sangola talukas. Slight cholera here and there in all talukas, 529 cases, 244 fatal. *Jowari* 56½ and *bajri* 49⅜ pounds per rupee.
Dharwar	Rain general; maximum 4·0 in Hangal and minimum ·04 in Ron.	Sowing of rice commenced in some talukas. Scarcity of fodder in Nawalgund and of drinking-water in Gadag, Kalghatgi, and Kod talukas. Cholera in Ranibennur, cases 44, fatal 23. Slight cattle-disease in Nawalgund and Nargund. Rice 23¾ and *jowari* 55 pounds per rupee.
Kanara	Heavy rain throughout the week; Karwar, 18·41; total 36·33; Honore, 23·94; Sirsi, 7·52, and Haliyal, 4·15.	Slight cattle-disease in Sirsi and small-pox in Mundgod Petha. Common rice in Karwar and district average 12½ seers per rupee.
Rajkot	·44	Weather hot and cloudy. Wheat 23, *bajri* 24, and *jowari* 29 pounds per rupee. *General Remarks.*—More or less rain throughout the Presidency. Sowing operations in progress in parts of thirteen districts. Fever and small-pox in parts of seven, cattle-disease in parts of ten, and cholera in parts of eight districts.
Bengal—(June 15th)		
Chittagong (June 14th)	1·92	Weather seasonable, with occasional showers. Early rice being transplanted. Prices stationary. Cholera still reported, public health otherwise good.
Dacca	1·41	Rain has improved prospects, but rivers rising fast and damage in lowlands anticipated. *Til* (sessamum) being cut. *Aman* paddy and jute doing well. Public health generally good.
24-Pergunnahs (Calcutta)	·98	Prospects promising. *Aus* sowing in progress. Public health generally good.
Khoolna	6·01	Weather stormy. Ploughing and sowing continue. Prospects of early rice fair. Public health good.
Moorshedabad	9·38	Weather still hot. *Bhadoi* prospects good. *Aman* being sown. Jute and sugarcane promising. Public health good.
Pubna	9·40	Weather sultry, with occasional rain. Crops doing well. Public health good.
Dinagepore	1·14	General rain on two days. *Bhadoi* sowing over. Jute and *bhadoi* suffered from heavy rain.
Rungpore	·63	Crops generally good, but in some instances damaged by flood. Public health improved.
Midnapore	9·29	Early sowing commenced. Some lands in Tumlook subdivision damaged by overflow of salt-water. Public health good.
Burdwan	·56	Monsoon broke on 12th. Prospects good. Agricultural operations in progress. Public health good.
Bhagulpore	*Nil*	Weather sultry. Fine weather has done much to right the damage done by previous week's heavy rain. Sowing and cultivation going on. Prospects good. Public health improving.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Purneah	2·87	All crops, except indigo, doing well. Ploughing and weeding in progress. Public health fair. Rivers falling.
Durbhanga	*Nil*	Prospects of rice continue satisfactory. *Bhadoi* being sown. Prices rising. Cholera in Madhubani.
Chumparun	·57	Prospects of indigo and other standing crops favourable. Sowing of *bhadoi* and *aghani* in progress. Prices stationary. Cholera abating.
Patna	1·77	*Bhadoi* sowings going on. Fields being prepared for sowing of paddy. Cheena being sown on *deara* land. Cholera prevalent in Barh and Behar subdivisions.
Gya	1·16	*Bhadoi* being sown. Sugarcane doing well. Cholera in all subdivisions. Fever also reported. Small-pox only in Nowada.
Hazareebagh	. . . . .	Weather rainy. Monsoon appears to have set in. Rice and *bhadoi* crops being sown. Cholera in one village in Giridih subdivision, otherwise general health good.
Cuttack	2·05	Weather cloudy. Very high winds. Sowing of rice in progress. Price of rice unchanged. Public health good, *General Remarks.*—Weather sultry. The monsoon winds, which came in rear of the cyclone at the end of May and which brought up heavy rain, slackened at the beginning of the week, and the rainfall of the week has been moderate. More rain is expected. Crops are generally doing well, but some damage has been done, particularly in the Northern Bengal districts by the heavy rain at the end of May. Ploughing and sowing of *aman* and *bhadoi* crops are going on. Cholera still reported in the Patna division, elsewhere general health is good.
N.-W. Provinces and Oudh—(June 15th)		
Benares (June 14th)	Slight rain	Markets full. Prices steady. Few cases of cholera in the district, otherwise health good.
Bal'a (13th)	. . .	Weather fair, with occasional clouds. Sugarcane being irrigated. Prices steady. Sporadic cholera continues.
Gorakhpore („ „)	·20 at Sagr	Prices stationary. Cholera considerably decreased.
Fyzabad („ 14th)	·10 at Sadr	Weather cloudy. Markets well supplied. Cholera in all districts.
Lucknow („ 13th)	. . . .	Weather often cloudy. Supplies sufficient. Prices rising gradually. Public health good. No cattle-disease.
Rai Bareli („ „)	. . . .	Heat intense. Markets well stocked. Prices rising. Cholera all over the district.
Partabgarh („ 14th)	. . . .	Heat excessive. Winds variable. Indigo and sugarcane being irrigated. Prices show a marked rise. Cholera continues. No cattle-disease.
Allahabad („ „)	. . . .	Weather sultry. Clouds gathering. Markets full. Prices rising slightly. Cholera still continues in Trans-Ganges and Trans-Jumna tracts.
Cawnpore („ „)	. . . .	Weather oppressive. Indigo and sugarcane being irrigated. Prices somewhat risen. Sporadic cholera in places. Cattle-disease in two pergunnahs.
Farakhabad („ „)	2·0 at Sadr and believed to be general in the district.	Indigo and sugarcane thriving. Maize sowings commenced. Markets well supplied, but prices high and still rising. Fever and itch in one tahsil, otherwise health good. No cattle-disease.
Sitapur („ „)	3·3 on 14th	Weather close.
Bareilly („ „)	Good rain on 13th	Weather cool. Prices stationary. Slight cholera in tahsil Baheri.
Banda („ 13th)	. . . .	Weather hot. Supplies ample. Prices stationary. Cholera throughout the district. Cattle-disease in one village.
Kumaon („ 14th)	. . . .	Weather occasionally cloudy, with slight rain. *Kharif* operations in progress. Prices falling. Cholera severe in Shor, 54 deaths in week. Cattle-disease on the decrease.
Agra („ 13th)	. . . .	Weather cloudy. Sugarcane and indigo crops being irrigated. Prices steady. Cholera reported in two tahsils and small-pox in city.
Jhansi („ „)	. . . .	Weather cloudy and close. Prices steady. Cholera bad in pergunnah Moth, and extending to other pergunnahs, 1 case reported from city. Some small-pox and cattle-disease reported.
Meerut („ 14th)	Slight rain in three tahsils on 12th.	Temperature lowered. Prices risen slightly. Health good, except some fever. *General Remarks.*—The rainfall has been pretty general, but not heavy. Indigo and cane crops doing well. Supplies ample, but prices show an upward tendency. Cholera reported in most districts, and small-pox and fever in a few places.
Punjab—(June 15th)		
Hissar (June 14th)	. . . .	Rain much wanted. Health good. Prices stationary.
Delhi	·25	Health good, 1 fatal case of cholera. Prices slightly rising.
Umballa	·02	More rain wanted for *kharif* ploughing. Few cases of cholera in Umballa and Thanesar town. Prices stationary.
Jullundur	. . . .	Health good. Prices stationary. *Kharif* ploughing commenced.
Ferozepore	·20	Health good. Prices stationary.
Amritsar	. . . .	Rain wanted. Health good. Prices stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Sialkot		Health good. Prices stationary.
Lahore		Health good. Prices stationary.
Multan		Health good. Prices stationary. *Rabi* being garnered. *Kharif* sowing in progress.
Rawalpindi	Slight rain	Health good. Prices rising. *Rabi* crops reaped.
Shahpur		Health good. Prices high and stationary. *Kharif* sowings in progress.
Dera Ismail Khan	Slight rain	Health fair. *Rabi* outturn much below average.
Peshawar		Rain wanted. Health fair. Prices almost stationary. *Kharif* sowing in progress.
		General Remarks.—Rain has fallen in Delhi, Umballa, Ferozepore, Rawalpindi, and Dera Ismail Khan, and is wanted in Hissar, Umballa, Amritsar, and Peshawar. Health good, except in Dera Ismail Khan and Peshawar, where it is fair and in Umballa, where there were a few cases of cholera. Prices slightly rising in Delhi, rising in Rawalpindi, high and stationary in Shahpur, almost stationary in Peshawar, elsewhere stationary. *Rabi* crops being garnered in Multan, and crops reaped in Rawalpindi. In Dera Ismail Khan the outturn is much below average. Fodder scarce in Shahpur. *Kharif* ploughings commenced in Jullundur, and sowings in progress in Multan, Shahpur, and Peshawar.
Central Provinces—(June 14th)		
Nagpur	1·98	Weather rainy. *Kharif* ploughings in hand. Health fair. Prices steady.
Jubbulpore	Showers	*Kharif* ploughings in progress. Early rice sowings commenced in places. Cholera still present. Prices steady.
Saugor	1·89	Weather cloudy and close. Preparations for *kharif* sowings in progress. Cholera in one tahsil. Fever prevalent. Prices rising.
Seoni	1·76	Weather cloudy and stormy. Field prepared for sowings. Health good. Prices steady.
Hoshangabad	1·59	Weather cloudy, rainy, and warm. Ploughings in progress. Cholera, small-pox, and fever in parts. Prices stationary.
Khandwa	2·16	Weather cloudy and windy. Preparations for *kharif* sowings in progress. 317 cases of small-pox, 21 fatal. Prices unchanged.
Bilaspur	1·49	Rice sowings progressing. Sugarcane promising. Fever and small-pox prevalent. Cattle-disease in one tahsil. Prices stationary.
Raipur	5·26	Weather cloudy and cool. Rice sowings in progress. Cattle-disease in places. Price of wheat risen.
Sambalpur (June 11th)	3·54	Weather very warm and cloudy. Early sowings in progress. Price of rice falling.
		General Remarks.—There has been general rain. Ploughing continues, and sowing has commenced in places. Cholera, small-pox, and fever in a few districts. Prices generally steady.
Burma—(June 15th)		
Akyab (June 11th)	·85 (Total rainfall to date 20·81).	Some cholera and cattle-disease. Ploughing commenced.
Bassein	1·16 (Total rainfall to date 14·74).	Slight cattle-disease.
Rangoon	7·42 (Total rainfall to date 28·03).	
Amherst (Moulmein)	6·47 (Total rainfall to date 28·47).	Ploughing progressing. Transplanting commenced. Wages of ploughing labour eight annas per day or Rs. 12 to Rs. 14 per month.
Tavoy	9·82 (Total rainfall to date 37·31).	Ploughing progressing.
Henzada	2·98 (Total rainfall to date 14·96).	Ploughing commenced.
Prome	1·48 (Total rainfall to date 6·40).	
Toungoo	1·39 (Total rainfall to date 12·43).	
Thayetmayo	·26 Total rainfall to date 3·39).	
Shwebo	·61 (Total rainfall to date 7·31).	One case of small-pox.
Kyaukse	1·11	Large caravans of Shan traders coming down.
Myingyan	1·81 (Total rainfall to date 7·72).	Slight measles and small-pox prevalent. Food-supply sufficient. Prices ordinary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Mandalay (June 4th)	4·87 (Total rainfall to date 13·62).	Slight increase of measles in town. Reaping of spring crops continued. Transplanting of *kaukkyi* crops progressing. Food-supplies sufficient. Prices ruling high.
Minbu	1·49	Food-supply sufficient. Prices normal.
Yamethen	·01	Spring harvest progressing.
		General Remarks.—Health of Lower Burma generally good. Ploughing begun in majority of districts. Weather seasonable. Reports received from seven Upper Burma districts. Public health good. Agricultural operations going on.
Assam—(June 15th)		
Gauhati (June 14th)	·92	Weather rainy. Public health fair. Cattle-disease reported from one tahsil. Prospect of crops good.
Sylhet	4·70	State and prospects of the crops good.
Cachar	2·23	Weather dry for first three days. Reaping of *dumai* and *murali* crops commenced. Cultivation of *sáil* crops continues. Common rice $10\frac{8}{16}$ seers per rupee. Cholera prevalent. Growth of tea retarded.
Dibrugarh	3·99	Weather seasonable. Planting of sugarcane over. Prospects good. Transplanting of *sáil* commenced in some parts of the district. General health fair.
Mysore and Coorg—(June 15th)		
Bangalore	Mysore, 1·14; slight in Bangalore, Kolar, and Tumkur districts and heavy in Shimoga, Kadur, and Hassan districts.	Standing crops in good condition. Prospects of season favourable. Public health good. Small-pox and cattle-disease continue in affected parts. Prices slightly risen in Tumkur district and fallen in Hassan district.
Mysore		
Mercara	13·23	Rain seasonable. Sowings of rice commenced. Prices stationary.
Berar and Hyderabad—(June 15th)		
Amraoti	1·94	Weather hot, with occasional showers. Fields prepared for *kharif* sowings. Cholera in Amraoti town. Cattle healthy. Wheat 14 and *jowari* 26 seers per rupee.
Akola	1·20	Weather still hot. Field operations continue. Sowing of cotton commenced in Akola taluka. Fever prevalent throughout the district. Cholera still prevalent. Cattle-disease slight.
Hyderabad	1·37 (Total since 1st January 2·9).	Monsoon set in. Preparations for *kharif* sowings commenced. Cholera still prevalent. Prices—wheat 13½, coarse rice 12½, white *juar* 19, yellow *juar* 21½, and *tur* 14¾ seers per current sicca rupee.
Central India States—(June 15th)		
Indore	·41	No heavy rain till 15th.
Morar (Gwalior)		Health good. Heat intense. Weather cloudy.
Sutna	No rain at Sutna, but slight falls in other places.	Cholera abating in Rewah. Health and prospects good.
Neemuch	·60	Weather cloudy. Health good.
Goona	·40	Health and prospects good.
Agar	·17	Weather cloudy and threatening. Cholera at Bangrode in Sailana. Prospects fair.
Sehore	1 86	Weather cloudy. Crops and health good.
Nowgong	·06	Weather hot, cloudy, and windy. Health fair. Prices unchanged.
Bhopawar	·52	Health good. Prices stationary.
Rajputana—(June 15th)		
Abu (June 15th)	·28	Occasionally cloudy and sultry. Weather seasonable.
Sirohi („ 12th)	·22	Tanks empty; wells good. Health good. Weather overcast and cloudy. Cool south-west winds.
Marwar („ 11th)	·04	About two months' water in Jodhpore city tanks. Health good, though some pergunnahs unhealthy. Weather partially cloudy, windy, dusty, and less hot. Nights little cooler. Indications of rain. Markets easy. Prices show a tendency to fall.
Meywar („ „)	·97; rain general	Tanks and wells low. Cholera prevalent mildly in some districts. Prices stationary. Weather cloudy.
Harowti („ „)	Deoli, ·01; Tonk, ·22; Shaspura, ·97. Few scattered showers.	Weather unsettled. Health good.
Jhallawar („ 13th)		Great heat. Much scarcity of water at Shahabad. Health good.
Ajmere („ 14th)	·23	Weather clear. Cattle-disease and small-pox still prevalent in Todgarh tahsil. Health good. Ploughing operations continue. Wheat 24, barley 41⅛, and gram 38¼ pounds per rupee.
Jeypore („ „)		Weather hot. Rain anxiously expected.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana —*contd.*		
Kerowlee (June 11th)	. . . .	Tanks dry; wells drying. Rain wanted. Cultivators engaged in *kharif* operations. Health good. Prices rising. Weather very hot and stormy.
Dholepore („ „)	*Nil*	Weather cloudy Wells drying; tanks almost dry. Small-pox disappearing and fever still prevails. Prices rising. Weather very hot.
Bhurtpore („ 14th)	·25	Heat intense. Health fair.
Ulwar („ „)	*Nil*	*Kharif* preparations in progress. Prices rising. Fever continues.
Kotah („ 11th)	·08	Weather cloudy. Health good. Prices fluctuating.
Kherwara („ 12th)	1·17	Tanks and wells lower. Health good. Prices steady. Weather cool and cloudy.
Bickanir („ 11th)	·05; Reni, 2·00; drops in eight districts.	Fever in five districts and small-pox in one. Prices rising. Weather very hot, cloudy, and stormy.
Pertabgurh („ „)	·55	Little water in wells. Health good. Prices slightly fallen. Weather partially cloudy.
Nepal—(June 10th)		
Katmandu (June 9th)	·37	Weather seasonable. Prospects fair.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. VI OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 15th May, 1886. Total.	Receipts for week ending 15th May, 1886. Per mile open.	Total mean length open.	Receipts for week ending 14th May, 1887. Total.	Receipts for week ending 14th May, 1887. Per mile open.	Total Receipts from 1st April, 1886, to 15th May, 1886. Total.	Total Receipts from 1st April, 1886, to 15th May, 1886. Per mile open per week.	Total Receipts from 1st April, 1887, to 14th May, 1887. Total.	Total Receipts from 1st April, 1887, to 14th May, 1887. Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
			Rs.	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
	Lines worked by Guaranteed Companies.												
21st May, 1887	Oudh and Rohilkhand	680	1,72,677	254	686	1,55,781	227	10,72,895	245	9,64,160	223	...	1,08,735
28th ditto	Madras	861	1,51,992	177	831	1,58,333	191	9,71,876	176	10,09,058	193	37,182	...
28th ditto	South Indian	654	99,698	152	654	1,04,415	160	6,37,929	152	6,25,803	152	...	12,126
28th ditto	Great Indian Peninsula	1,504	11,21,474	740	1,504	11,64,609	774	69,19,380	716	70,50,918	745	1,31,538	...
28th ditto	Bombay, Baroda and Central India	461	3,48,368	756	461	3,45,000	748	23,21,418	780	22,14,721	771	...	1,06,697
	Total	4,160	18,94,209	455	4,136	19,28,138	466	1,19,23,498	446	1,18,64,660	456	...	58,838
	State Lines worked by Guaranteed Companies.												
4th June, 1887	East Indian	1,515	10,13,668	669	1,519	10,32,528	680	65,77,050	675	64,65,211	677	...	1,11,839
4th ditto	Patna-Gya	57	9,323	164	57	9,035	159	78,151	213	60,345	185	...	11,806
4th ditto	Dildarnagar-Ghazipur	12	1,709	142	12	1,408	117	9,131	118	7,750	103	...	1,381
4th ditto	Sindia	75	7,003	94	75	7,367	101	50,190	104	54,370	725	4,180	...
28th May, 1887	Rajputana-Malwa (*a*)	1,664	4,01,224	241	1,664	3,48,000	209	25,39,753	237	23,41,494	224	...	1,98,259
28th ditto	Southern Mahratta	315	30,278	115	641	63,149	98	2,08,225	103	3,68,055	100	1,60,730	...
4th June, 1887	Indian Midland	42	1,692	40	42	4,030	96	13,807	51	29,221	111	15,414	...
28th May, 1887	Lucknow-Sitapur-Sihramau	...	...	...	85	4,196	49	...	...	23,992	51	23,992	...
	Total	3,680	14,70,987	400	4,095	14,69,919	359	94,76,307	400	93,57,338	369	...	1,18,969
	State Lines worked by Government.												
28th May, 1887	Eastern Bengal (*b*)	606	1,34,449	222	645	1,28,100	199	8,82,448	226	8,54,133	210	...	28,315
4th June, 1887	Nalhati	27	1,772	66	27	1,525	56	11,759	68	12,578	74	819	...
4th ditto	Tirhoot	246	32,321	131	249	35,801	144	2,07,703	131	2,43,545	155	35,842	...
4th ditto	Wardha Coal	45	14,796	329	45	18,076	415	1,07,625	371	1,12,670	398	5,045	...
4th ditto	Nagpur and Chhattisgarh	149	38,561	259	149	44,114	296	3,23,651	338	2,98,539	319	...	25,112
28th May, 1887	Burma	327	42,799	131	327	55,505	170	3,41,268	162	4,37,977	213	96,709	...
26th Mar., 1887	Cherra-Companyganj	...	...	...	...	... (*c*)	...	...	...	...	...	...	...
4th June, 1887	North-Western (*d*)	1,869	4,77,896	256	2,083	4,28,116	206	32,02,739	267	26,46,664	202	...	5,56,075
28th May, 1887	Bareilly-Pilibhit	30	2,440	69	30	1,889	52	13,164	57	12,973	57	...	191
28th ditto	Jorhat	26	437	17	26	806	31	3,514	21	5,396	33	1,882	...
4th June, 1887	Bilaspur-Etawa (Kutni-Umaria Section)	...	...	...	38	1,286	34	...	...	8,786	37	8,786	...
	Total	3,331	7,45,521	224	3,625	7,15,818	197	50,93,871	238	46,33,261	203	...	4,60,610
	GRAND TOTAL (Guaranteed and State)	11,171	41,10,717	368	11,856	41,13,875	347	2,64,03,676	369	2,58,55,259	349	...	6,38,417
	Gross Estimated Expenses	...	...	...	...	...	...	1,05,99,216	148	1,21,20,881	163	...	...
	Net Receipts	...	...	...	...	...	...	1,58,94,460	221	1,37,34,378	186	...	21,60,082
	Assisted Companies.												
28th May, 1887	Bengal Central	125	10,471	84	125	11,050	88	69,590	86	68,318	87	...	1,272
28th ditto	Rohilkhand-Kumaon	67	7,117	100	67	6,041	90	50,287	117	46,774	121	...	3,513
21st ditto	Dibru-Sadiya (late Assam)	78	6,868	88	78	8,124	104	43,841	87	54,080	110	10,239	...
28th ditto	Bengal and North-Western	303	43,655	144	376	55,640	148	2,69,007	138	3,17,080	134	48,073	...
4th June, 1887	Tarakessur	22	5,083	231	22	4,030	224	41,641	294	39,391	284	...	2,250
	Total	595	73,200	123	668	85,785	128	4,74,366	124	5,25,613	125	51,247	...
	Native States.												
21st May, 1887	Bhavnagar-Gondal	193	36,284	188	193	36,204	188	1,84,922	148	2,09,994	173	25,072	...
28th ditto	Jodhpore	64	5,257	82	124	6,400	52	47,540	68	47,340	61	19,234	...
21st ditto	Nizam's	208	25,563	123	208	41,808	201	1,50,674	113	2,07,858	159	57,184	...
28th ditto	Mysore	140	8,268	59	140	9,970	71	52,313	58	56,258	64	3,943	...
4th June, 1887	Rajpura-Patiala	16	1,333	77	16	1,129	71	8,618	84	6,423	64	...	2,195
21st May, 1887	Morvi	24	1,780	74	68	4,966	73	8,382	54	26,537	62	18,155	...
	Total	645	78,391	122	749	1,00,477	134	4,33,217	104	5,54,610	118	1,21,393	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Northern Bengal, Dacca, Kaunia-Dharla and Assam-Behar Railways.
(*c*) Return not received.
(*d*) Includes the Amritsar-Pathankot State Railway.

SIMLA,
The 16th June, 1887.

JAMES RAMSAY,
Offg. Under-Secretary.

17 JUN 87

Memorandum on the Himalayan Snowfall for the Season 1886-87.

IN accordance with the practice of recent years I give a résumé of the snowfall reports that have been received during the north-east monsoon period, November 1886 to April 1887, in the India Meteorological Office. The information is smaller in amount than that of the past three years, but is sufficient to enable the general character of the winter snowfall in the Himalayan region to be estimated.

WESTERN HILL REGIONS.—The Political Officer, Khyber pass, reports that on the 29th of December slight rain fell in the Khyber and Tirah hills, and a fall of 1½ feet of snow was received on the higher peaks. A little snow also fell on the Sarghar range in January, but it quickly melted. No snow fell in February or March. The Afridis stated that there has been very little snow this year in comparison with previous years.

The Deputy Commissioner, Dera Ismail Khan, says that the season has been excessively dry, and that very strong north-west winds prevailed. There was a slight snowfall on the Takt-i-Suleiman in January, but owing to the continued drought it soon disappeared. The snowfall throughout the mountainous country to the west was also unusually scanty.

The Deputy Commissioner of the Bannu district reports generally that in the hills adjacent to Bannu the snowfall in January, February, and March was below the average of previous years.

The Deputy Commissioner, Kohat district, describes the winter in the Kurram valley as follows: "The snowfall up to the present time (March 11th) is much less than during the corresponding period of last year. The snow of 1886 melted away completely by September. There was a slight fall in October and moderately heavy snow in November and December."

The Assistant Commissioner, Thall outpost, sent the following notes of the snowfall on the Safed Koh and neighbouring mountains :—

October.—Slight fall on the 7th and 26th on the Safed Koh, which melted away in a couple of days on each occasion.

November.—Heavy snowfall on the Safed Koh on the 24th.

December.—Snow showers occurred on the 3rd, 11th, 13th, 20th, 21st, 22nd, 26th, and 27th. The depth of the snowfall on the 11th on the maidan of Paiwar was 1½ feet. The fall of the 20th to the 22nd extended down to the lower hills.

January.—There were snowstorms on the 9th, 11th, 12th, 13th, 14th, 24th, and 28th. The snowfall of the 9th, 11th, and 12th was heavy on the Safed Koh. The upper portion of the Safed Koh and of the mountains south of Kurram were covered with snow at the end of the month, but the total fall was less than in January 1886.

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February.—Snow fell on the 2nd, 10th, 11th, and 19th in the higher districts. The fall on the 19th averaged 2 feet in depth in the higher mountains. The snowfall of February was small in amount compared with that of February 1886.

March.—Light snow fell on the night of the 14th, 15th, and on the 19th, 20th, and 21st on the Safed Koh and higher mountains.

April.—These was a severe snowstorm on the 5th in the higher mountain districts.

MURREE HILLS.—The Deputy Commissioner, Rawal Pindi district, reports that there was no snow at Murree in December; 4 feet fell in January, 5½ inches in February, 4 inches in March, and none in April. The total fall on the hills adjacent to Kahuta during the same period was only 2 feet 2 inches, and fell in January only. The snowfall in this area was very much smaller than during the three preceding winters. The total fall at Murree from January to April 1886 was 15 feet, as compared with 4 feet 9½ inches during the corresponding period of 1887.

LAHOUL AND KULU.—The Reverend A. W. Heyde, writing from Kailang in Lahoul on the 7th March, says: "Since 1st October 1886 up to the present time we have had scarcely 5 feet of snow, whilst during the same period in the preceding year we had 8½ feet, and the southern slopes of the hills in the neighbourhood of Kailang are now completely free from snow up to a height of 12,500 feet."

The following details of the snowfalls during the past season in Kulu have been contributed by the Assistant Commissioner.

January.—On the 8th, 9th, and 10th heavy snow fell at elevations above 6,000 feet and torrents of rain below that height. Between the 11th and 24th there were frequent light showers of snow, extending down as far as 4,200 feet. From the 24th to the end of the month occasional snow fell on the higher mountains.

February.—The weather was very mild during the whole of the month and quite warm during the latter half. There were slight falls of snow on the 3rd and 5th. There was much less snow lying on the hills at the end of the month than at the end of February 1886.

March.—The weather was very warm until the 13th, when a heavy storm occurred which brought the snow-line down to 5,200 feet. The weather was cold during the remainder of the month, and the snow-line was at 8,500 feet at the end of the month.

April.—There were storms on the 5th, 6th, and 17th of the month. The weather was warm and sunny, and the snow melted very fast in exposed situations. The height of the snow-line at the end of the month was about 11,500 feet.

The Resident Commissioner of Kulu has again sent very full and detailed reports of the thickness of the snow covering on different passes. The following is a summary of the data for some of the chief passes in Kulu and Plach:—

	Name of Pass.	Elevation.	Depth of snow at end of the month.			
			January.	February.	March.	April.
		Feet.				
Kulu	Rotang ...	13,500	15	?	13½	7
	Hamtu ...	14,500	15	?	14	8
	Bhabbu ...	10,000	10	?	9	4
Plach	Basleo ...	10,500	13½	12	8	1
	Jalori ...	10,000	13	11	6	½
	Srikhand ...	15,000	32	36	25	19
	Gargarasan ...	17,000	27	28	20	13

The Commissioner notes that the figures are in the great majority of cases very much exaggerated, and that probably the numbers divided by two would give fairly correct values. He also states that at the end of the month there was no snow below 10,000 feet, and that many hill sides were clear up to a height of 12,000 feet.

BISSAHIR.—The Deputy Conservator of Forests, Bissahir Division, reports that at Kilba 10 inches of snow fell in December, 5 feet 11 inches in January, 1 foot 10 inches in February, and 1 foot 6 inches in March. He also states that there was a great quantity of snow in the Rupar Barung passes (between the Baspa and Palear valleys) at the beginning of March, but that it was melting very quickly and the passes were expected to be open earlier than usual.

LADAKH.—The Reverend F. Redstob sends the following interesting account of the winter at Leh in Ladakh (elevation 11,500 feet):—"We have had scarcely any snow during the month of February. According to information I collected from people coming from Dras and Kargyal in the beginning of February on my side of the Zogi pass they had also little snow. In Dras, they say, only about 3⅓ feet fell, and in Kargyal and on the Potola pass (13,410 feet high) not more than 2 feet, and the communication over that pass, which is frequently suspended for two months in winter, has been open almost throughout the whole of the past winter. The snowfall to the north must also have been light, as traders managed to cross the Kailas range from the Yarkhand direction even in the middle of January." In a subsequent letter dated 30th April, he states that the season was backward and the weather cold. He, however, makes no mention of snowfall or stormy weather.

UPPER SUTLEJ VALLEY.—The Reverend F. Redstob, in his letter of 30th April, says that he had just heard from a friend living in the Upper Sutlej valley that the weather was exceedingly dry in December, January, and February. A

heavy fall of snow was recorded in March, as large in amount as had fallen in that month during recent years.

THE HILL STATES OF THE NORTH-WESTERN PROVINCES.—The Civil Surgeon, Mussoorie, states that 1 foot 6½ inches of snow fell, chiefly on the 14th and 20th of January. No snow occurred in either February or March. Two feet 7½ inches of snow were recorded on the 14th and 19th January at Naini Tal and 2 feet in the Sub-Himalayan districts of Garhwal.

The Senior Assistant Commissioner, Kumaon, has sent the following statement of snowfall in the Johar pass and on the neighbouring mountains :—

	November. Feet.	December. Feet.	January. Feet.	February. Feet.	March. Feet.	April. Feet.
Johar Pass ...	2½	2	2½	1	*Nil*	*Nil*
Neighbouring ranges	3	3	3	2	*Nil*	*Nil*

SIKKHIM HIMALAYAS.—The following table gives the reported snowfall at seven passes in the Darjeeling district. The December and April returns have not been received in the Simla Meteorological Office :—

Name of Pass.	November. Ft. In.	January. Ft. In.	February. Ft. In.	March. Ft In.
Jelep-La	0 2	6 0	3 6	3 7
Cho-La	0 2½	6 3	3 5	3 6
Gnathui-La	0 1½	5 4	3 7	3 7
Dankhia-La	0 3	6 8	3 4	4 4
Thanku-La	0 2	4 10	3 3	3 3
Giagung	0 1½	6 0	3 5	3 5
Nako-La	0 1½	5 7	2 10	2 11

These amounts are, on the whole, greater than the snowfall of the previous year in the same district.

ASSAM HIMALAYAS.—The Deputy Commissioner of Kamrup states that on the Himalayas to the north of his district the fall of snow appears to have been unusually heavy. The passes were blocked to such an extent that communication with the plains was not effected for at least a fortnight later than the date at which it takes place in normal years.

The Deputy Commissioner of Durrung writes that the Charduar Bhutia Sát Rajas informed him that the snowfall was much heavier than in the previous year. In consequence of this the Bhutias were later in coming down to Tezpur than usual. The Bhutias stated that the snowfall on the Koriapara side was very heavy, and that in January there was an exceptionally heavy snowfall which blocked all the passes.

The Assistant Political Officer of Sadiya gives his opinion that the snowfall in the neighbouring mountains during December and January was greater than during the same months of the past four years. The temperature was also much lower than usual. All the hillmen with whom he conversed stated that an unusually heavy fall of snow occurred during the early part of the present year.

Summary.—The snowfall reports of the past cold weather season are consistent and appear to establish the following facts :—

1st.—The snowfall in the hills to the west of the Punjab was unusually small in amount and the season exceptionally dry as compared with recent years.

2nd.—In the Western Himalayas (*i.e.*, the Himalayas of the Punjab and North-West Provinces) the winter snowfall was also much smaller than usual. The snow level in March and April was consequently considerably higher than is generally the case in these months and the passes were open for traffic earlier than usual. The same appears also to have been the case in Ladakh and in the mountain ranges to the north. Hence generally the snowfall over the large mountain area to the north-east and east of the Punjab was considerably below the average amount of the season.

3rd.—The snowfall in the Eastern Himalayas (*i.e.*, the Himalayas of Sikkhim, Bhotan, and Assam) was above the average, and the meteorological conditions and weather in that portion of the mountain area north of India were in marked contrast to those of the area further west. The excess apparently increased in amount eastwards, and the fall was so large as to block the passes and delay traffic across them at least a fortnight. So far as can be judged, the heavy snowfall occurred chiefly during the earlier winter months, November to March, and not in April or May.

According to Mr. Blanford's snowfall theory, heavy snowfall during the winter and spring months in the mountain districts encircling Upper India impresses peculiar conditions on the distribution of pressure and the accompanying air motion which are antagonistic to the advance of the south-west monsoon current over the area thus affected. The partial failure of the monsoon current to penetrate into Upper India is hence followed by partial or complete drought. Mr. Blanford's theory is useful in that it assigns a physical cause for the effect. But our knowledge of the winter snowfall over the large Himalayan region must be very limited and imperfect for many years to come, and it therefore seems to be more practical and safer to judge of the probable character of the approaching monsoon by the antecedent meteorological conditions in India, as these can be ascertained with approximate accuracy from the observations taken daily throughout India.

That the snowfall of the past season has been much smaller than usual in the Western Himalayas is confirmed by the following peculiarities in the weather in Northern India during the north-east monsoon period, November to May :—

1st.—The cold-weather rains in Upper India were very deficient in amount and failed almost entirely in some districts.

2nd.—The cold weather terminated earlier than usual and the months of April and May were exceptionally warm and dry in Upper India. The mean daily temperature in the Punjab was from 5 to 10° above the average during these two months.

3rd.—Pressure has been very considerably below the average in the Punjab and North-Western Provinces.

4th.—The peculiar features were more exaggerated in May than in the preceding months, and the weather was drier in the plains as well as in the hills during that month than it has been for many years. There was also an unusual absence of thunderstorms in the hill districts.

The heavy snowfall in the Eastern Himalayas accompanied and preceded the following abnormal features in the weather in North-Eastern India :—

(1) The pre-monsoon rains (*i.e.*, from January to May) were unusually heavy in Bengal and Behar.

(2) The season was remarkably cool throughout Bengal and Assam until the middle of May, and the temperature was occasionally as much as 10 and 15° below the normal.

(3) An unusual number of cold-weather storms affected Bengal, Behar, and Assam, some of which were exceptionally severe. This was more especially the case in March and January.

The meteorological observations of the past five months furnish evidence of other abnormal conditions, which are of great importance in forecasting the character of the south-west monsoon of 1887. But before stating these, a few general remarks on the south-west monsoon will be of value.

The south-west monsoon current is undoubtedly the prolongation of the south-east trade winds. During the month of April and May, whilst temperature is increasing rapidly in the interior, strong sea winds blow in the coast districts of India. These winds, however, are quite local and do not extend to any great distance out at sea. About the middle or end of May a rapid advance of southerly winds takes place from the equator northwards, and these winds bring up general rain to India. Southerly winds, with more or less easting, extend up to the equator, and southerly winds, with more or less westing, to the north of the equator in the Bay of Bengal and Arabian Sea. These winds pass over a large sea area and arrive in India charged with aqueous vapour, which is chiefly condensed and precipitated as rain over Burmah and India. The very slightest experience shows that the rainfall is distributed very differently in different years, but that during any one year the larger and more prominent features are generally continued throughout the whole season. For example, last year, 1886, the rainfall was steadily and largely in excess during every month of the south-west monsoon period in Behar, and almost as markedly in defect in the Central Provinces. It is, therefore, certain that there must have been present before and during the rains of 1886 local peculiarities or abnormal features which determined a larger portion of the monsoon rainfall to South Behar and a smaller portion to the Central Provinces than usual.

The following is a statement of the chief peculiarities or abnormal features in the meteorology of India during the five months antecedent to the south-west monsoon period of the present year, and their probable influence upon the monsoon rainfall : —

The whole period, January to May, has been marked by pressure considerably below the average for the whole of India. In January there was an average deficiency of ·077 inch, in February a slight excess of ·008 inch, in March a deficiency of ·045 inch, in April a slight excess of ·010 inch, and in May a deficiency of ·032 inch. There has been for the whole period an average deficiency of ·027 inch. Hence pressure has been below the average, but the tendency has been for the deficiency to diminish in amount. This feature was hence less prominent just before the monsoon than it was in January. General deficiency of pressure during the pre-monsoon period is usually followed by an earlier and stronger monsoon than usual. It may be noted that diminished pressure usually accompanies deficient snowfall in the hills and a high temperature in Upper India.

In addition to this general feature there are two local features on the large scale which will probably have a very considerable influence on the distribution of the monsoon rains. These are :—

1st—Pressure relatively to the general average state has been in defect over the whole of North and North-Eastern India—that is, in the Punjab, North-Western Provinces, Central India, the Central Provinces, Bengal, Assam, and Burmah. This area hence formed a deeper sink or trough than usual into which the moisture-laden southerly winds are beginning to pour. The deficiency was small in Burmah, Bengal, and the eastern portion of the North-Western Provinces, and was large in the Punjab, the western districts of the North-Western Provinces, and some parts of the Central Provinces. Those conditions generally accompany a strong monsoon from the Bay of Bengal and favourable or heavy rains over the whole of Northern India.

2nd.—Pressure has been during the same period as uniformly in excess in West and South-West India (including Sind, Guzerat, Bombay, the western districts of the Central Provinces, the Dekkhan, and the southern districts of the Madras Presidency) as it was in defect in Northern and North-Eastern India. The deficiency is large in the districts represented by the stations of Bombay, Poona, Sholapur, and Belgaum. High pressure in the Bombay coast districts appears to act as a partial barrier to the Bombay monsoon current. It retards its commencement and diminishes the rainfall. This abnormal feature was very marked before and during the Madras Famine of 1876-77. There were, however, unfavourable conditions further north in North-Western India which do not appear to be present this year.

It may also be noted that these features were even more marked in May than they were in January.

The following hence appear to be the chief inferences from the present and previous meteorological conditions of the character of the approaching monsoon :—

(1) The general indications are favourable in North-East and North India and somewhat unfavourable in Southern India.

(2) The Bay of Bengal monsoon current will probably be stronger than usual, and give early and abundant rainfall to Northern India, and more especially in Upper India.

(3) The Bombay monsoon current will probably be retarded and perhaps be feebler than usual. It will be late in being established on the Bombay coast, and there is a strong probability that the rains will be more or less deficient in the Poona, Sholapur, Belgaum, and adjacent districts.

(4) Indications are especially favourable to abundant rain in the Punjab and to a less extent in the Central Provinces, and hence it is probable that the high pressure in the Bombay coast districts will be much less influential than in 1876-77, and that it will not do more than slightly retard the Bombay monsoon and diminish the rainfall in the districts above mentioned.

There are also apparently large local abnormal variations at Khandwa, Gya, and one or two other stations, but it is not possible to determine at present whether they are real, or are merely due to inaccurate observation.

JOHN ELIOT,

1st June 1887. *Offg. Meteorological Reporter to the Govt. of India.*

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF MAY 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadian Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Madras.	Ganjam	10 5	...	14 10	15 13	...	...	29 5	...	...	...	...	215 13	13 13	
	Vizagapatam	14 0	...	9 0	10 3	24 13	23 13	23 3	...	...	...	...	93 5	14 0	
	Godavery	11 11	...	13 14	15 0	23 0	21 2	27 5	...	...	...	...	216 0	12 8	
	Kistna	7 5	...	13 0	14 11	18 11	...	30 14	...	...	...	...	145 13	14 10	
	Nellore	9 14	...	11 14	14 0	24 0	22 10	29 2	...	...	...	...	93 5	14 13	
	Cuddapah	12 8	...	13 3	15 6	23 11	29 0	28 8	...	...	...	...	140 0	14 6	
	Anantapur	12 8	...	12 13	15 2	33 0	22 10	33 14	...	...	...	...	64 13	13 2	
	Bellary	14 6	...	12 5	13 8	28 13	27 5	33 14	...	...	...	...	97 3	12 8	
	Kurnool	12 11	...	12 2	12 14	30 2	26 3	...	...	...	...	...	138 13	12 8	
	Madras	11 8	...	11 3	13 6	23 0	23 2	27 11	...	...	...	...	86 5	14 10	
	Chingleput	...	...	14 10	16 3	...	21 2	27 6	...	...	...	...	97 3	13 3	
	North Arcot	10 3	...	13 2	14 2	...	...	34 3	...	...	...	...	140 0	13 5	
	South Arcot	9 6	...	13 14	15 5	...	24 10	25 6	...	...	...	...	201 11	14 6	
	Tanjore	9 14	...	14 14	...	...	26 2	29 6	...	...	...	...	166 3	13 13	
	Trichinopoly	10 14	...	14 6	15 3	...	...	27 8	...	...	...	...	133 10	14 10	
	Madura	12 8	...	14 5	14 13	...	25 0	31 0	...	...	...	...	128 13	15 0	
	Tinnevelly	9 14	...	12 11	13 3	...	...	...	...	...	...	...	70 0	16 8	
	Coimbatore	14 13	...	13 8	14 8	22 10	23 13	27 14	...	...	...	...	121 8	12 11	
	Nilgiris	10 11	...	11 3	12 0	23 2	21 0	20 14	...	...	...	...	161 13	9 3	
	Salem	10 3	...	11 13	15 0	25 8	24 10	30 13	...	...	...	...	186 10	15 11	
	South Canara	8 2	...	13 10	16 0	...	...	21 13	...	...	...	...	129 5	15 0	
	Malabar	8 10	...	14 3	14 10	...	...	21 14	...	...	...	...	155 8	13 8	
Bombay.	Bombay	9 8	17 10	6 15	11 4	17 0	14 11	17 13	13 12	14 12	16 8	7 15	52 6	14 6	
	Daskrohi	11 0	20 0	6 8	12 8	18 0	15 0	...	20 0	15 0	21 0	9 0	80 0	16 8	
	Kaira	10 12	22 1	9 6	10 0	17 12	13 14	20 0	...	16 0	...	10 0	80 0	16 0	
	Surat	11 0	15 0	8 0	10 0	14 0	14 0	...	...	14 0	...	10 0	80 0	16 0	
	Broach	12 0	...	8 0	11 0	16 0	14 0	...	...	15 2½	...	16 0	120 0	¼ 2½	
	Tanna (Salsette)	9 0	...	8 3	10 0	16 13	14 6	...	...	12 5	...	8 0	71 2	13 5	
	Colába (Alibag)	9 0	...	7 4	11 4	...	...	13 0	...	12 0	...	8 2	90 0	14 0	
	Khandesh (Dhulia)	13 8	...	7 8	9 6	24 0	18 12	...	14 8	14 12	...	10 8	131 0	13 2	
	Násik	13 12	...	10 8	12 0	27 8	17 14	22 8	...	18 0	...	9 10	106 8	16 8	
	Ahmednagar	12 4	...	8 3	9 4	25 6	19 12	...	...	20 10	...	15 11	85 5	14 5	
	Poona (City)	12 10	9 0	9 3	10 7	23 15	18 6	16 6	...	17 4	...	13 8	60 13	14 7	
	Sholápur	15 2	19 13	9 4	10 2	25 10	24 7	...	22 7	19 9	...	15 7	80 0	13 0	
	Bijapur	15 14	14 2	7 14	10 10	29 5	23 11	...	...	20 13	...	20 4	87 5	12 6	
	Sátara	12 0	...	9 9	11 7	20 10	20 11	...	...	18 14	...	16 8	116 8	14 9	
	Belgaum	17 0	12 0	10 8	11 0	22 0	23 0	28 0	...	17 0	...	15 0	64 0	13 0	
	Dharwar (Hubli)	17 0	...	10 0	11 0	25 0	21 0	38 0	...	19 0	...	12 0	80 0	10 0	
	Ratnágiri	9 14	...	8 9	12 11	15 10	14 11	16 7	...	15 6	...	10 14	120 0	12 15	
Sind.	Karwar	10 3	...	7 0	11 0	17 8	16 0	19 3	...	14 0	...	11 8	213 5½	13 0	
	Panch Mahás (Godhra)	10 0	...	8 0	10 0	...	16 0	20 0	...	16 0	24 0	10 0	160 0	16 0	
	Aden	8 0	...	6 3	8 0	11 3	10 3	...	...	11 3	...	5 9	65 5	32 0	
	Asirgarh Cantonment	14 0	...	9 8	11 0	20 6	22 10	...	19 0	17 13	...	10 0	160 0	11 0	
	Baroda Camp (Sadar Bazar)	8 9	13 11	6 15	8 0	14 14	13 11	17 2	...	13 11	...	10 14	80 0	13 11	
	Disa Cantonment	12 8	...	8 0	9 8	22 12	20 4	...	...	15 13	...	10 4	150 0	14 0	
	Nimach Cantonment	13 4	22 0	8 0	10 0	23 0	18 0	...	...	17 6	23 0	13 0	180 0	14 0	
	Nasirabad Cantonment	13 13½	20 5	7 0	8 0	22 10	16 0	...	10 10	20 2	22 15	12 12	90 0	15 8	
	Rajkot Station	11 12	...	6 8	9 0	14 4	11 8	...	...	12 6	...	7 8	80 0	40 0	
	Upper Sind Frontier	11 8	20 0	10 0	16 0	24 0	22 9	...	...	12 0	...	13 5	160 0	13 0*	
	Karachi	11 0	20 0	8 0	14 0	18 0	16 0	†	†	16 0	12 0	8 0	85 0	16 0	
	Haidarabad (Gidu Bunder)	11 0	17 8	8 8	19 8	19 0	17 8	...	...	11 0	...	...	150 0	13 8	
	Shikarpur	11 8	17 8	10 0	15 0	19 8	23 0	...	...	15 0	...	10 8	150 0	13 0	
	Sukkur	14 8	22 8	11 8	15 8	22 8	21 8	...	...	20 0	...	12 8	120 0	14 0	
	Thar & Parkar (Umarkot)	No return received.													
Bengal.	*Western Districts.*														
	Burdwan	14 0	40 0	19 8	24 0	...	...	...	...	25 0	...	25 8	120 0	13 5½a	
	Bankoora	15 12	20 0	19 0	24 12	...	...	...	...	19 8	36 0	21 0	280 0	12 8b	
	Beerbhoom	18 12	...	18 0	24 0	...	...	...	...	26 8	...	15 0	160 0	12 12c	
	Midnapore	17 8	...	20 0	25 0	...	...	...	...	21 0	...	13 8	155 0	12 0d	
	Hooghly	15 0	...	10 0	18 0	...	...	...	...	20 0	...	13 0	120 0	13 8e	
	Howrah	12 0	...	13 4	21 0	...	...	...	...	25 0	...	13 8	100 0	12 0	
	Central Districts.														
	Calcutta	15 0	20 15	9 6	19 2	21 0	16 4	...	16 4	19 14	23 0	18 0	80 0	13 0e1	
	24-Pergunnahs	14 0	26 8	8 0	18 4	...	...	...	20 0	22 8	22 8	20 0	100 0	13 0	
	Nuddea	16 0	32 0	16 0	20 8	...	...	...	...	29 0	...	20 0	...	11 10½f	
	Khoolna	...	...	18 0	23 0	...	...	...	...	16 0	...	...	160 0	10 8g	
	Jessore	16 0	...	17 0	22 0	...	...	...	...	26 8	...	24 8	120 0	10 12h	
	Moorshedabad	16 0	...	16 0	21 0	...	...	...	...	30 8	...	21 0	210 0	12 0i	
	Dinagepore	13 12	22 0	20 0	23 0	...	...	...	...	18 0	...	9 4	160 0	12 4j	
	Rajshahye	18 0	45 0	18 0	19 8	...	...	...	...	28 2	...	16 8	240 0	10 8k	
	Rungpore	20 8	...	22 8	24 10	...	...	...	...	20 0	...	8 10	120 0	10 5l	
	Bogra	16 8	...	13 8	24 0	...	...	...	...	18 12	...	...	90 0	10 8	
	Pubna	20 0	...	8 0	21 0	...	...	...	...	30 0	...	22 8	200 0	12 0m	
	Darjeeling	9 0	10 0	5 0	14 0	...	...	14 0	...	11 0	28 0	8 0	120 0	9 0n	
	Jalpáiguri	11 0	20 0	13 0	22 0	...	...	...	...	16 0	20 0	12 0	128 0	11 0o	
	Eastern Districts.														
	Dacca	14 0	22 0	17 0	19 0	...	...	...	...	16 0	...	16 0	120 0	12 0p	
	Furreedpore	26 0	32 0	18 0	20 0	...	...	...	...	32 0	...	20 0	120 0	12 0q	
	Backergunge	...	...	17 0	21 0	...	...	...	...	15 0	...	15 0	120 0	13 0r	
	Mymensingh	11 0	...	12 0	16 4	...	...	...	...	13 4	...	16 0	...	12 0s	
	Chittagong	16 0	...	11 8	15 14	...	...	...	...	11 0	...	9 0	80 0	12 0t	
	Noakholly	...	...	19 0	21 0	...	...	...	...	13 0	...	...	...	10 0u	
	Tipperah	12 1	...	15 11	18 12	...	...	...	...	14 0	...	10 10	...	11 8v	
	Chittagong Hill Tracts :	...	...	11 7	12 5	...	...	...	...	...	...	...	320 0	8 0	
	Hill Tipperah	12 0	...	12 0	15 0	...	...	...	...	12 0	...	16 0	...	11 0	

* In common use.
† Not procurable.

a In sub-divisions retail prices of salt per rupee were :—Culna 12 seers, Cutwa 13 seers, and Ranegunge 12-2 seers.
b In Bishenpore sub-division retail price of salt 12 seers per rupee.
c In Rampore Haut sub-division retail price of salt 13 seers per rupee.
d In sub-divisions retail prices of salt per rupee were :—Ghattal 13-4 seers, Tumlook 11 seers and Coutai 12-8 seers.
e In sub-divisions retail prices of salt per rupee were :—Serampore 13 seers, and Jehanabad 13-8 seers.
e1 In sub-divisions retail prices of salt per rupee were :—Baraset 12 seers, Bussirhât 10 seers, Diamond Harbour (at Magrahât) 10-8 seers, Barrackpore 12-12 seers, and Dum-Dum 11 seers.
f In sub-divisions retail prices of salt per rupee were :—Kooshtea and Meherpore 12 seers, Chooadanga 11-8 seers, Ranaghat 10-14 seers.
g In Satkhira and Bagirhat sub-divisions retail price of salt 11 seers per rupee.
h In sub-divisions retail prices of salt per rupee were :—Magoora 10-12 seers, Narail 12 seers, and Bongong 13 seers.
i In sub-divisions retail prices of salt per rupee were :—Lalbagh 13 seers and Jungipore 12-8 seers.
j In Thakurgaon sub-division retail price of salt 10 seers per rupee.
k In Nattore and Nowgong sub-divisions retail price of salt 12 seers per rupee.
l In sub-divisions retail prices of salt per rupee were :—Nilphamari 13 seers, and Kurigram and Gaibanda 12 seers.
m In Serajgunge sub-division retail prices of salt 13 seers per rupee.
n At Silliguri retail price of salt 10 seers per rupee.
o Retail price of salt at Fallacotta in Alipore sub-division 10 seers per rupee.
p In sub-divisions retail prices of salt per rupee were :—Manickgunge 11 seers, Moonsheegunge 10-12 seers, and Naraingunge 12-10 seers.
q In sub-divisions retail prices of salt per rupee were :—Goalundo 12 seers and Madaripore 12-8 seers.
r In sub-divisions retail prices of salt per rupee were :—Patuakhali 9-9 seers, Perozepore 11 seers, and Bhola 10-8 seers.
s In sub-divisions retail prices of salt per rupee were :—Kishoregunge 9-2 seers, Attea 12 seers, Jamalpore 10-10 seers, Sherpore 10 seers, and Netrokona 9 seers.
t In Cox's Bazar sub-division retail price of salt 12 seers per rupee.
u In Fenny sub-division (at Panchgatchia) retail prices of salt 10 seers per rupee.
v In sub-divisions retail prices of salt per rupee were :—Brahmunberiah 12 seers, and Chandpore 11-8 seers.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF MAY 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholam (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, millet Italian (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
	Behar.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Bengal—*continued.*	Patna	19 0	32 0	11 8	24 0	26 0	26 0	26 0	24 0	32 0	33 0	28 0	...	11 8	
	Gya	17 8	35 0	11 0	16 0	16 0	...	...	16 0	26 0	...	21 0	100 0	11 0	
	Shahabad	16 0	28 0	8 0	16 0	...	...	...	...	28 0	...	16 0	160 0	12 0*w*	
	Durbhunga	18 11	33 0	12 0	20 14	...	...	33 0	...	27 8	30 0	20 8	300 0	11 8*x*	
	Mozufferpore	20 0	30 0	12 0	22 0	...	...	30 0	...	28 0	30 0	22 0	140 0	12 0*y*	
	Sarun	15 8	29 0	8 0	21 0	...	...	24 0	14 0	26 0	29 8	26 0	160 0	12 0*z*	
	Chumparun	21 0	35 0	7 8	18 0	...	...	...	...	33 0	32 0	22 0	...	11 8*z1*	
	Monghyr	18 14	39 5	14 0	17 14	21 0	...	21 0	27 12	30 8	42 0	21 0	126 0	12 9*z2*	
	Bhágalpur	16 11	37 14	17 10	20 3	...	...	...	...	27 12	35 5	23 10	151 8	12 10*z3*	
	Purneah	20 0	...	20 0	22 0	...	...	...	16 0	20 0	...	16 0	128 0	10 8*z4*	
	Maldah	18 0	...	14 0	21 0	...	...	...	...	27 0	...	...	120 0	11 0	
	Sonthal Pergunnahs	14 0	...	18 0	26 0	...	...	...	...	22 0	32 0	26 0	200 0	11 8*z5*	
	Orissa.														
	Cuttack	14 7	...	13 2	18 6	...	...	...	...	17 1	...	...	80 0	14 0	
	Pooree	10 8	...	14 7	22 5	...	...	...	...	13 2	...	14 7	70 0	14 7	
	Balasore	16 0	13 0	14 0	27 0	...	...	...	...	15 0	...	11 0	160 0	10 8*z6*	
	Chota Nagpore. *South-Western Frontier Agency.*														
	Hazáribágh	19 0	21 0	9 8	19 0	...	...	31 0	...	21 0	28 0	21 0	320 0	10 0*z7*	
	Lohardugga	24 0	30 0	18 0	22 0	...	...	36 0	...	20 0	...	28 0	120 0	10 0	
	Singbhoom	20 0	32 0	20 0	24 0	...	...	...	...	16 0	...	20 0	320 0	8 0	
	Manbhoom	18 0	40 0	18 0	28 0	...	...	...	...	20 0	...	23 0	240 0	10 10*z8*	
Assam.	Sylhet	10 0	...	11 6	14 7	...	...	...	...	12 8	...	10 0	108 0	11 4	
	Cáchár	8 0	...	8 0	11 0	...	...	...	...	12 0	...	9 0	64 0	11 0	
	Goálparé	20 0	...	8 0	20 0	...	...	...	...	16 0	...	11 0	80 0	11 0	
	Gáro Hills	8 0	...	6 0	16 0	...	...	...	...	10 0	...	9 0	160 0	8 0	
	Kámrup	16 0	...	8 0	18 8	...	...	...	...	13 0	...	10 12	160 0	11 0	
	Darrang	6 8	...	8 0	16 0	...	...	...	...	13 0	...	10 0	150 0	10 0	
	Nowgong	8 0	...	8 0	16 0	...	...	...	...	10 0	...	9 0	120 0	9 0	
	Sibsagar	...	...	13 0	16 0	...	...	...	...	13 0	...	9 0	80 0	9 0	
	Lakhimpur	9 0	...	10 0	13 0	...	...	...	...	13 0	8 0	10 0	160 0	9 0	
	Khási and Jaintiá Hills	...	...	6 12	10 0	...	...	...	...	8 14	16 0	7 0	80 0	8 0	
	Nágá Hills	...	...	3 6	8 0	...	...	...	...	3 6	...	3 8	100 0	3 8	
N.-W. Provinces.	Dehra Dún	17 0	25 8	6 8	10 8	14 0	14 0	20 0	...	18 8	17 0	20 0	160 0	11 0	
	Saháranpur	17 3	21 8	8 9½	11 13	17 3	16 2	21 8	19 5½	19 5½	17 3	19 5½	172 0	12 13½	
	Muzaffarnagar	17 10	29 11	6 9	12 2	14 5	16 8	15 6	14 5	22 9	19 12	15 6	110 0	13 4	
	Meerut	17 0	26 0	6 0	14 0	18 0	20 0	20 0	20 0	23 0	21 8	25 0	100 0	13 14	
	Bulandshahr	17 0	26 8	7 0	11 0	17 0	15 0	...	16 0	26 8	20 0	20 0	160 0	13 0	
	Aligarh	17 4	26 0	5 4	11 0	18 0	17 0	...	16 8	27 0	26 0	30 0	140 0	13 8	
	Kumaun	13 0	14 0	11 0	12 0	...	...	16 0	20 0	14 0	16 0	9 0	160 0	8 0	
	Garhwál	16 0	20 0	7 8	12 8	22 0	...	...	...	10 0	...	8 0	160 0	7 12	
	Bijnor	17 12	29 4	11 4	11 13	...	...	...	...	21 6	...	23 10	135 0	11 13	
	Moradabad	18 8	29 8	10 8	14 0	...	16 8	...	15 8	23 0	...	26 4	125 0	13 12	
	Budaun	18 4½	28 3	6 0	13 3	...	...	...	...	25 12½	...	30 9½	144 0	12 0	
	Bareilly	15 10	23 12	6 4	12 8	16 4	15 0	...	15 0	21 14	20 0	26 4	150 0	12 8	
	Sháhjahánpur	18 0	27 8	10 0	15 0	...	...	...	16 0	23 0	...	23 0	140 0	12 8	
	Tarái Pergunnahs	20 5	35 0	10 0	12 8	25 0	18 12	...	20 0	20 10	25 0	23 12	100 0	12 3	
	Muttra	17 0	24 0	8 0	13 0	...	16 0	...	...	24 0	...	24 8	140 0	13 0	
	Agra	15 0	21 4	6 0	11 0	18 8	16 0	...	16 0	22 0	24 0	15 0	120 0	13 0	
	Farukhabad	16 0	21 0	6 8	10 14	...	...	...	...	21 0	...	24 8	140 0	12 0	
	Mainpuri	16 8	22 4	4 8	9 8	...	...	...	15 8	22 8	...	25 8	160 0	13 4	
	Etáwah	16 4	21 0	11 8	14 0	18 4	18 12	35 0	18 0	23 0	25 0	26 12	120 0	12 0	
	Etah	17 8	25 4	7 0	15 0	...	15 0	16 0	17 8	30 8	...	18 8	120 0	12 8	
	Jalaun	22 0	24 0	9 0	11 0	25 0	23 0	...	15 0	32 0	22 0	32 0	140 0	11 0	
	Jhánsi	20 0	26 0	7 0	13 0	26 0	21 0	...	...	26 2	...	28 0	200 0	11 8	
	Lalitpur	19 0	25 0	9 0	10 0	25 0	20 0	32 0	32 0	25 0	28 0	12 0	160 0	11 4	
	Cawnpore	18 4	25 8	10 0	14 8	20 0	24 0	...	26 0	27 4	...	28 0	150 0	14 0	
	Fatehpur	16 12	24 0	12 8	14 4	...	...	...	...	25 8	...	29 0	160 0	11 8	
	Bánda	25 0	33 0	8 0	13 8	25 0	22 0	32 0	22 0	36 0	...	23 0	160 0	12 0	
	Allahabad	15 12	24 12	8 0	13 8	21 0	20 0	...	20 0	29 0	...	20 8	120 0	11 8	
	Hamírpur	22 4	28 12	10 0	13 0	...	...	...	...	34 6	...	34 0	140 0	12 10	
	Jaunpur	16 0	21 8	7 0	11 4	...	...	...	...	21 8	...	22 4	140 0	12 0	
	Gorakhpur	13 8	28 13	9 14½	17 8½	...	...	23 6½	22 8	30 9½	27 0	21 4	140 0	11 11	
	Basti	19 0	30 0	10 0	15 0	...	...	...	...	28 0	...	17 0	140 0	11 0	
	Azamgarh	15 2	19 9	10 5	17 0	...	14 12	...	14 12	22 8	...	13 10	177 8	11 2	
	Mirzapur	16 0	25 0	8 0	16 0	20 0	20 0	24 0	22 0	25 0	22. 0	26 0	85 0	11 0	
	Benares	15 7	21 11	11 6	16 4	20 14	20 10	...	22 12	24 11	25 8	22 12	110 0	11 13	
	Gházipur	18 10½	23 13½	7 1½	18 0	19 5	23 13½	36 1	18 0	28 5	...	23 13½	134 8	11 9	
	Balia	19 0	29 10	10 4	20 8	...	...	...	...	29 10	...	24 8	100 0	12 8	
	Pilibhít	No return received.													
Oudh.	Sultánpur	19 0	24 0	10 0	15 0	25 0	21 0	40 0	20 0	26 0	25 0	27 0	160 0	12 0	
	Partábgarh	19 0	24 12	13 4	14 8	...	...	...	...	27 4	...	19 4	160 0	11 4	
	Fyzabad	16 0	26 8	10 0	15 8	23 0	17 0	...	14 0	26 0	24 0	24 8	100 0	11 8	
	Kheri	19 0	29 0	8 0	16 0	28 0	24 0	36 0	26 0	24 0	29 0	18 0	120 0	12 0	
	Lucknow	16 8	24 8	6 0	13 8	...	20 8	...	19 0	23 12	...	25 0	140 0	11 8	
	Bára Banki	16 8	24 8	8 0	12 0	22 0	16 0	26 0	16 0	28 0	24 0	26 0	120 0	11 8	
	Bahraich	17 8	33 0	14 0	18 0	30 0	20 0	...	...	30 0	30 0	26 0	160 0	12 0	
	Rai Bareli	17 8	24 0	7 0	14 0	20 8	16 0	28 0	20 0	26 8	24 0	30 0	180 0	11 0	
	Sitapur	18 8	29 0	8 0	16 0	22 0	16 0	26 0	20 0	27 0	24 0	27 0	160 0	12 0	
	Gonda	18 12	32 8	14 12	16 14	25 4	23 0	29 0	19 0	31 8	29 8	30 8	200 0	12 4	
	Unáo	16 8	20 0	9 0	14 0	23 0	20 0	...	19 0	25 0	24 0	20 0	160 0	13 0	
	Hardoi	18 0	29 0	5 0	10 0	...	...	...	16 0	25 0	...	32 0	160 0	12 0	
Punjab.	Hissar	16 0	21 0	...	10 0	22 0	18 0	...	...	25 0	18 0	...	120 0	12 8	
	Rohtak	16 0	23 0	...	11 0	20 0	16 0	...	...	24 0	18 0	...	120 0	13 0	
	Gurgaon	18 0	26 0	...	12 0	16 0	19 0	...	10 0	24 0	16 0	25 0	140 0	13 0	
	Delhi	16 0	24 0	...	14 0	14 0	16 0	...	16 0	23 0	15 0	25 0	80 0	13 0	
	Karnál	17 0	25 0	...	13 0	14 0	16 0	20 0	16 0	22 0	16 0	20 0	160 0	12 8	
	Umballa	18 0	24 0	...	12 0	16 0	14 0	20 0	16 0	24 0	20 0	20 0	140 0	14 0	
	Simla	12 0	14 0	...	6 0	13 0	10 0	16 0	12 0	14 0	14 0	12 0	70 0	10 0	
	Kángra	16 0	22 0	...	12 0	12 0	16 0	24 0	10 0	17 0	16 0	12 0	120 0	11 0	
	Hoshiárpur	19 0	24 0	...	10 0	16 0	16 0	...	16 0	23 0	23 0	15 0	120 0	13 12	
	Jullundur	18 0	23 0	...	8 0	17 0	14 0	...	14 0	22 0	26 0	...	110 0	14 8	
	Ludhiána	19 0	25 0	...	13 0	16 0	15 0	...	18 0	25 0	17 0	13 0	120 0	15 0	

w In sub-divisions retail prices of salt per rupee were:—Buxar 12-8 seers and Sasseram and Bhaboosh 11 seers.
x In Madhubani and Tajpore sub-divisions retail price of salt 12 seers per rupee.
y In sub-divisions retail prices of salt per rupee were:—Hajeepore 12 seers and Seetamarhee 11 seers.
z In sub-divisions retail prices of salt per rupee were:—Sewan 12 seers and Gopalgunge 11½3 seers.
z1 In Bettiah sub-division retail price of salt 11-8 seers per rupee.
z2 In Beguserai and Jamui sub-divisions retail price of salt 11 seers per rupee.
z3 In sub-divisions retail prices of salt per rupee were:—Banka and Muddehpurah 12 seers, and Colgong 10 seers.
z4 In sub-divisions retail prices of salt per rupee were:—Kissengunge 10 seers and Arrareah (at Raneegunge) 11 seers.
z5 In sub-divisions retail prices of salt per rupee were:—Rajmehal 12 seers, Godda 11 seers.
z6 In Bhuddruck sub-division retail price of salt 9-8 seers per rupee.
z7 In Giridi sub-division (at Kharagdiha) retail price of salt 12 seers per rupee.
z8 In Govindpore sub-division retail price of salt 12 seers per rupee.
* Marua not procurable in market.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF MAY 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, millet Italian (*Setaria italica*).	Gram, Chenna, Kadalay or Sunaga (*Cicer arietinum.*)	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Punjab—*continued.*	Ferozepore	17 0	25 0	...	11 0	16 0	...	...	20 0	24 0	16 0	13 0	90 0	14 8	
	Mooltan	14 0	21 0	...	10 0	16 0	17 0	...	16 0	18 0	19 0	...	100 0	14 0	
	Jhang	14 0	21 0	...	10 0	18 0	14 0	...	16 0	19 0	16 0	10 0	200 0	14 12	
	Montgomery	17 0	24 0	...	10 0	16 0	16 0	8 0	12 0	20 0	16 0	12 0	200 0	12 0	
	Lahore	17 0	24 0	...	12 0	15 0	13 0	...	20 0	22 0	16 0	12 0	200 0	14 0	
	Amritsar	18 0	27 0	...	12 0	16 0	14 0	...	14 0	22 0	15 0	12 0	100 0	15 0	
	Gurdáspur	21 0	30 0	...	14 0	10 0	14 0	15 0	16 0	24 0	16 0	16 0	100 0	14 0	
	Siálkot	16 0	26 0	...	16 0	15 0	17 0	...	14 0	25 0	16 0	8 0	120 0	15 0	
	Gujrát	18 0	23 0	...	12 0	16 0	14 0	24 0	16 0	21 0	18 0	12 0	120 0	14 0	
	Gujránwála	18 0	25 0	...	14 0	14 0	12 0	...	10 0	21 0	16 0	11 0	120 0	15 0	
	Shahpur	13 0	19 0	...	10 0	13 0	14 0	25 0	10 0	22 0	16 0	8 0	100 0	16 0	
	Jhelum	16 0	23 0	...	12 0	17 0	16 0	15 0	12 0	19 0	16 0	10 0	240 0	15 0	
	Ráwalpindi	15 0	22 0	...	9 0	16 0	17 0	...	...	21 0	18 0	13 0	120 0	16 0	
	Hazára	14 0	20 0	...	12 0	...	11 0	...	18 0	21 0	17 0	23 0	100 0	15 8	
	Pesháwar	14 0	22 0	...	11 0	13 0	15 0	...	...	17 0	15 0	...	120 0	12 0	
	Kohát	13 0	20 0	...	13 0	11 0	16 0	...	14 0	18 0	16 0	23 0	111 0	42 0	
	Bannu	15 0	22 0	...	11 0	20 0	14 0	8 0	18 0	15 0	17 0	...	80 0	56 0	
	D. I. Khán	12 0	18 0	...	9 0	14 0	14 0	...	8 0	15 0	19 0	13 0	80 0	40 0	
	D. G. Khán	14 0	17 0	...	9 0	16 0	16 0	15 0	5 0	15 0	12 0	13 0	119 0	34 0	
	Muzaffargarh	15 0	20 0	...	12 0	13 0	15 0	12 0	12 0	15 0	15 0	10 0	125 0	20 0	
								...	12 0	17 0	13 0	11 0	100 0	14 0	
Central Provinces.	Saugor	18 4	...	7 15	9 4	...	...	...	...	24 1	...	13 0	192 0	9 12	
	Damoh	22 14	...	10 0	10 11	...	...	...	...	30 0	...	12 13	200 0	10 11	
	Jubbulpore	16 0	...	9 0	12 8	19 0	...	...	...	22 8	...	14 0	120 0	11 0	
	Mandla	22 0	...	11 0	13 0	...	...	...	...	34 0	...	13 0	256 0	11 0	
	Seoni	18 11	...	8 15	11 12	...	...	...	...	21 5	...	12 7	210 0	10 11	
	Narsinghpur	15 10	...	9 3	10 8	...	...	...	...	22 8	...	13 15	140 0	11 7	
	Hoshangabad	15 0	...	7 0	9 0	...	...	...	...	20 0	...	12 0	200 0	10 14	
	Nimár	16 0	...	7 8	11 14	22 9	...	...	...	19 9	...	12 3	120 0	11 15	
	Betúl	17 8	...	10 7	11 1	20 3	...	...	...	22 0	...	9 12	320 0	11 6	
	Chhindwára	16 14	...	8 0	10 0	20 9	...	...	...	25 5	...	12 0	160 0	9 2	
	Wardha	17 2	...	8 0	10 14	21 13	...	...	...	16 0	...	13 5	123 0	10 11	
	Nágpur	17 3	...	8 2	12 3	21 4	...	...	...	17 8	...	12 8	100 0	10 14	
	Chánda	16 3	...	10 13	11 8	21 5	...	...	...	16 8	...	10 0	612 0	11 3	
	Bhandára	16 4	...	8 12	12 8	...	...	...	...	17 8	...	15 0	200 0	10 0	
	Bálaghát	18 6	...	11 13	14 0	...	...	...	...	19 3	...	15 0	144 0	11 0	
	Raipur	23 0	...	11 4	17 5	...	...	...	...	24 0	...	22 10	100 0	11 11	
	Bilaspur	28 15	...	15 12	20 4	...	...	...	...	35 9	...	30 10	128 0	10 0	
	Sambalpur	19 4	...	14 0	19 4	...	...	...	...	18 12	...	11 0	200 0	9 3	
Lower Burma.	*Arakan Division.*														
	Akyab	...	...	14 0	18 0	...	...	...	...	11 0	...	...	200 0	35 0	
	Kyoukpyu	...	...	15 14	21 0	...	...	...	...	5 0	...	...	50 0	42 0	
	Sandoway	...	...	26 13	30 13	...	...	...	...	...	...	...	469 11	37 5	
	Pegu Division.														
	Rangoon Town	11 2	...	10 6	12 6	...	...	...	...	16 0	*	...	250 0	15 10	
	Pegu	...	...	9 7	11 3	...	...	...	...	11 3	22 8	...	135 0	26 15	
	Tharrawaddy	...	...	11 14	14 5	...	...	...	...	11 1	...	...	535 11	29 12	
	Prome	12 2	...	12 12	13 12	...	...	...	...	13 13	33 9	...	167 9	18 10	
	Irrawaddy Division.														
	Bassein	...	...	12 3	16 4	...	...	...	...	11 5	...	...	274 5	21 8	
	Henzada	...	...	13 0	15 10	...	...	...	...	...	...	...	183 8	35 8	
	Thongwa	...	...	9 6	10 7	...	...	...	...	12 14	...	...	246 0	35 0	
	Thayetmyo	9 4	...	10 3	12 7	...	...	...	...	11 1	...	...	367 8	18 15	
	Tenasserim Division.														
	Moulmein Town and Amherst	9 0	...	10 8	12 2	...	...	...	...	12 2	15 3	...	220 0	30 8	
	Tavoy	...	...	13 0	17 15	...	...	...	...	...	...	...	399 3	16 1	
	Mergui	...	...	15 6	16 10	...	...	...	...	...	...	...	428 0	14 9	
	Toungoo	...	...	10 10	11 10	...	...	...	...	9 7	...	...	27 0	18 12	
	Shwaygyin	...	...	9 13	10 6	...	...	...	...	...	...	...	250 0	18 14	
Hyderabad Assigned Districts.	Secunderabad	11 11	...	6 13	10 14	18 13	...	...	...	14 7	...	12 3	120 0	9 13	
	Bolarum	13 8	...	6 7	9 13	21 14	...	...	...	16 14	...	...	116 14	10 4	
	Chadarghat	11 4	...	6 12	9 8	19 4	22 0	...	...	16 8	...	12 0	88 0	9 8	
	Amraoti	14 0	7 12	9 12	...	24 0	17 8	...	...	14 12	...	12 0	‖	11 12	
	Akola	15 0	...	7 0	10 0	24 0	20 0	...	...	15 0	...	16 0	‖	10 0	
	Ellichpur	15 0	8 0	7 0	10 0	22 0	15 8	...	...	14 0	...	11 0	‖	11 0	
	Buldana	17 0	...	8 0	11 0	26 0	24 0	...	...	20 0	...	10 0	‖	11 0	
	Wun	16 0	...	8 0	10 0	27 0	12 0	...	...	14 0	...	18 0	‖	11 8	
	Basim	19 0	...	7 0	10 0	29 0	18 0	...	...	16 10	...	22 0	‖	10 0	
Mysore.	Bangalore	11 2	12 2	9 11	10 11	28 3	...	38 4	...	18 8	...	16 14	96 0	11 0	
	Kolar	...	12 0	12 4	17 0	...	...	44 0	...	13 0	...	...	156 0	10 12	
	Tumkúr	14 0	13 0	13 8	14 8	...	...	48 0	...	14 0	...	20 0	340 0	10 8	
	Mysore	10 0	10 4	11 0	13 4	40 0	32 0	36 0	...	13 12	...	17 4	84 0	9 12	
	Hassan	...	12 0	13 0	16 0	...	...	42 0	...	16 0	...	15 0	96 0	9 0	
	Shimoga	9 7	10 8	12 10	15 12	33 10	...	42 0	...	17 14	...	...	480 0	10 8	
	Kadur	10 0	12 0	18 0	20 0	...	...	48 0	...	15 0	...	14 0	320 0	10 0	
	Chitaldroog	14 0	15 0	10 8	13 0	48 0	32 0	55 0	60 0	16 0	...	24 0	320 0	9 0	
Coorg	Coorg	10 0	9 8	12 8	15 8	...	...	35 8	...	26 0	...	...	110 0	12 0	
Rajpootana.	Jeypore	14 4	24 0	5 0	9 0	19 0	19 0	¶	20 0	21 8	22 0	29 0	120 0	13 8	
	Kishengurh	12 8	22 8	8 8	10 0	23 0	17 0	...	...	21 8	18 12	...	...	16 0	
	Kerrowlee	15 0	21 4	10 10	11 4	20 0	17 8	...	21 4	18 12	...	25 0	200 0	12 13	
	Ulwur	17 6	23 13	8 0	11 10	20 8	16 8	...	19 4	22 6	26 0	32 0	200 0	14 12	
	Bhurtpore (City)	16 11	24 9	7 4	8 4	15 7	14 9	...	13 4	21 11	21 0	24 0	100 0	12 4	
	Ajmere	12 0	20 8	3 0	8 0	19 0	16 0	...	...	21 0	20 0	...	70 0	14 0	
	Deoli Cantonment	14 2	21 2	5 8	10 0	22 0	18 1	...	...	19 0	...	...	230 0	13 4	
	Erinpura	12 4	23 0	...	9 0	22 0	22 0	...	...	22 4	...	...	280 0	14 0	
	Sirohee	11 0	23 0	6 0	8 0	19 0	17 0	...	18 0	21 0	20 0	12 0	160 0	16 4	
	Abu	10 4	18 0	5 8	8 0	...	18 0	...	...	15 12	...	10 0	...	13 8	
	Anadra	11 0	21 0	6 0	8 0	...	21 0	...	...	17 8	...	12 0	...	13 1	
	Bálmere	11 0	...	5 0	10 0	...	28 0	...	...	14 8	...	...	260 0	25 9	
	Jeysalmere	9 10	...	10 8	12 6	19 0	19 4	...	...	14 6	...	...	...	14 9	
	Hilly Tracts of Meywar	14 8	21 0	...	14 0	...	...	...	...	20 8	25 0	...	**	11 8	
	Meywar (Oodeypore)	11 11½	17 3	10 2½	10 15	17 3	12 8	*	12 8	15 3¾	16 12¼	9 12¼	200 0	10 15	
	Bánswára (Meywar Agency)	18 2	...	10 0	15 0	...	,,	...	...	25 0	25 0	...	...	12 8	
	Partábgarh (,,)	15 0	20 0	10 0	12 8	20 0	12 8	...	...	19 12	20 0	...	...	17 8	
	Marwar (Jodhpore)	12 3	21 4	6 9	8 12	22 8	22 8	...	...	20 0	22 8	...	...	16 4	

* None in market. ‖ Firewood is sold by head-load, bullock-load, cart-load, and not by weight. ¶ Not in use. ** Nine pies per bundle.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF MAY 1887 —*concluded.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunagra (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Rajpootana—*contd.*	Bikanir	10 3	...	3 15	8 1	...	16 2	...	...	14 7	...	8 8	100 0	14 0	
	Boondee	15 0	19 0	10 0	10 8	19 0	...	...	...	17 8	...	...	200 0	12 4	
	Kotah	18 0	16 0	7 8	10 0	20 0	14 0	...	...	18 0	20 0	20 0	240 0	12 0	
	Tonk	14 2	22 12	8 8	9 8	22 12	...	...	...	22 12	...	...	120 0	...	
	Jhallawar	15 7	17 14	7 1	10 4	22 9	18 4	...	15 12	16 13½	23 12	10 4	160 15	11 5	
	Shahpoora	14 8	21 8	9 0	12 8	29 0	23 0	...	...	19 8	...	...	160 0	...	
	Dholpur	15 10	20 14	9 9	11 13	21 11	19 8	...	18 0	21 15	...	20 0	90 0	13 8	
Central India.	Indore	15 0	18 8	7 8	8 9	20 0	19 3	*	...	16 8	20 0	16 0	100 0	12 0	
	Gwalior	14 10	19 15	7 0	9 1	19 11	18 2	*	14 8	18 8	18 2	21 5	135 15	11 6	
	Goona	20 8	20 0	9 8	10 0	30 8	18 0	*	...	25 8	28 0	14 0	200 0	12 0	
	Baghelkhand (Sutna)	21 8	32 0	8 0	15 0	19 0	16 0	*	...	28 0	*	34 8	200 0	12 0	
Baluchistan.	Quetta	9 13	14 0	4 0	7 3	14 0	†	†	†	14 0	13 0	†	53 5	10 0	

* Not sold. † None in market.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first two months of the official year 1887-88, and of the sixteen preceding years.

(In Thousands of Rupees.)

Year.	For the two months April and May.																					Year.
	Bengal.				Bombay.				Sindh.				Madras.				Burma.				Total British India.					
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Import Revenue.	Export Revenue.	Total Revenue.	
1871-72	1,66	11,62	3,51	16,79	1,46	4,93	88	7,27	18	15	24	57	57	2,06	2,88	5,51	25	73	6,01	6,99	4,12	19,49	23,61	13,52	37,13	1871-72.
1872-73	2,17	9,94	4,21	16,32	91	7,09	98	8,98	18	16	72	1,06	66	2,19	2,23	5,08	67	87	8,22	9,76	4,59	20,25	24,84	16,36	41,20	1872-73.
1873-74	1,57	9,48	2,67	13,72	98	5,94	86	7,78	15	9	22	46	78	2,11	2,71	5,60	62	80	9,04	10,46	4,10	18,42	22,52	15,50	38,02	1873-74.
1874-75	1,64	10,45	2,21	14,30	1,16	5,08	88	7,12	22	8	22	52	56	2,39	2,08	5,03	74	1,10	6,95	8,79	4,32	19,10	23,42	12,34	35,76	1874-75.
1875-76	1,67	12,73	2,95	17,35	1,23	6,50	2,31	10,04	18	20	54	92	63	2,33	2,79	5,75	79	71	11,94	13,44	4,50	22,47	26,97	20,53	47,50	1875-76.
1876-77	2,28	10,33	1,73	14,34	1,41	6,75	38	8,54	23	9	7	39	95	2,13	1,31	4,39	97	92	8,50	10,39	5,84	20,22	26,06	11,99	38,05	1876-77.
1877-78	2,61	12,61	2,20	17,42	1,89	8,17	43	10,49	45	15	12	72	92	1,41	34	2,67	98	1,08	7,14	9,20	6,85	23,42	30,27	10,23	40,50	1877-78.
1878-79	2,31	12,38	1,98	16,67	1,55	7,80	49	9,84	39	9	8	56	1,02	1,85	82	3,69	1,45	1,21	7,94	10,60	6,72	23,33	30,05	11,31	41,36	1878-79.
1879-80	1,75	11,13	1,37	14,25	1,75	6,38	55	8,68	46	11	7	64	85	1,38	73	2,96	1,31	94	9,82	12,07	6,12	19,94	26,06	12,54	38,60	1879-80.
1880-81	2,26	8,39	1,02	11,67	1,68	7,60	44	9,72	88	16	7	1,11	95	1,67	1,68	4,30	85	1,29	9,10	11,24	6,62	19,11	25,73	12,31	38,04	1880-81.
1881-82	2,52	9,27	1,97	13,76	1,89	7,56	51	9,96	84	22	10	1,16	75	1,64	1,55	3,94	1,30	1,30	11,24	13,84	7,30	19,99	27,29	15,37	42,66	1881-82.
1882-83	2,55	4	2,26	4,85	2,07	—36*	45	2,16	62	2	16	80	86	...	67	1,53	1,80	1	13,64	15,45	7,90	—29*	7,61	17,18	24,79	1882-83.
1883-84	2,51	...	3,09	5,60	1,99	12	29	2,40	74	...	12	86	84	...	1,00	1,84	1,65	4	13,49	15,18	7,73	16	7,89	17,99	25,88	1883-84.
1884-85	2,17	7	1,59	3,83	2,01	11	43	2,55	89	2	13	1,04	89	3	1,42	2,34	1,51	3	9,27	10,81	7,47	26	7,73	12,84	20,57	1884-85.
1885-86	2,16	3	2,05	4,24	2,03	12	23	2,38	82	...	19	1,01	92	1	38	1,31	1,16	2	11,15	12,33	7,09	18	7,27	14,00	21,27	1885-86.
1886-87	2,20	3	2,00	4,23	2,00	12	35	2,47	73	2	25	1,00	1,14	1	86	2,01	1,64	—2*	10,79	12,41	7,71	16	7,87	14,25	22,12	1886-87.
1887-88	1,96	7	2,19	4,22	2,72	10	42	3,24	98	2	19	1,19	1,50	1	86	2,37	2,27	...	11,29	13,56	9,43	20	9,63	14,95	24,58	1887-88.

* The amount refunded is greater than the duty collected.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 20th June 1887.

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

IRRIGATION OPERATIONS ON THE INUNDATION CANALS IN THE PUNJAB FOR THE KHARIF CROP OF 1886.

STATEMENT No. I.

Comparative Abstract of Irrigation and Rainfall in Canal Districts of the Punjab.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Districts.	Area in acres.	Cultivated area in acres.	Area Irrigated.		Comparison with last Crop.		Rainfall in Kharif Months.													
							April.		May.		June.		July.		August.		September.		Total.	
			1886.	1885.	Increase.	Decrease.	1886.	1885.	1886.	1885.	1886.	1885.	1886.	1885.	1886.	1885.	1886.	1885.	1886.	1885.
Lahore	2,334,552	1,164,921	17,396	14,726	2,670	...	...	0·80	0·08	1·37	4·3	0·13	9·7	1·05	3·5	1·14	...	0·63	17·38	5·12
Montgomery	3,567,750	357,622	55,721	a33,790	21,931	...	...	1·10	0·7	0·70	2·4	...	4·03	0·20	1·3	1·00	...	0·10	8·43	3·10
Mooltan	3,763,209	799,360	182,323	b180,943	1,380	...	...	0·20	...	1·50	...	0·90	3·0	...	...	3·90	...	...	3·00	6·50
Muzuffergarh	2,007,819	397,529	125,943	128,777	...	2,834	...	1·70	0·90	2·30	0·20	...	1·00	0·20	...	2·80	...	...	2·10	c7·00
Dera Gházi Khan	2,801,280	1,008,000	131,487	127,311	4,176	...	...	0·35	0·50	3·00	...	...	2·10	0·90	...	0·80	...	...	2·60	5·05
Shahpur	3,002,432	524,988	8,174	8,936	...	762	...	2·10	1·0	2·90	0·1	...	7·9	2·10	0·6	1·50	2·1	1·80	11·7	10·40
Montgomery (Lower Sohág and Pára Canal).	Given above.		9,229	7,551	1,678	...	...							Given above						
Mooltan (Sidhnái Canal).	Do.		7,188	...	7,188	...	...							Do.						
Total Inundation Canals	17,477,033	4,252,420	537,461	502,034	39,023	3,596	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) The area irrigated by the Lower Sohág and Pára Canal was included in this item last year; it has now been taken out and shown separately.
(b) This is the correct acreage and differs from that shown in the return for Kharif, 1885.
(c) This is the correct rain-fall and differs from that shown in the return for Kharif, 1885.

	Acres.
Area irrigated in 1885	502,034
Ditto 1886	537,161
Net Increase	35,427

STATEMENT No. II.

Statement in Acres of Crops irrigated in Canal Districts.

Description of Crops.	Lahore.	Montgomery.	Mooltan.	Dera Gházi-Khan.	Muzuffar-garh.	Shahpur.	Mooltan (Sidhnai Canal.	Montgomery, (Lower Sohag and Pára Canal.	Total.
Sugarcane	25	108	3,020	42	7,077	8	...	4	10,284
Rice	4,854	8,489	8,905	13,447	33,509	86	...	828	70,118
Cotton	2,424	13,007	43,190	37,474	26,581	4,660	1,414	1,016	129,766
Indigo	...	...	34,620	11,740	24,252	1	...	...	70,614
Others	10,093	34,117	92,588	68,784	34,524	3,419	5,774	7,381	256,680
Total Kharif, 1886	17,396	55,721	182,323	131,487	125,943	8,174	7,188	9,229	537,461
Total Kharif, 1885	14,726	33,790	180,943	127,311	128,777	8,936	...	7,551	502,034

STATEMENT No. III.

Statement in Acres of Crops irrigated in Canal Divisions.

Description of Crop.	Upper Sutlej Division Inundation Canals.	Lower Sutlej and Chenab Division, Inundation Canals.	Dera Gházi Khan Division, Indus Canals.	Shahpur Canals.	Muzaffargarh Canals.	Lower Sohág and Pára Canal.	Sidhnái Canal.	Total.
Sugarcane	133	8,020	42	8	7,077	4	...	10,284
Rice	13,343	8,905	13,447	86	33,509	828	...	70,118
Cotton	15,431	43,190	37,474	4,660	26,581	1,016	1,414	129,766
Indigo	...	34,620	11,740	1	24,252	...	...	70,613
Others	44,210	92,588	68,784	3,419	34,524	7,381	5,774	256,680
Total Kharif, 1886	73,117	182,323	131,487	8,174	125,943	9,229	7,188	537,461
Total Kharif, 1885	48,516	180,943	127,311	8,936	128,777	7,551	...	502,034

F. J. HOME, *Lieut.-Colonel, R.E.,*
Offg. Joint Secy. to Govt., Punjab, P. W. D., Irrigation Branch.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

INTERNATIONAL EXHIBITION OF INDUSTRY, SCIENCE AND ART, TO BE HELD IN GLASGOW IN 1888.

Circular No. $\frac{9Ex.}{7A—22}$.

Extract from the Proceedings of the Government of India in the Revenue and Agricultural Department (Museums and Exhibitions),—under date Simla, the 20th June, 1887.

Read the following Despatch, with enclosures, from Her Majesty's Secretary of State for India, regarding the International Exhibition of Industry, Science and Art, to be held in Glasgow during the summer of 1888:

No. 50 (Statistics and Commerce), dated India Office, London, 28th April, 1887.

From—Her Majesty's Secretary of State for India,

To—His Excellency the Right Honourable the Governor-General of India in Council.

I forward herewith a copy of a letter, and its enclosure, from Sir Archibald Campbell Campbell, Bart., M.P., and the Honourable the Lord-Provost of Glasgow, for the information of Your Excellency, and for such measures as you may see fit to take, with a view to give publicity to the proposal they announce for holding an International Exhibition at Glasgow during the summer of 1888.

No. 488, dated Glasgow, March 1887.

From—Sir Archibald C. Campbell, Bart., President, and the Hon'ble James King, Chairman, Executive Council, International Exhibition of Industry, Science and Art, Glasgow,

To—Her Majesty's Secretary of State for India.

We have the honour to inform Your Lordship that an International Exhibition of Industry, Science and Art is to be held in Glasgow during the summer of 1888.

We enclose a list of the Executive Council, from which Your Lordship will see that the project is to be guided by the leading Noblemen and Gentlemen of Scotland, as well as by the most influential of the Citizens of Glasgow.

To show the interest taken in the proposed Exhibition, we may mention that the Guarantee Fund amounts to over £227,000, being larger than that raised by any previous Exhibition.

As Glasgow may be regarded as the Commercial Capital of Scotland, it is of the utmost importance that exhibits of Indian industries and arts should be collected for the information and education of the people.

Recognizing the great advantages which would accrue to the Exhibition through the support of Her Majesty's Government, we beg most respectfully to bring it under Your Lordship's notice, in the hope that you may be pleased to take measures for having the Exhibition made known throughout the Indian Empire by the India Office.

INTERNATIONAL EXHIBITION OF INDUSTRY, SCIENCE AND ART,
KELVINGROVE PARK, GLASGOW, 1888.

Under the patronage of Her Most Gracious Majesty the Queen.

T. R. H. Duke and Duchess of Edinburgh.
H. R. H. Duchess of Albany.
T. R. H. Prince and Princess Christian.
H. R. H. Duke of Cambridge.

President:

Sir Archibald C. Campbell, of Blythswood, Baronet, M.P.

Chairman of Executive Council:

The Hon. James King, Lord-Provost of Glasgow.

Vice-Chairmen of Executive Council:

J. H. Dickson.

John Shearer.

Honorary Secretaries:

Anderson Kirkwood, LL.D.
Alexander Bennet M'Grigor, of Cairnoch, LL.D.
James Roberton, LL.D.

Honorary Treasurers:

James Wyllie Guild, C.A.
Walter Mackenzie, C.A.
William Walls.

Secretary:

William M. Cunningham.

Treasurer:

Alfred Brown.

General Manager:

H. A. Hedley.

TO PATENTEES.

PATENTS, DESIGNS, AND TRADE MARKS.

46 & 47 VIC., CAP. 57.] [A.D. 1883.

An Act to amend and Consolidate the Law relating to Patents for Inventions, Registration of Designs, and of Trade Marks.

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PART II.—PATENTS.

Exhibition at Industrial or International Exhibition not to prejudice patent rights.

39. The Exhibition of an invention at an Industrial or International Exhibition, certified as such by the Board of Trade, or the publication of any description of the invention during the period of the holding of the Exhibition, or the use of the invention for the purpose of the Exhibition in the place where the Exhibition is held, or the use of the invention during the period of the holding of the Exhibition by any person elsewhere without the privity or consent of the inventor, shall not prejudice the right of the inventor or his legal personal representative to apply for and obtain provisional protection and a patent in respect of the invention or the validity of any patent granted on the application, provided that both the following conditions are complied with, namely:

(*a*). The Exhibitor must, before exhibiting the invention, give the Comptroller the prescribed notice of his intention to do so; and

(*b*) The application for a patent must be made before or within six months from the date of the opening of the Exhibition.

* * * * * * * * * * * * * * * *

PART III.—DESIGNS.

Exhibition at Industrial or International Exhibition not to prevent or invalidate Registration.

57. The Exhibition, at an Industrial or International Exhibition, certified as such by the Board of Trade, or the Exhibition elsewhere during the period of the holding of the Exhibition, without the privity or consent of the proprietor, of a design, or of any article to which a design is applied, or the publication, during the holding of any such Exhibition, of a description of a design, shall not prevent the design from being registered or invalidate the registration thereof, provided that both the following conditions are complied with, namely:

(*a*) The Exhibitor must, before exhibiting the design or article, or publishing a description of the design, give the Comptroller the prescribed notice of his intention to do so; and

(*b*) The application for registration must be made before or within six months from the date of the opening of the Exhibition.

"*Patents, Designs, and Trade Marks Act, 1883.*"

"Upon the application of Mr. William M. Cunningham, of 27, St. Vincent Place, "Glasgow, made to the Board of Trade on the Eleventh day of March, 1887, the Board of "Trade do hereby certify that the INTERNATIONAL EXHIBITION OF INDUSTRY, SCIENCE AND "ART, proposed to be held in the year 1888 at Kelvingrove Park, Glasgow, is an Interna- "tional Exhibition.

"Signed by order of the Board of Trade this Fifteenth day of March, 1887.

"COURTENAY BOYLE,

"*Assistant Secretary, Board of Trade.*"

PROSPECTUS.

It has been decided to hold an International Exhibition at Glasgow during the Summer of 1888, and Her Majesty the Queen has been graciously pleased to lend her Royal patronage to the undertaking.

The proposal has been taken up by the Nobility and Gentry of Scotland, and by the Citizens of Glasgow and other Towns, with such general approval that the Guarantee Fund already exceeds £235,000, and is still being increased.

The City of Glasgow is situated in the centre of the Chief Industries of Scotland, and has, including its suburbs, a population of 761,000, and including the surrounding district and neighbouring towns, a population exceeding 1,500,000. Edinburgh and other centres of population are within one hour's journey, and the Tourist routes to the Western Highlands radiate from Glasgow.

The objects of the Exhibition are to promote and foster Industry, Science and Art, by inciting the inventive genius of our people to a still further development in Arts and Manufactures, and to stimulate Commercial Enterprise, by inviting all Nations to exhibit their Products, both in the raw and finished state. Examples of the Manufactures by which Glasgow and the surrounding districts have become famous—Chemical, Iron, and other Mineral Products, Engineering, Shipbuilding, Electrical and Scientific Appliances, and Textile Fabrics—will be exhibited both in process of manufacture and in the finished state.

Similar and more varied Exhibits may be expected from other parts of Great Britain and from the Continent, whilst from America, India, the Canadian, Australian, Cape and other Colonies, promises of substantial support have been received.

A Fine Art Section will form an important part of the Exhibition. For the accommodation of the Art Treasures and Historical Objects a special block of the building will be reserved; and the most ample precautions will be taken for the security of valuable property lent for the purposes of the Exhibition. A special Prospectus, Classification, and series of Regulations will be issued for this Section.

Two Sections—viz., "The Women's Industries Section" and the "Artisan Section"—will be special features; and, in connection with the former, Her Grace the Duchess of Abercorn is Convener for Ireland, the Right Hon. the Countess of Rosebery for England and Wales, and the Hon. Lady Campbell, of Blythswood, and Mrs. King for Scotland, the Colonies, and Foreign Countries.

The site which has been granted by the City Corporation for the Exhibition Buildings extends to 60 acres, and is one of exceptional beauty and convenience. It comprises the Western portion of the Kelvingrove Park and the slopes of Gilmorehill, which are crowned by the University Buildings.

The Buildings which it is proposed to construct will cover about 10 acres, and will be erected according to plans prepared by eminent architects. The ornamental flower plots, pond, and fountains of the Kelvingrove Park will be included in the Exhibition Grounds, and the terraces in front of the University Buildings are well adapted for the effective display of electric lighting and pyrotechnic illuminations, as well as for the enjoyment of musical promenades and other entertainments which it is intended to provide.

The River Kelvin, which intersects the grounds, will be available for the Exhibition of Naval Shipbuilding and Life-Saving Apparatus, either in motion or not. The reach of the river which can be utilised for this purpose has a length of 1,500 feet, a width of 90 feet, and a depth of 6 feet.

The situation of the Exhibition Buildings is specially convenient of access for Exhibitors, as by means of the lines of rails—which can be made use of at night for the passage of railway trucks, and which will, if possible, be carried into the Exhibition Grounds at more than one point—heavy goods can be delivered at a minimum cost and with the least possible amount of risk. In addition to this, the port of Glasgow offers a cheap and ready means for the delivery and redelivery of sea-borne goods.

It is intended to afford full postal, telephonic, telegraphic, and banking facilities within the Exhibition Buildings, so that all necessary business may be conducted by Exhibitors and others without leaving the premises.

The whole arrangements are in the hands of the Executive Council, which has been chosen from the General Council of Guarantors, and has for its Chairman the Hon. the Lord-Provost of Glasgow.

GLASGOW, *April*, 1887.

President :

SIR ARCHIBALD CAMPBELL CAMPBELL, OF BLYTHSWOOD, BARONET, M.P.

Vice-Presidents :

HIS GRACE THE DUKE OF HAMILTON AND BRANDON, K.T.
HIS GRACE THE DUKE OF ARGYLL, K.G., K.T.
HIS GRACE THE DUKE OF BUCCLEUCH AND QUEENSBERRY, K.T.
HIS GRACE THE DUKE OF MONTROSE, K.T.
THE MOST NOBLE THE MARQUESS OF BUTE, K.T., President of Fine Art Committee.
THE MOST HONOURABLE THE MARQUESS OF BREADALBANE.
THE MOST HONOURABLE THE MARQUESS OF LOTHIAN, K.T., Secretary for Scotland.
THE RIGHT HONOURABLE THE EARL OF HOME, Lord-Lieutenant of the County of Berwick.
THE RIGHT HONOURABLE THE EARL OF ROSEBERY, Lord-Lieutenant of the Counties of Midlothian and Linlithgow.
THE RIGHT HONOURABLE THE EARL OF STAIR, K.T., Lord-Lieutenant of the Counties of Wigtown and Ayr, and Chancellor of the University of Glasgow.
THE RIGHT HONOURABLE ARTHUR JAMES BALFOUR, of Whittinghame, M.P., Secretary for Ireland.
THE HONOURABLE JAMES KING, of Campsie, LL.D., Lord-Provost of the City of Glasgow.
THE RIGHT HONOURABLE THE LORD-PROVOST OF THE CITY OF EDINBURGH.

Honorary Members of the Association :

THE MOST HONOURABLE THE MARQUESS OF AILSA.
THE RIGHT HONOURABLE THE EARL OF ABERDEEN, LL.D., Lord-Lieutenant of Aberdeenshire.
THE RIGHT HONOURABLE THE EARL OF CATHCART.
THE RIGHT HONOURABLE THE EARL OF ELGIN AND KINCARDINE, LL.D.
THE RIGHT HONOURABLE THE EARL OF FIFE, K.T., Lord-Lieutenant of the County of Elgin.
THE RIGHT HONOURABLE THE EARL OF GLASGOW, LL.D., Lord Clerk-Register of Scotland.
THE RIGHT HONOURABLE THE EARL OF KINNOULL.
THE RIGHT HONOURABLE THE EARL OF KINTORE.
THE RIGHT HONOURABLE THE EARL OF MAR.
THE RIGHT HONOURABLE THE EARL OF MAR AND KELLIE.
THE RIGHT HONOURABLE THE EARL OF MORTON.
THE RIGHT HONOURABLE THE EARL OF ROSSLYN.
THE RIGHT HONOURABLE THE EARL OF SEAFIELD.
THE RIGHT HONOURABLE THE EARL OF WEMYSS AND MARCH, LL.D.
THE RIGHT HONOURABLE THE LORD VISCOUNT STRATHALLAN.
THE RIGHT HONOURABLE THE LORD BALFOUR OF BURLEIGH.
THE RIGHT HONOURABLE THE LORD BELHAVEN AND STENTON.
THE RIGHT HONOURABLE THE LORD COLVILLE OF CULROSS, K.T.
THE RIGHT HONOURABLE THE LORD FORBES.
THE RIGHT HONOURABLE THE LORD HAMILTON OF DALZELL.
THE RIGHT HONOURABLE THE LORD LAMINGTON.
THE RIGHT HONOURABLE THE LORD MONCRIEFF, LL.D.
THE RIGHT HONOURABLE THE LORD MACDONALD.
THE RIGHT HONOURABLE THE LORD ORANMORE AND BROWNE.
THE RIGHT HONOURABLE JOHN INGLIS, of Glencorse, Lord Justice-General, and Lord-President of the Court of Session.
THE RIGHT HONOURABLE JOHN HAY ATHOLE MACDONALD, Q.C., C.B., LL.D., M.P., Lord-Advocate for Scotland.
JAMES PATRICK BANNERMAN ROBERTSON, Esquire, Q.C., M.P., Solicitor-General for Scotland.

THE RIGHT HONOURABLE SIR JAMES FERGUSSON, Baronet, of Kilkerran, K.C.M.G., C.I.E., M.P.
SIR THOMAS EDWARD COLEBROOKE, Baronet, of Crawford, Lord-Lieutenant of the County of Lanark.
SIR MICHAEL ROBERT SHAW-STEWART, Baronet, of Greenock and Blackhall, Lord-Lieutenant of the County of Renfrew.
HUMPHREY EWING CRUM-EWING, Esquire, of Strathleven, Lord-Lieutenant of the County of Dumbarton.
SIR WINDHAM CARMICHAEL ANSTRUTHER, Baronet, of Carmichael.
SIR ARCHIBALD ORR-EWING, Baronet, of Ballikinrain, M.P.
SIR CHARLES TENNANT, Baronet, of The Glen.
SIR JAMES BAIN, 3, Park Terrace, Glasgow.
SIR WILLIAM COLLINS, 3, Park Terrace, East, Glasgow.
SIR PETER COATS, of Auchendrain, Ayrshire.
SIR MICHAEL CONNAL, 16, Lynedoch Crescent, Glasgow.
SIR WILLIAM THOMSON, LL.D., D.C.L., The College, Glasgow.
SIR JAMES WATSON, 9, Woodside Terrace, Glasgow.
THE VERY REVEREND PRINCIPAL CAIRD, D.D., LL.D., The College, Glasgow.
WILLIAM WALLACE HOZIER, Esquire, of Mauldslie, Convener of the County of Lanark.
PATRICK BOYLE SMOLLETT, Esquire, of Bonhill, Convener of the County of Dumbarton.
ROBERT BERRY, Esquire, LL.D., Sheriff of the County of Lanark.
THE HONOURABLE HENRY JAMES MONCRIEFF, Sheriff of the Counties Renfrew and Bute.
JOHN G. A. BAIRD, Esquire, of Muirkirk, M.P.
JAMES CALDWELL, Esquire, M.P.
CHARLES CAMERON, Esquire, M.D., LL.D., M.P.
JAMES A. CAMPBELL, Esquire, of Stracathro, LL.D., M.P.
ARCHIBALD CAMERON CORBETT, Esquire, M.P.
DONALD CRAWFORD, Esquire, M.P.
R. B. CUNNINGHAME-GRAHAM, Esquire, of Ardoch and Gartmore, M. P.
JAMES HOZIER, Esquire, Younger of Mauldslie, M.P.
STEPHEN MASON, Esquire, M.P.
WILLIAM PEARCE, Esquire, M.P.
A. D. PROVAND, Esquire, M.P.
EDWARD RICHARD RUSSELL, Esquire, M.P.
ALEXANDER CRAIG-SELLAR, Esquire, M.P.
M. H. SHAW-STEWART, Esquire, Younger of Ardgowan, M.P.
HUGH WATT, Esquire, M.P.
PETER CLOUSTON, Esquire, 1, Park Terrace, Glasgow.

Regulations for Exhibitors.

1. AN INTERNATIONAL EXHIBITION OF INDUSTRY, SCIENCE AND ART, under the patronage of Her Majesty the Queen, will be held in Glasgow in 1888.
   Date.
2. The Exhibition will be opened early in May, and will continue open for a period of about six months.
   Opening.
3. The principal objects to be exhibited are comprised in the accompanying Classification, which must not be considered to be exhaustive.
   Objects.
4. It is not intended to issue any Awards.
5. Charge will be made for space, except in special cases to be determined by the Executive Council. The charge for space inside the Building will be 2*s.* per square foot, with a minimum charge of £2 10*s.* Whatever vacant space Exhibitors require around their Exhibits, beyond the usual passages, will have to be paid for, and Exhibitors requiring
   Expenses to be borne by Exhibitors.

wall-space must mention the fact when making application, when they will be informed on what conditions it will be granted. Space in the grounds will be let at rates to be arranged by the Committee, but in such cases plans must accompany application, and all surface damage must be made good by the Exhibitor on removal. Payment to the extent of 25 per cent. of the amount payable must accompany the application, and the balance must be forwarded on receipt of the notice of allotment. In no case, however, can the deposit be less than the minimun charge of £2 10s. Exhibits will on no account be allowed to be placed unless payment has been arranged. Spaces not occupied seven days previously to the opening of the Exhibition will be otherwise allotted, and all payments made in respect thereof absolutely forfeited. Exhibitors will have to pay all expenses of conveying, delivering, arranging, fixing, and removing their Exhibits, and also the cost of the erection of all fixtures, screens, and counters when required; and they must personally, or by a representative, superintend the transmission, reception, unpacking, installation, and (at the close of the Exhibition) the removal of their goods. The Executive Council reserve to themselves the right of doing whatever may be considered necessary at the expense of the Exhibitor, unless this regulation is strictly complied with. Should any goods be deposited in the Exhibition premises during the absence of the Exhibitor or his representative, the Executive Council will not be responsible for any loss or damage from whatsoever cause arising.

6. Motive Power, gas and water, will be supplied by the Executive Council free of charge within certain limits, and subject to certain regulations. Exhibitors requiring motive power must fill up the special Application Form which has been prepared for this Section, and which will be supplied by the Secretary upon application. Exhibitors requiring Counter Shafting, Pulleys, and Belting, must supply these at their own expense.

Motive Power.

7. Schedules of Application for space may be had from the Secretary, W. M. Cunningham, 27, St. Vincent Place, Glasgow. These must be filled up and returned on or before 1st October, 1887. The decision of the Space Committee will be notified as soon as possible after that date.

Applications to Exhibit.

8. The nature of the articles which it is proposed to exhibit must be fully specified in the Form of Application for space.

Nature of Exhibits.

9. The Executive Council reserve the right to refuse any Exhibit, without stating any reason for so doing.

Right to refuse Exhibits.

10. The Foreign and Colonial Commissioners appointed by the respective Governments are invited to communicate with the Secretary. The Executive Council will place at their disposal all information and plans that may be useful to them.

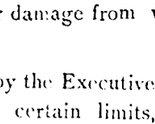
Foreign and Colonial Exhibits.

11. Applicants for space from Countries in which no Commissioner has been appointed will correspond directly with the Secretary.

Foreign Countries.

12. The Executive Council will endeavour to obtain from the various Railways and Carriers special terms for the conveyance of Exhibitors' goods to and from the Exhibition, and these arrangements will be communicated to intending Exhibitors.

Railway Rates.

13. All packages containing goods for Exhibition must have painted on them the distinctive Mark 

together with the name and address of the Exhibitor, and the allotment number of the space. Labels for this purpose will be supplied to each Exhibitor.

Marks on Packages.

14. Packages from Foreign Countries must likewise have painted on them the distinctive mark.

Marks on Foreign Packages.



They must also be marked in such a way as to show distinctly the name of the Exhibitor and the country from whence they come, as well as the allotment number of the space.

15. No Case, Counter, Platform, Screen or Partition must (without special permission) exceed the following dimensions:

Dimensions of Cases, &c.

Show cases and partitions	10 feet above the floor.
Counters	2 feet 6 inches above the floor.
Platforms	1 foot above the floor.

16. Exhibitors may erect Railings around their Stands, and provide Canopies, subject to approval; in every instance these Railings and Canopies must be within the area of the space allotted. In the case of machinery in motion, it is imperative that it be sufficiently railed.

Railings and Canopies.

17. The Flooring must not be altered, removed, or strengthened, except by sanction of the Executive Council, and at the expense of the Exhibitor.

Flooring.

18. No Exhibitor will be permitted to display Exhibits in such a manner as to obstruct the light, or project beyond the space allotted, or impede the view along the open spaces, or occasion injury or inconvenience to other Exhibitors.

Obstructions.

19. In order to insure uniformity of decoration, no Exhibitor will be allowed to put up flags, banners, or other kind of decoration without permission, and for covering counters, screens, or partitions, a material will be selected, which may be bought by Exhibitors at the building.

Decorations.

20. Signs or Name-boards must be placed to the satisfaction of the Space Committee, and must in no case interfere with the lighting. They must be black, with gold letters.

Sign-boards.

21. All Hand-bills, Printed Matter, &c., connected with Exhibits, and intended for gratuitous distribution, must first receive the approval and authority of the Executive Council, which permission may be withdrawn at any time.

Hand-bills.

22. Cases must be unpacked immediately on arrival, and the empty cases removed by the Exhibitors or their Agents. The Executive Council cannot accept any responsibility with reference to empty cases, which must be at once removed from the buildings at the expense of the Exhibitors. The Executive Council reserve to themselves the right of doing whatever may be considered necessary, at the expense of the Exhibitors, unless this rule is strictly complied with.

Empty Cases.

23. Exhibitors will be required to provide all necessary attendance, and to keep their Stands and Exhibits properly cleaned and in good order during the whole period of the Exhibition. The Executive Council reserve the right to impose a penalty for a breach of this regulation, and to order the removal of any Attendant whose behaviour they consider unseemly.

Attendance.

24. No Exhibitor will be allowed to transfer any portion of the space allotted to him, or to allow any other than his own duly-admitted Exhibits to be placed thereon, except by permission of the Executive Council.

Non-transfer of Space.

25. All Goods must be exhibited in the name of the individual or Firm signing the Application Form.

Name.

26. Exhibitors are requested to mark the selling price of the articles exhibited for the information of visitors, to whom they may explain their Exhibits; but they will in all cases be forbidden, unless special permission in writing has been obtained from the Executive Council, to invite or to allow visitors to purchase goods for removal at the time of purchase, the Exhibition being intended for the purposes of display. Orders can be

Selling.

taken within the Exhibition, but the goods must be delivered from establishments outside. Special Regulations will, however, be made with regard to perishable articles manufactured in the Exhibition.

27. No Exhibit or part thereof can be removed before the close of the Exhibition without the special permission of the Executive Council. Exhibits not removed within fifteen days after the close of the Exhibition will be warehoused at the cost and risk of the owners, and whatever may remain after three months will be sold by auction, and the proceeds applied to defray expenses.

Removal.

28. No goods will be received prior to March, 1888, without special permission, nor after 20th April, 1888; but prior arrangements may be made for Motors, Boilers, or any Exhibits requiring under-building.

Date of Reception.

29. Special care will be required by the Executive Council, who may make special regulations, in cases where Fire or Gas is used by Exhibitors, and a responsible officer will be appointed to carry out the injunctions of the Council in this respect. Exhibitors will require to effect their own insurance on their Exhibits.

Fire Risk.

30. No explosives, or any substances which in the judgment of the Executive are dangerous, will be admitted, but they may be represented by models.

Dangerous Substances.

31. Spirits, oils, corrosive substances, and generally all substances which might spoil other articles or inconvenience the public, can only be exhibited in solid and suitable vessels.

Spirits, Oils, &c.

32. The Executive Council reserve to themselves the right of examining or testing any of the Exhibits. If any damage or injury shall be occasioned during the Exhibition by any exhibited machine, implement, or article to any visitor or other person, then the Exhibitor to whom such machinery, implement, or article may belong, shall be responsible for in the first instance, and shall besides indemnify and hold harmless the said Council from or against all actions, suits, expenses, and claims on account or in respect of any such damage or injury which may be so caused.

Testing. Damage caused by Exhibits.

33. No article exhibited may be copied, photographed, drawn, or reproduced in any manner without the special permission of the Exhibitor and of the Executive Council.

Photography, &c.

34. Passes to the Exhibition will be granted to Exhibitors and to a reasonable number of attendants. If these Passes be used by any but those to whom they are issued, they will be immediately cancelled.

Passes.

35. The Executive Council reserve to themselves the sole right of compiling and printing a Catalogue of Exhibits, under Regulations which will be duly notified.

Catalogue.

36. The right to alter, amend, add to, or cancel any of these Rules, is reserved by the Executive Council.

Right to alter Rules.

37. All who become Exhibitors shall be held by so doing to signify their compliance with the whole of these Regulations, together with such other Regulations as the Executive Council may issue from time to time.

Rules binding.

38. The Executive Council reserve the right to remove the Exhibits of any one who does not conform to the Regulations.

Right of Removal.

39. The Executive Council will not be responsible for loss or damage occurring from any cause whatsoever to any Exhibit or other property belonging to any Exhibitor or any other person.

Non-Liability.

The following are the Headings of the Classification of Exhibits:

Class I.—Agriculture, Horticulture, and Arboriculture.

Class II.—Mining and Metallurgy; Minerals; Quarrying and Fuel.

Class III.—Civil Engineering, Construction, and Architecture; Sanitary Appliances; Aëronautics.

Class IV.—Naval Architecture and Engineering.

Class V.—Prime Movers and means of Distributing their Power; Railway Plant.

Class VI.—Machinery; Machine Tools; Hydraulic Machines, and Machines for Raising Heavy Weights; Elements of Machines; Furnaces.

Class VII.—Road Carriages; Bicycles; Tricycles; Ambulance.

Class VIII.—Cutlery and Ironmongery; Fire Arms; Military Weapons.

Class IX.—Heating and Cooking Apparatus.

Class X.—Gas and Illuminants (other than Electricity).

Class XI.—Electricity.

Class XII.—Chemistry and Apparatus, Processes, and Appliances connected with Applied Chemistry and Physics; Philosophical Instruments and Apparatus.

Class XIII.—Food (including Drinks).

Class XIV.—Textile Fabrics; Leather; India-Rubber and Gutta-Percha; Clothing.

Class XV.—Paper; Printing; Bookbinding and Stationery.

Class XVI.—Furniture and Decoration; Fancy Goods.

Class XVII.—Pottery and Glass.

Class XVIII.—Jewellery; Clocks, Watches, and other Timekeepers.

Class XIX.—Fisheries.

Class XX.—Education, and Apparatus for Physical Training.

Class XXI.—Music and Musical Instruments.

Class XXII.—Fine Arts (including Photography, Engraving, &c.).

Women's Industries Section.

Artisan Section.

In the Fine Art Section, Women's Industries Section, and Artisan Section, the space will be given free. In all the other Sections, space will be charged for, at the rate of 2s. per square foot.

Read also the following Notification, dated the 22nd April, 1887, issued by Messrs. Finlay, Muir & Co., on behalf of the Glasgow Exhibition Executive Council:

Glasgow International Exhibition.

An International Exhibition will be opened at Glasgow in May, 1888, for which specimens of art-exhibits will be received from private exhibitors.

2. Besides articles which will be displayed at the Exhibition during the whole time it is kept open, extra sets of art-manufactures will be accepted for sale and immediate delivery to purchasers. Stalls will be opened at the Exhibition for the sale of such articles. The price of articles sold either at the Exhibition or in the stalls will be at once realised and remitted to the exhibitors in India every week or fortnight, as it may be found convenient.

3. Articles of inferior workmanship, or articles on which an undue price has been put, will not be accepted.

4. Applications for space should be made in the accompanying form before the 1st of July next. If the exhibits are approved, space will be given free.

5. The Exhibition authorities undertake to pay freight of such exhibits from Calcutta, Bombay, or Madras to Glasgow, and the same of unsold articles returned from Glasgow to the above-mentioned ports. Inland freight in India must be borne by the exhibitor.

6. All exhibits must be despatched from India before the 1st of January, 1888.

7. The authorities of the Glasgow International Exhibition have, with the permission of the Government of India and the Trustees of the Indian Museum, entrusted the general

arrangements of the Indian Section of this Exhibition to Mr. T. N. Mukharji, F.L.S., Assistant Curator, Economic and Art Museum, Calcutta, and the collection of exhibits from the different Provinces of India, except Madras and Bombay, Committees having been appointed to look after the representation of these Presidencies.

For the whole of India the entire working of the following Departments has been left in the hands of Mr. Mukharji:

Products (Raw, &c., Native Shops, &c.).
Ethnology (Types, Models, &c.).
Tea, Coffee, and Cigar Rooms.

8. The following are the Committees:

For Madras—

Dr. G. Bidie, M.B., F.L.S., C.I.E, Surgeon-General with the Government of Madras.
Dr. E. Thurston, L.R.C.P., L.R.C.S.E., Superintendent, Central Museum.
Mr. E. B. Havell, Principal, School of Art.
Mr. G. Jackson, of Messrs. Gordon, Woodroffe & Co., to whom all communications should be addressed.

For Bombay—

Hon. Forbes Adam (Chairman).
Sir Jamsetjee Jeejeebhoy.
Mr. Jairazbhoy Peerbhoy.
Mr. Varjeevundass Madhawdass.
Hon. S. D. Sassoon.
Mr. E. Greenwood, Principal, School of Art.
Mr. J. Littleton Symons, Messrs. Finlay, Muir & Co.
Mr. A. Arthur. } to either of whom all communications should be addressed.

For N. W. Provinces and Oudh—

Mr. A. H. Pirie, Secretary, Provincial Museum, Lucknow.
Babu Gungadhar Ganguli, Assistant Curator, Provincial Museum, Lucknow.

For Jaipur and Rajputana—

Surgeon-Major T. H. Hendley.

For Bengal and the North-West.—All communications should be addressed to Mr. T. N. Mukharji, F.L.S., Assistant Curator, Economic and Art Museum, Calcutta, or to Mr. R. Williamson, of Messrs. Finlay, Muir & Co., Calcutta, who, with Sir Edward Buck, Secretary to the Government of India, as Chairman, will form a Committee for Bengal.

On behalf of the Glasgow Exhibition Executive Council.

FINLAY, MUIR & Co.

Calcutta, 22nd April, 1887.

GLASGOW INTERNATIONAL EXHIBITION.

Form of Application for Space.

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" Punjab.
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" " Burma.
" " Assam.
" " Coorg.
Resident at Hyderabad.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 23rd JUNE, 1887.

GENERAL REMARKS.—Except in the Punjab, Madras, and Rajputana, where the rain has been slight, there has been generally a good fall throughout the country during the week under report.

Kharif sowings are most advanced in Bombay and the Central Provinces; in the North-Western Provinces and Oudh, the Punjab, Berar and Hyderabad, and Central India and Rajputana, the preparation of the land for the *kharif* crops is being actively prosecuted.

In Madras, Mysore and Coorg agricultural prospects are good.

The autumn sowings are progressing well in Bengal, where the early rice is also thriving. Rice is being sown in Bombay, the Central Provinces, Coorg, and in Burma ploughing for the crop is well advanced. In Assam three varieties of rice are being reaped, and the cultivation of a fourth is progressing.

Heavy rain in Bengal has done some injury to indigo; but in the North-Western Provinces and Oudh the prospect of the crop is good.

Sugarcane is doing well in the North-Western Provinces and Oudh.

Cotton-sowing has commenced in Berar.

The public health is generally fair, though cholera is more or less prevalent everywhere, but especially in Bombay and the North-Western Provinces and Oudh, where the mortality in a few districts is still high.

Prices continue to rise in the North-Western Provinces and Oudh and in two districts in the Punjab. Elsewhere they are generally stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(June 22nd)		
Bellary . . .	Average last week since revised, ·37; this week, ·15.	Standing crops generally good. Cholera decreasing in four and cattle-disease also decreasing in two taluks.
Kurnool . . .	Average last week since revised, ·32; this week, ·60.	More rain wanted. Agricultural operations progressing. Cholera abating. Small-pox in three, and cattle-disease decreasing in six taluks.
Ganjam . . .	Average 2·12	Small-pox in four and fever in two divisions. Cholera decreasing, and cattle-disease in two taluks.
Kistna . . .	Average 2·36	Harvest crops on sides of irrigation channels, outturn below average. River 1·2 feet over Anicut. Slight fever prevalent. Cholera decreasing in three and cattle-disease increasing in six taluks.
Chingleput (Madras) .	Average ·10	Standing crops fair, but withered to some extent. Harvest wet and dry crops, outturn indifferent. Small-pox prevalent, and cattle-disease decreasing in three taluks.
Coimbatore . . .	Average ·28	Standing dry crops good. Harvest *cholum* and *cumbu*, outturn above average. Fever and cattle-disease prevalent.
Tanjore . . .	Average ·15	Standing crops generally good. Harvest paddy and gingelly, outturn below average. Slight cattle-disease in one taluk.
Madura . . .	Average ·07	Slight cattle-disease in one taluk.
Malabar . . .	Average 11·57	Agricultural operations progressing. Fever in two and slight small-pox in eight taluks.
Travancore . .	5·05	Paddy thriving. Small-pox and fever in places.
		General Remarks.—General prospects good.
Bombay—(June 22nd)		
Karachi . . .	. . . . .	River at Kotri on 19th, 11 feet 6 inches against 11 feet 4 inches on same date last year. Fever in four and cattle-disease in one taluka. Wheat, red rice and *bajri* in Karachi 22, 30 and 32 and in Tatta 24, 40 and 40 pounds per rupee, respectively.
Hyderabad . . .	Badin, ·07	*Rabi* harvesting continues in two talukas. *Kharif* cultivation in progress. Fever in three, small-pox in two, and cattle-disease in one taluka. River at Kotri on 19th, 11 feet 6 inches against 11 feet 4 inches on same date last year. Wheat 24, *bajri* 37½, *jowari* 40, white rice 20, and red rice 30 pounds per rupee.
Ahmedabad . . .	5·35; total 5·90; rain in all the talukas—maximum 9·10 in Gogha and minimum 1·97 in Dhandhuka.	Ploughing for *kharif* in progress throughout the district. Public health good. Wheat 29 and *bajri* 30 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Baroda . . .	. . . . .	No report received.
Surat	Maximum 9·59 in Jalalpore and minimum 3·60 in Chorasi.	Sowing operations continue. Fever in Bardoli and cholera in some villages of Pardi and Bulsar talukas. *Jowari* 35 and *nagli* 42 pounds per rupee.
Nasik . . .	Rain throughout the district—maximum 12·74 in Igatpuri and minimum ·96 in Chandor.	Preparation for *kharif* sowing in progress throughout the district. Small-pox in Yeola taluka. Cholera in Yeola, Malegaon, and Nandgaon talukas, 216 attacks, 91 deaths. Prices stationary.
Colaba (Bombay) . .	Rain on 15th, 16th and 21st; heavy on 15th and 16th, 5·49; total 19·70, being 4·34 above average.	Abnormal temperature rose from 6° cool on 15th to 1° cool on 17th, remained 1° cool on 18th, and was *nil* from 19th to 21st. Vapour in air normal. Abnormal wind westerly from 15th to 17th. Wind normal from 18th to 21st.
Poona	Rain throughout the district; maximum 5·51 in Petha Moshi and minimum ·16 in Petha Baramati.	More rain wanted in Indapur, Sirur, Bhimthari, and Haveli talukas. Cholera, 11 cases, 6 fatal. Cattle-disease in Indapur and Purandhar talukas. *Bajri* 43 and *jowari* 53 pounds in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona city.
Ahmednagar . .	Rahuri, 1·54; Parner, ·90; Newasa, ·87; Sheogaon, and Kopergaon, ·74; Sangamner, ·49; and Akola, ·48; very slight in rest.	Rain required for *kharif* sowings. Cholera in seven talukas, attacks 353, deaths 153. *Bajri* 33 and *jowari* 54 pounds per rupee.
Sholapur . . .	Sholapur, ·66; Barsi, 1·03; Madha, ·13; and Pandharpur, ·04.	Sowing operations retarded for want of sufficient rain. Cattle-disease in Sholapur, Barsi, Pandharpur, and Sangola talukas. Cholera here and there in the whole district, 542 attacks, 221 fatal. *Jowari* 57 and *bajri* 49¾ pounds per rupee.
Dharwar . . .	Rain general; maximum 3·75 in Hangal and minimum ·13 in Ron.	Sowing of rice commenced in some talukas. Scarcity of fodder in Nawalgund and of drinking-water in Gadag and Kod talukas. Cholera in Gadag and Ranibennur talukas, 56 cases, 28 fatal. Slight cattle-disease in Nargund Petha. Rice 23¾ and *jowari* 54¾ pounds per rupee.
Kanara . . .	Karwar, 16·35; total 52·68; Kumpta, 20·06; Honawar, 19·36; Sirsi, 11·54; and Haliyal, 4·11.	Rice plants thriving. Slight fever and cattle-disease in Haliyal and Sirsi. Common rice in Karwar and district average 12 seers per rupee.
Rajkot . . .	·94; total 3·28	Weather hot and cloudy. Measles in some villages in Und and Jetpur. Public health generally good. Sowing operations commenced in some places. Wheat 25, *bajri* 24 and *jowari* 29 pounds per rupee.
		General Remarks.—Fair rain throughout the Presidency, except Sind, where slight rain fell in parts of two districts. More rain wanted for *kharif* sowings in parts of the Deccan. Sowing operations going on in fifteen districts, and completed in the Tanna and Colaba districts. Fever in parts of seven, small-pox in parts of five, and cholera and cattle-disease in parts of eleven districts.
Bengal—(June 22nd)		
Chittagong (June 21st)	5·80	Weather seasonable. Transplantation goes on. Extraordinary high tide at end of May damaged some coast lands in Cox's Bazar. Prices stationary. Cholera still reported. Public health otherwise good.
Dacca	2·71	Weather hot and cloudy. *Aman* paddy and jute doing well. Rivers rising rapidly. Public health good.
24-Pergunnahs (Calcutta).	4·56	Weather hot, with occasional rain. Prospects promising. *Aus* sowings in progress. Public health generally good.
Khoolna . . .	·18	Weather rainy and cloudy. Ploughing for *aman* paddy going on. *Aus* crop doing well. Public health good.
Moorshedabad . .	2·02	Weather very hot and cloudy at intervals. *Aman* being sown. Jute and sugarcane promising. Public health good.
Pubna	·54	Weather rainy and cloudy. Prospects of crops good. General health good.
Dinagepore . . .	8·68	Rain on four days. *Bhadoi* crops have suffered to some extent. No cholera.
Rungpore . . .	17·67	Crops damaged by flood. Public health fair.
Midnapore . . .	1·94	Prospects excellent.
Burdwan . . .	·78	Prospects of all crops good. Prices low and unchanged. Public health good.
Bhagulpore . . .	4·47	Sowing and transplanting begun. *Moong* crop in the north poor, and mango crop everywhere an utter failure. Indigo prospects going off a little. Cholera fast abating.
Purneah . . .	6·59	Crops doing well, but indigo and to some extent jute have suffered from heavy rain. Sowing and weeding in progress. Public health fair. Rivers high.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Durbhanga . . .	4·50	Prospects of early rice favourable. *Bhadoi* sowings in progress. Prices rising. Cholera still reported from interior.
Chumparun . . .	1·77	*Mahai* of indigo has commenced. *Bhadoi* sowings in progress. Prices stationary. Cholera decreasing.
Patna	3·46	Weather hot, with occasional showers. Sowing of *bhadoi* crops is being pushed on. In some places *makai* and *kauni* have germinated well. Paddy also being sown. Sugarcane promising. Cholera still prevalent in Barh and Bihar subdivisions.
Gya	4·63	Weather hot. *Bhadoi* being sown. Cholera, fever and small-pox reported from all the subdivisions.
Hazareebagh . .	Rainfall general and ample.	Weather seasonable. Agricultural operations in full progress, and prospects favourable. General health good.
Cuttack . . .	2·73	Weather cloudy, with occasional showers of rain. Rice plants growing well. Sowing still going on in many places. Public health generally good. Cholera and cattle-disease reported from some parts in interior.
		General Remarks.—Weather hot and cloudy throughout the week. Strong monsoon current is now blowing over the Lower Provinces. Rainfall has been general, and in some of the Northern Bengal districts has been very heavy. Jute, early rice and indigo are generally doing well, but too much rain in North Bengal has done some injury. *Aman* and *bhadoi* sowings going on well. Cholera has somewhat abated in the Patna division. General health is good.
N.-W. Provinces and Oudh—(June 22nd)		
Benares (June 21st)	1·6 in the district	Prices steady. Some cases of cholera and cattle-disease reported.
Ballia („ 20th)	Averaging 2·90	*Kharif* sowings fairly begun. Supplies ample. Sporadic cholera on the increase.
Gorakhpore („ „)	2·50 at Sadr	Rice sowings commenced. Prices stationary. Cholera decreased considerably.
Fyzabad („ 21st)	About 2·00 at Sadr	Supplies sufficient. Cholera in all tahsils.
Lucknow („ 20th)	1·60	Markets well supplied. Prices stationary. Public health good. A few cases of cholera reported in district.
Rai Barelli („ „)	4·90 at Sadr on 15th	Supplies abundant. Prices rising. Cholera prevailing.
Partabgarh („ „)	Rain on 15th	Prices stationary. Cholera continues.
Allahabad („ 21st)	Slight rain in three tahsils on 16th and 17th.	Markets full. Prices rising slightly. Cholera still continues in Trans-Ganges and Trans-Jumna tracts. A few cases in the city.
Cawnpore („ „)	·20 in one tahsil	Weeding of indigo in progress. Prices stationary. Cholera in places. Cattle-disease in four pergunnahs.
Farakhabad („ „)	Averaging about 1·00 in district.	Ploughing commenced. Maize and cotton being sown. Markets well supplied. Prices lowering. Itch and fever in one tahsil and sporadic cholera in another.
Sitapur („ 22nd)	From 1·30 to 3·30	Fields being prepared for *kharif*. Prices steady. Some cases of cholera reported.
Bareilly („ 20th)	. . . . .	Rain partial, but on the whole beneficial. Ploughings extensively begun. Prices continue to show an upward tendency. Health of people and cattle good.
Banda („ „)	Rain in seven tahsils	Supplies ample. Prices rising. Cholera throughout the district. Cattle-disease in three villages.
Kumaon („ „)	Rain every day.	Prices stationary. Cholera continues. Cattle-disease decreasing.
Agra („ „)	. . . . .	Weather hot and cloudy. Cane and indigo being irrigated. Prices steady. Cholera in two tahsils. Small-pox in city.
Jhansi („ „)	Slight rain in parts of district.	Prices rising. Cholera, deaths exceed 100 a day. Small-pox continues.
Meerut („ 21st)	Slight rain	Cane and indigo flourishing. Prices steady.
		General Remarks.—Rainfall general. Ploughing for *kharif* in progress. Cane and indigo crops doing well. Supplies ample, though prices are rising. Cholera continues to be reported and is severe in Jhansi. Cattle-disease in a few districts.
Punjab—(June 22nd)		
Hissar (June 21st) .	. . . . .	Rain much wanted. Health good. Prices stationary.
Delhi . . .	·18	More rain wanted. Health good. A few cases of cholera. Prices slightly rising. *Kharif* ploughings commenced.
Umballa . . .	1·89	Cholera abating. Prices stationary. *Kharif* ploughings in progress.
Jullundur . . .	·50	Health good. Prices stationary. *Kharif* ploughings in progress.
Ferozepore . . .	·90	Health good. Prices stationary.
Amritsar . . .	·40	Health good. Prices stationary.
Sialkot . . .	. . . . .	No report received.
Lahore . . .	1·90	Health good. Prices stationary. *Kharif* ploughings in progress.
Multan . . .	·90	Health good. Prices stationary. *Kharif* sowings in progress.
Rawalpindi . . .	·20	More rain wanted. Health good. Prices rising. *Kharif* sowings commenced.
Shahpur . . .	Slight rain	Health good. Prices high and stationary. *Kharif* sowings in progress.
Dera Ismail Khan .	·57	Health fair. Prices stationary. *Rabi* outturn much below average.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Peshawar . . .	. . . .	Rain wanted. Health fair. Prices stationary. *Kharif* sowings in progress. *General Remarks.*—Rain has fallen in Delhi, Umballa, Jullundur, Ferozepore, Amritsar, Lahore, Multan, Rawalpindi, Shahpur, and Dera Ismail Khan, and is wanted in Hissar and Peshawar. Health is good, except in Dera Ismail Khan and Peshawar where it is fair. Prices are slightly rising in Delhi, rising in Rawalpindi, high and stationary in Shahpur, and stationary elsewhere. In Dera Ismail Khan the *rabi* outturn is below average. Fodder is scarce in Shahpur. *Kharif* ploughings commenced in Delhi and Rawalpindi, and sowings in progress in Umballa, Jullundur, Lahore, Multan, Shahpur, and Peshawar.
Central Provinces— (June 22nd)		
Nagpur . . .	4·26	Weather rainy. Ploughing continues. Prices stationary. Health good.
Jubbulpore . . .	4·22	Heavy thunderstorm on 19th. *Kharif* sowings commenced. Cholera prevalent. Prices steady.
Saugor . . .	5.20	*Kharif* operations in progress. Health good. Prices rising.
Seoni . . .	·34	Weather cloudy and cool. Sowings commenced. 46 cases of cholera, 29 deaths. Prices slightly risen.
Hoshangabad . .	Heavy rain	Weather cool. Ploughing in progress. Fever prevalent. Cholera and small-pox in places. Prices steady.
Khandwa . . .	1·60	Weather cloudy. *Kharif* sowings commenced. Health fair. Prices rising.
Bilaspur . . .	1·19	Rice sowings progressing. Sugarcane favourable. Cattle-disease disappearing. Trade dull. Prices rising.
Raipur . . .	5·62	Weather cloudy. Rice sowings progressing favourably. Prices steady.
Sambalpur (June 18th)	·16	Weather cloudy and warm. Rain wanted. Ploughing and sowing in progress. Cholera in interior. Prices rising. *General Remarks.*—Good rain has fallen in all districts, except Sambalpur. *Kharif* sowings in progress. Cholera in four districts and fever in one. Prices rising in four districts.
Burma—(June 22nd)		
Akyab (June 18th)	5·94 (Total rainfall to date 26·75).	Some cattle-disease. Ploughing progressing.
Bassein . . .	6·84 (Total rainfall to date 21·58).	Some cattle-disease in town.
Rangoon . . .	. . . .	Public health and health of cattle good.
Amherst (Moulmein) .	12·02 (Total rainfall to date 40·49).	Ploughing and transplanting progressing. Prospect good.
Tavoy	11·17 (Total rainfall to date 48·48).	Ploughing progressing. Sowings commenced.
Pegu	4·00 (Total rainfall to date 37·47).	Sowing progressing. Ploughing fairly advanced.
Henzada . . .	5·58 (Total rainfall to date 20·54).	Ploughing commenced.
Prome	1·62 (Total rainfall to date 8·02).	Slight cholera and cattle-disease. Ploughing commenced.
Toungoo . . .	3·16 (Total rainfall to date 15·59).	
Thayetmayo . . .	1·08 (Total rainfall to date 4·47).	
Yemethen . . .	1·19	Spring harvest progressing.
Kyaukse . . .	. . . .	Condition of crops good.
Myingyan . . .	. . . .	Slight measles and small-pox. Food-supply sufficient and prices ordinary. *General Remarks.*—Except some cholera and cattle-disease here and there, the health of Lower Burma is good. Ploughing well advanced and sowings begun. Reports received from five Upper Burma districts. Health generally good, and crop prospects satisfactory.
Assam—(June 22nd)		
Gauhati (June 21st) .	1·84	Weather rainy. Public health fair. Cattle-disease reported from Beltola. *Ahu* crop in lowlands being harvested. Ploughing land for *sáil* commenced. Prospects of crops good.
Sylhet	14·93	State and prospects of the crops good.
Cachar	4·07	Weather cloudy with rain. Cultivation of *sáil* and reaping of *dumai* and *murali* crops continue. Common rice 11 seers 13¾ chittacks per rupee. 25 deaths from cholera from Sadr reported. Prospects of tea good.
Dibrugarh . . .	3·87	Weather seasonable. Transplanting of *sáil* progressing. *Ahu* doing well. District healthy.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Mysore and Coorg— (June 22nd)		
Bangalore . .	Rainfall good in Shimoga, Kadur, and Hassan districts, and slight in other parts.	Standing crops in good condition. Prospects of season fair. More rain needed in the Bangalore district for agricultural operations. Public health good. Cattle-disease and small-pox prevailing in parts. Prices slightly risen in the Bangalore and Hassan districts.
Mysore . .		
Mercara . . .	10·72	Sowing of rice lands for *kurtika* (autumn) crops in active progress. Rains somewhat excessive. Small-pox much abated.
Berar and Hyderabad— (June 22nd)		
Amraoti . . .	4·24	Weather cloudy and rainy. Monsoon apparently commenced. Sowing of cotton in progress. Slight sickness in Amraoti taluk only. Wheat 15 and *jowari* 25 seers per rupee.
Akola . . .	2·10	Weather cloudy and close. More rain expected. Ploughing continues and sowing has commenced in places. Cattle-disease and small-pox prevalent. Cholera still reported.
Hyderabad (June 23rd)	Average 1·5; total 3·67.	Preparations for *kharif* sowings in progress. Cholera still prevalent in some places. Prices—wheat 13¾, coarse rice 11¾, white *juar* 19, yellow *juar* 21½, and *tur* 14¾ seers per current sicca rupee.
Central India States— (June 22nd)		
Indore . . .	1·79	Weather oppressive. No rain for several days.
Morar (Gwalior) . .	·06	Health good. Weather cloudy.
Neemuch . . .	5·04	Weather cold. Health good.
Goona . . .	·18	Health and prospects good.
Sutna . . .	·77	Cholera has disappeared at Rewa, but is reported at Maihar. Weather cloudy. Health and prospects good.
Agar . . .	3·49	Health fair.
Sehore . . .	1·03	Weather seasonable. Health good.
Nowgong . . .	·51	Weather changing. Prices steady. Cholera reported from Baoni and Chhatarpur.
Bhopawar . . .	·82	Weather cloudy and close. Health good. Prices steady.
Rajputana—(June 22nd)		
Abu (June 22nd)	1·48	Weather cloudy and monsoonish at times, but no steady rain yet, seasonable.
Sirohi („ 19th)	·94	Tanks dry; wells good. Health good. Weather overcast and windy
Marwar („ 18th)	·04	About two months' water in Jodhpore city tanks. Health good, though unhealthy in some districts. *Kharif* sowings commenced, where favoured with rain. Weather cloudy. Prices tending to fall.
Pertabgurh („ „)	1·15	Little water in wells. Health good. Prices fluctuating. Weather cloudy.
Meywar („ „)	·88	Tanks and wells low. Health fair. Diarrhœa rather prevalent. Prices steady. Weather cloudy and fairly cool.
Harowti („ „)	Deolie, ·88; Tonk, ·62; Shahpura, ·09.	Weather cloudy. Ploughing commenced. Some cholera in Jehazpore.
Jhallawar („ 19th)	1·45	Weather cloudy and cool. Ploughing commenced.
Ajmere („ 21st)	·88	Weather hot and occasionally cloudy. Seven cases of cholera in Ajmere city, all fatal. Ploughing continues. Prices slightly falling.
Jeypore („ „)	Slight rain	Weather hot and cloudy.
Kerowlee („ 18th)	·34	Tank dry; wells drying. Sugarcane being irrigated. Land being prepared for *kharif*. Rain wanted. Small-pox among cattle. Prices rising. Weather very hot.
Dholepore („ „)	. . . .	Weather cloudy and sultry. Wells drying; tanks almost dry. Small-pox disappearing. Fever still prevails. Prices rising.
Bhurtpore („ 21st)	. . . .	Weather close. Health fair. Prices rising.
Ulwar („ „)	Slight rain	Ploughing progressing. Few cases of cholera, otherwise health good. Prices rising.
Kotah („ 18th)	1·03	Health good Weather cloudy.
Kherwara („ 19th)	·50	Tanks and wells low. Ploughing commenced. Health good. Prices steady. Weather showery.
Bickanir („ 18th)	1·25; Rani, ·50	Fever in three districts and small-pox in one. Prices rising. Weather very hot and cloudy.
Nepal—(June 17th)		
Katmandu (June 16th)	2·14	Weather seasonable. Prospects fair.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 22nd June, 1887.

There has been comparatively little change in the weather during the past week. Both the branches of the monsoon have been intermittent in character, the strength of the wind both on the Bengal and on the Bombay Coasts varying considerably between the commencement and end of the week.

On the 16th the winds were blowing very strongly and steadily along the Bombay Coast, and thence extended inland to the majority of stations in Bombay and the Central Provinces. The rainfall accompanying these winds was smaller than of late, but over the Coast districts the amounts were fairly large, and in the Central Provinces, Central India, and Rajputana were moderate.

On the 17th there were indications of the Bombay current becoming feebler, the winds on the Malabar Coast having fallen lighter; but otherwise there was little change, moderately heavy rain being reported from the West Coast and showers from Central India and the Central Provinces. A further decrease in the strength of the Bombay monsoon was reported on the 18th; but the rainfall continued much the same as on the preceding day.

By the 19th the strength of the winds on the West Coast had fallen below the average, and the rainfall over the districts fed by this branch had correspondingly decreased.

On the 20th, 21st, and 22nd there was practically no change in the West, an unusually feeble monsoon blowing all along that Coast, under the influence of which the rainfall gradually decreased, till at the close of the week a well-marked break in the rains obtained throughout Western India.

On the eastern side of the Peninsula the general changes were the reverse of those obtaining for the Bombay branch. On the 16th two small cyclonic circulations,—one over the Sonthal Pergannahs, the other in Oudh,—gave fairly heavy and general rain to most parts of Bengal; but the monsoon current itself was moderate, and the Coast stations had little or no rain. On the 17th the Bay of Bengal current was even feebler than on the previous day, calms being reported from Behar; and though moderate showers had fallen in Bengal, Assam, and Behar, the weather had become drier and warmer and the skies clearer in the Punjab, North-Western Provinces, Behar, and Rajputana. On the 18th the winds were stronger at the Ceylon stations and at Diamond Island, and the Bengal monsoon current was strengthening generally over the Bay.

On the morning of the 19th a further strengthening of the monsoon was reported, and at the same time a small depression had formed near the head of the Bay. This depression advanced towards Central Behar on the 20th, giving fairly general rain to North-Eastern India and occasioning much damper weather throughout Northern India. By the 21st the disturbance had reached Patna, giving rain to a large part of Northern and North-Eastern India and moderately strong monsoon winds on the Bengal Coast. Subsequently the depression filled up without moving further westward, but the strong monsoon winds it had occasioned brought rain and unusually cool damp weather to most parts of Northern and North-Western India.

Both pressure and temperature have been below the monthly average. In the latter element, the greatest defect was in the Central Provinces and the Berars, where it amounted to as much as 6°; at the hill stations and in Guzerat the defect was about 4°, and in the Punjab, the North-Western Provinces, and Bombay about 3°.

The rainfall of the Bengal branch for the three weeks June 1st to 22nd is still short, as compared with the average for the same period in Burmah, Lower Bengal, and the greater part of the Punjab, but is above elsewhere; while the rainfall of the Bombay branch is above the average at all stations on the West Coast and at most of those in the Central Provinces, but is short elsewhere. On the West Coast the relative excess is less than it was at the close of the previous week, showing that the rainfall of the past seven days has been deficient. In the Deccan the deficiency is considerable.

Divisions.	No. of Stations.	Total Rainfall.
Burmah	6	27·90
Bengal and Assam	16	67·64
N. W. Provinces and Oudh	8	8·98
Punjab	8	6·00
Hill Stations	5	8·71
Ceylon	2	2·51
Malabar Coast	5	33·25
Bombay	8	37·59
Berars and Central Provinces	10	24·74
Guzerat and Central India	6	8·11
Sind—Rajputana	3	2·41
Madras	10	3·17

W. L. DALLAS,

SIMLA, *24th June, 1887.* for *Meteorological Reporter to the Government of India.*

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. VII OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 22nd May, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 21st May, 1887. Total.	Per mile open.	Total Receipts from 1st April, 1886, to 22nd May, 1886. Total.	Per mile open per week.	Total Receipts from 1st April, 1887, to 21st May, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
			Rs.	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
	Lines worked by Guaranteed Companies.												
28th May, 1887	Oudh and Rohilkhand	680	1,87,278	275	686	1,51,185	220	12,60,173	240	11,15,345	223	...	1,44,828
4th June, 1887	Madras . . .	801	1,52,222	177	831	1,40,501	169	11,24,008	176	11,57,910	101	33,812	...
28th May, 1887	South Indian . .	654	1,07,176	104	654	99,070	148	7,43,035	153	7,25,184	152	...	18,451
4th June, 1887	Great Indian Peninsula	1,504	11,08,177	737	1,504	12,29,508	817	80,27,557	718	82,86,263	755	2,58,706	...
4th ditto .	Bombay, Baroda and Central India . .	461	3,06,572	860	461	3,47,000	753	27,17,900	704	25,61,035	762	...	1,56,355
	TOTAL .	4,160	19,51,425	469	4,136	19,64,054	475	1,38,73,453	449	1,38,40,337	459	...	27,116
	State Lines worked by Guaranteed Companies.												
11th June, 1887	East Indian . .	1,515	10,41,843	688	1,510	10,07,615	603	76,18,803	677	74,72,896	675	...	1,46,067
4th ditto .	Patna-Gya . . .	57	8,000	152	57	8,554	150	86,811	205	74,899	180	...	11,912
4th ditto .	Dildarnagar-Ghazipur	12	1,004	134	12	1,100	92	10,735	120	8,850	101	...	1,885
11th ditto .	Sindia . . .	75	5,897	79	75	7,572	101	56,087	101	61,042	113	5,855	...
4th ditto .	Rajputana-Malwa (*a*) .	1,664	3,89,892	234	1,664	3,54,000	213	29,29,645	237	27,03,441	223	...	2,26,204
4th ditto .	Southern Mahratta .	315	34,567	110	671	71,782	107	2,41,910	103	4,40,737	101	1,98,827	...
11th ditto .	Indian Midland . .	42	2,025	48	42	3,039	87	15,832	51	32,860	107	17,028	...
4th ditto .	Lucknow-Sitapur-Sihramau . . .	...	...	...	85	3,883	46	...	...	27,875	50	27,875	...
	TOTAL .	3,680	14,84,488	403	4,125	14,58,145	353	1,09,59,913	401	1,08,23,430	367	...	1,36,483
	State Lines worked by Government.												
4th June, 1887	Eastern Bengal (*b*) .	666	1,43,021	236	645	1,33,015	206	10,25,460	228	9,87,148	210	...	38,321
4th ditto .	Nalhati . . .	27	1,482	55	27	1,035	61	13,241	60	14,182	72	941	...
4th ditto .	Tirhoot . . .	240	34,414	140	240	35,555	143	2,43,117	132	2,77,212	153	35,095	...
4th ditto .	Wardha Coal . .	45	14,280	317	45	10,671	370	1,21,905	305	1,29,341	394	7,436	...
4th ditto .	Nagpur and Chhattisgarh . . .	149	32,432	218	140	43,001	289	3,56,083	322	3,41,540	314	...	14,543
28th May, 1887	Burma . . .	327	43,588	133	327	58,040	179	3,84,856	158	4,85,366	204	1,00,510	...
26th Mar., 1887	Cherra-Companyganj .	...	...	...	...	... (*c*)	...	...	..	...	...	...	...
11th June, 1887	North-Western (*d*) .	1,869	5,46,241	292	2,083	4,46,700	218	37,48,980	270	30,93,454	204	...	6,55,526
4th ditto .	Bareilly-Pilibhit . .	36	2,661	57	36	1,825	51	15,225	57	14,812	56	...	413
28th May, 1887	Jorhat . . .	20	409	18	20	878	34	3,983	21	6,274	33	2,291	...
4th June, 1887	Bilaspur-Etawa (Kutni-Umaria Section) .	...	...	...	38	971	26	...	...	9,765	35	9,765	...
	TOTAL .	3,331	8,17,988	246	3,625	7,38,981	204	59,11,859	239	53,59,094	203	...	5,52,765
	GRAND TOTAL (GUARANTEED AND STATE)	11,171	42,53,901	381	11,886	41,62,080	350	3,07,45,225	370	3,00,28,861	340	...	7,16,364
	GROSS ESTIMATED EXPENSES .	...	...	...	...	...	...	1,24,09,676	149	1,40,77,059	104	...	...
	NET RECEIPTS .	...	...	...	...	...	...	1,83,35,549	221	1,59,51,802	185	...	23,83,747
	Assisted Companies.												
4th June, 1887	Bengal Central . .	125	10,407	84	125	11,070	90	80,087	80	80,288	88	201	...
4th ditto .	Rohilkhand-Kumaon .	67	6,719	100	67	7,025	105	57,000	114	55,340	113	...	1,08
28th May, 1887	Dibru-Sadiya (late Assam) .	78	7,664	98	78	8,245	100	51,506	80	62,324	110	10,818	...
4th June, 1887	Bengal and North-Western . . .	303	45,049	140	376	62,890	167	3,14,056	140	3,70,842	139	65,786	...
4th ditto .	Tarakessur . .	22	5,234	238	22	4,706	214	46,875	287	44,067	275	...	2,808
	TOTAL .	595	75,163	126	668	94,836	142	5,49,530	124	6,21,867	128	72,337	...
	Native States.												
21st May, 1887	Bhavnagar-Gondal .	193	32,219	167	193	33,546	174	2,17,141	151	2,44,223	176	27,082	...
4th June, 1887	Jodhpore . . .	64	4,526	71	124	8,800	71	32,832	60	55,339	61	22,507	...
28th May, 1887	Nizam's . . .	208	27,960	134	208	29,435	141	1,78,034	110	2,37,283	157	58,049	...
4th June, 1887	Mysore . . .	140	8,203	59	140	9,790	70	60,518	58	66,048	65	5,530	...
11th ditto .	Rajpura-Patiala .	16	1,321	83	16	1,156	72	9,939	84	7,579	65	...	2,360
26th May, 1887	Morvi . . .	24	1,906	79	68	6,137	90	10,288	58	33,175	67	22,887	...
	TOTAL .	645	76,135	118	749	88,854	119	5,09,352	106	6,43,647	118	1,34,295	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Northern Bengal, Dacca, Kaunia-Dharla and Assam-Behar Railways.
(*c*) Return not received.
(*d*) Includes the Amritsar-Pathankot Railway.

SIMLA,
The 23rd June, 1887.

JAMES RAMSAY,
Offg. Under-Secretary.

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SUPPLEMENT TO

The Gazette of India.

No. 27.} CALCUTTA, SATURDAY, JULY 2, 1887.

OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF MAY 1887 PUBLISHED IN PAGE 877 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 25th JUNE 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.													
PROVINCES.	DISTRICTS.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Channa, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	REMARKS.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
BOMBAY.	Thar & Parkar (Umarkot) .	16 0	...	...	15 0	...	21 0	...	...	...	...	...	160 0	14 12	

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 30th JUNE, 1887.

GENERAL REMARKS.—Good rain has fallen generally throughout the country during the week under report. The falls were lightest in the North-Western Provinces and Oudh and the Punjab.

Kharif sowings are progressing favourably in Bombay, Berar, and the Central Provinces. In Sind great anxiety is reported to be felt for *kharif* cultivation, owing to the inundation of the Indus being much below average. In the North-Western Provinces and Oudh and the Punjab more rain is wanted for the *kharif* ploughings.

Agricultural prospects continue satisfactory in Madras, Mysore and Coorg.

In Bengal the early rice promises well, and the *aman* rice is being transplanted. One variety of the rice crop is also being transplanted in Assam, and the reaping of three other varieties still continues. In Burma sowings have begun, and in Bombay they are progressing.

Except in Rajshahye and Bhagulpore, indigo is doing well in Bengal, and the crop is in good condition in the North-Western Provinces and Oudh.

Cotton sowings have commenced in the North-Western Provinces and Oudh.

Tea promises well in Assam.

Cholera is increasing in the North-Western Provinces and Oudh and in three districts of the Bombay Presidency; the mortality from the disease is still high. Elsewhere the public health is generally satisfactory.

Prices are rising in the North-Western Provinces and Oudh and in four districts of the Punjab, and show an upward tendency in a few districts of the Central Provinces. Elsewhere they are on the whole steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(June 29th)		
Bellary . . .	Average last week since revised, ·19; this week, 1·15.	Standing crops generally good. Fever in one, cholera increasing in five, and cattle-disease increasing in two taluks.
Kurnool . . .	Average last week since revised, ·62; this week, ·70.	Harvest second crop paddy. Agricultural operations progressing. Small-pox in one, and cattle-disease increasing in five taluks.
Ganjam . . .	Average last week since revised, 3·32; this week, 1·12.	Small-pox in four and fever in six divisions. Slight cholera, and cattle-disease decreasing in one.
Kistna . . .	Average ·20	Agricultural operations commenced. River 7·35 feet over Anicut. Fever almost subsided. Cholera decreasing in three and cattle-disease decreasing in four taluks.
Chingleput (Madras) .	Average 1·05	Standing crops fair. Harvest wet and dry crops, outturn middling. Small-pox in one, and cattle-disease increasing in three taluks.
Coimbatore . . .	Average ·21	Standing crops good. Harvest *cholum* and *cumbu*, outturn average. Fever and slight cattle-disease in one taluk.
Tanjore . . .	Average last week since revised, ·17; this week, ·68.	Standing crops generally good. Harvest paddy, outturn up to average. Cattle-disease increasing in one taluk.
Madura . . .	Average last week since revised, ·08; this week, ·37.	Health of people and cattle generally good.
Malabar . . .	Average 5·72	Agricultural operations progressing. Fever in two and slight small-pox in eight taluks.
Travancore . .	1·68	Paddy thriving. Small-pox and fever in places. *General Remarks.*—General prospects good.
Bombay—(June 29th)		
Karachi . . .	Rain up to 27th; Shahbandar, 1·90; average of three other stations, ·36.	River at Kotri on 27th, 11 feet 5 inches against 15 feet 10 inches on same date last year. Fever in five and cattle-disease in one taluka. Want of water felt everywhere. Wheat, red rice and *bajri* in Karachi 24, 32 and 32 and in Mirpur Batoro 20, 38 and 40 pounds per rupee, respectively.
Hyderabad . . .	Slight rain in three talukas.	*Rabi* harvesting continues in one taluka. *Kharif* cultivation in progress. Fever, small-pox, and cattle-disease in one taluka. River at Kotri on 27th, 11 feet 5 inches against 15 feet 10 inches on same date last year. Wheat 24, *jowari* 40, *bajri* 37½, white rice 20, and red rice 30 pounds per rupee. Lowness of river causing some anxiety.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Ahmedabad . . .	1·13; total 7·03	Sowing of *kharif* begun in some talukas. Public health good. Wheat 28 and *bajri* 31 pounds per rupee.
Baroda . . .	. . . .	No report received.
Surat	Rain in all talukas—maximum in Bulsar, 6·30 and minimum in Olpad, ·32.	Sowing operation in progress. Fever in Bardoli and cholera in some villages of Bulsar and Pardi talukas. *Jowari* 42 and *nagli* 44 pounds per rupee.
Nasik . . .	Igatpuri, 4·16; Nandgaon, 1·89; Malegaon, 1·46; Yeola, 1·15; and Peint, 1·15; in other talukas—maximum in Dindori, ·26 and minimum in Niphad, ·08; none in Chandor.	Sowing of *kharif* retarded in some talukas for want of rain, in others it is in progress. Cholera in Nandgaon and Malegaon, 154 attacks, 64 deaths. Public health good in other talukas. More rain wanted. Prices stationary.
Colaba (Bombay) . .	Rain every day, except on 22nd and 27th; total of week 3·61; total to date 23·31, being 2·92 above average.	Average abnormal temperature *nil* on 22nd and 23rd; 4° cool from 24th to 26th and 1° cool on 27th and 28th. Vapour in air normal. Abnormal wind northerly, except on 23rd, when wind was normal. Distant lightning on 28th.
Poona	Rain in five talukas and in Petha Baramati; maximum 2·88 in Indapur taluka, minimum ·05 in Poona city; no rain in Sirur, Purandhar, and Bhimthari talukas, where it is badly wanted.	Rice and *nagli* plants doing well in the *mawal* portion of Junnar, Khed, and Haveli talukas. Sowing of *kharif* commenced in some talukas. Public health generally good. Cattle-disease in Purandhar taluka. 10 cholera cases in Bhimthari and Haveli talukas, 4 fatal. *Bajri* 43 and *jowari* 54 pounds in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona city.
Ahmednagar . .	Newasa, 1·0; Kopargaon and Shrigonda, ·93; Jamkhed, ·40; and Sheogaon, ·45; very slight in three and none in other talukas.	Cholera—attacks 511, deaths 212. *Bajri* 33 and *jowari* 51 pounds per rupee.
Sholapur . . .	·63; Barsi, ·35; Madha, 4·4; and Pandharpur, ·64.	Sowing operations retarded for want of rain. Cattle-disease in Sholapur, Barsi, and Pandharpur talukas. Slight cholera here and there in the whole district, 531 cases, 229 fatal. *Jowari* 56½ and *bajri* 49½ pounds per rupee.
Dharwar . . .	Rain in all stations, except in Mundargi, varying from 1·03 in Ron to ·04 in Dharwar.	Rice sowing in progress in western talukas. Elsewhere land being prepared for sowing early crops. Cholera in two villages of Ron taluka and in Ranibennur. Slight cattle-disease in one village of Nawalgund taluka. *Jowari* 54 and rice 24 pounds per rupee.
Kanara . . .	3·85; total 56·53; Kumpta, 5·19; Sirsi, 0·43; and Haliyal, 2·34.	Rice plants healthy. Anthrax in Karanjoda, Supa Petha, 20 cattle died. Common rice in Karwar and district average 12 seers per rupee.
Rajkot . . .	·70; total 3·98	Weather hot and cloudy. Measles in some villages in Und and Jetpur. Public health generally good. Wheat 24, *bajri* 24 and *jowari* 30 pounds per rupee.
		General Remarks.—Rain throughout the Presidency, except the Upper Sind districts; more still wanted in parts of the Deccan, Bijapur, and Panch Mahals Sowing operations progressing in parts of several districts. In Sind great anxiety felt for *kharif* cultivation, owing to the inundation of the Indus being much below average. Fever in parts of six, small-pox in parts of four, and cholera and cattle-disease in parts of ten districts.
Bengal—(June 28th)		
Chittagong (June 8th)	4·11	Weather seasonable. Prospects fair. Transplanting continues. Prices steady. Cholera still lingers. Public health good.
Dacca	1·30	Weather hot and cloudy, with occasional rain. Jute and *aman* doing well, but have somewhat suffered, owing to rapid rise of rivers. Public health good.
24-Pergunnahs (Calcutta).	0·4	Prospects satisfactory. Ploughing and sowing continue. Public health generally good.
Khoolna . . .	4·28	Weather cloudy. *Aus* growing well. Sowing of *aman* going on. Public health good.
Moorshedabad . .	3·16	Weather very hot and cloudy at intervals. *Aman* still being sown. Jute and sugarcane thriving well. Public health good.
Pubna	0·26	Weather cloudy and rainy. Rivers rising. Prospects of crops good. Public health good.
Dinagepore . . .	10·77	Heavy rain and floods doing considerable damage to *bhadoi* and jute crops. Flood now subsiding. *Haimanti* rice being sown.
Rungpore . . .	5·71	Crops generally fair, except in lowlands, where *aus* and jute have suffered. Public health has improved.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Midnapore . . .	3·24	Weather seasonable. Prospects of crops excellent.
Burdwan . . .	1·26	Weather seasonable, though sultry. Prospects of crops good. Fever appearing.
Bhagulpore . . .	5·04	Rain too much for *bhadoi* crops and indigo. Much indigo lost in the north. Transplanting in progress. Public health improving.
Purneah . . .	3·72	Crops promise well, except indigo. Jute has suffered from excessive rain Ploughing and weeding going on. Rivers high. Public health fair.
Durbhanga . . .	5·77	Prospects of early rice continue favourable. *Bhadoi* sowing retarded by continued rain for last six days. Fine weather absolutely necessary. Prices rising. Cholera prevailing.
Chumparun . . .	10·75	Indigo, *makai* and *bhadoi* sowings in progress. Transplanting of paddy begun on lowlands. Prices stationary. Cholera decreasing. Public health fair.
Patna	1·85	Sowing of *bhadoi* and paddy going on. Crops already sown growing well. Sugarcane in good condition. Cholera still reported from Barh and Behar subdivisions.
Gya	0·86	*Bhadoi* and paddy being sown. Cholera and small-pox reported. Fever also continues.
Hazareebagh . .	1·93	Weather seasonable. Ploughing and sowing in full swing. Prospects of all crops favourable. General health good.
Cuttack . . .	4·05	Weather cloudy. Rice plants thriving well. Price of rice unchanged. Sporadic cases of cholera reported, public health otherwise good.
		General Remarks.—General rain fell at the beginning of the week; from the 24th to 27th there was a break in the rains, except in the northern and eastern districts. The monsoon winds are now again strengthening, and more rain is expected. Early rice, jute, and indigo promise well; but in Rasjhaye and Bhagulpore divisions some damage is reported from excessive rain. *Aman* and *bhadoi* are being sown, and in places transplanting of *aman* seedlings has begun. Cholera is diminishing in the Patna division, and elsewhere general health is good.
N.-W. Provinces and Oudh—(June 25th)		
Benares (June 28th)	·50	More rain wanted badly for *kharif* sowings. Supplies sufficient. Prices rising slightly. Cholera still lingers in places, otherwise health good.
Ballia („ 27th)	. . . .	Weather clear, with occasional clouds and rain. *Kharif* sowings progressing. Prices stationary. Cholera increasing.
Gorakhpore („ „)	·20 in the district	Weather close and sultry at Sadr. Prices rising slightly. Sporadic cholera continues.
Fyzabad („ 28th)	. . . .	Rain much wanted. Ploughing and sowing of *kharif* crops commenced. Prices rising slightly. Cholera throughout district.
Lucknow („ 27th)	·20 at Sadr	Weather very hot. Supplies sufficient. Prices stationary. Cholera reported in one tahsil. No cattle-disease.
Rai Barelli („ „)	About ·30 at Sadr on 22nd.	Weather very sultry and close. Supplies ample. Prices rising. Cholera all over the district.
Partabgarh („ 28th)	Slight rain at Sadr on 23rd, but heavier at two tahsils on 22nd.	Prices steady. Cholera continues.
Allahabad („ „)	Averaging about ·70 all over the district.	Sugarcane being irrigated. Ploughing for *kharif* not yet commenced. Markets full. Prices easy. Cholera increasing in district.
Cawnpore („ „)	From ·40 to 3·20 in all tahsils.	Indigo and cane crops in good condition. Prices stationary. Cholera in many places. Cattle-disease in three pergunnahs.
Farakhabad („ „)	Averaging 1·20 in district.	More rain urgently wanted. Ploughing for *kharif* sowings continues. Supplies ample. Prices fluctuating. Cholera reported in two tahsils.
Sitapur („ „)	Some rain fell on 23rd, but partially.	Weather intensely hot, with westerly winds. Prices slightly rising.
Bareilly („ „)	Rain scanty and partial.	Sowings begun. Markets fairly steady. Health good.
Banda („ 27th)	Averaging about 1·00 in district.	Supplies ample, though prices are rising. Cholera increasing. Cattle-disease in one village
Kumaon („ 28th)	. . . .	Want of rain felt, yet no sign of monsoon. Prices stationary. Cholera still in the district. Some cattle-disease reported.
Agra („ 27th)	From ·20 to 2·80 throughout the district.	More rain is much needed. Irrigation continues. Prices rising. Small-pox in city and cholera in two tahsils and city.
Jhansi („ „)	Rain during week, but unequally distributed.	Ploughing in progress. Prices unchanged. Cholera still severe. Some small-pox.
Meerut („ 28th)	. . . .	Weather extremely hot, with westerly wind. *Kharif* sowings commenced on irrgated lands. Prices stationary. Health good.
		General Remarks.—Rain has fallen in nearly every reporting district, but more is wanted for *kharif* sowings. Cane and indigo crops are in good condition. Cotton sowings commenced. Supplies ample, but prices are still rising. Cholera continues to be reported and is increasing in some places.
Punjab—(June 25th)		
Hissar (June 28th)	Slight rain	Rain generally insufficient for ploughings. Health good. Prices stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Delhi	·56	More rain wanted urgently. Health good, 6 cases cholera. Prices almost stationary.
Umballa	·68	More rain needed. Cholera disappearing. Prices rising.
Jullundur	. . .	Health good. Prices stationary. *Kharif* ploughings in progress.
Ferozepore	·30	Health good. Prices rising.
Amritsar	·60	Health good. Prices stationary. *Kharif* crops good.
Sialkot	·40	Health good. Prices rising. *Rabi* harvesting completed. *Kharif* ploughings commenced.
Lahore	. . .	Rain wanted. Health good. Prices almost stationary.
Multan	·20	Health good. Prices stationary. *Kharif* sowings benefited by rain.
Rawalpindi	·40	More rain wanted. Health good. Prices rising. *Kharif* sowings commenced.
Shahpur	Rain fell throughout the district.	Health good. Prices falling. *Kharif* prospects improved.
Dera Ismail Khan	·36	Prices almost stationary. *Kharif* prospects improved.
Peshawar	. . .	Rain much wanted. Health fair. Prices almost stationary. *Kharif* sowings in progress.
		General Remarks.—Rain has fallen in all districts, except Jullundur, Lahore, and Peshawar. It is wanted in Hissar, Delhi, Umballa, Lahore, Rawalpindi, and Peshawar. Health good, except in Peshawar, where it is fair. Prices are stationary in Hissar, Jullundur, Amritsar, and Multan; almost stationary in Delhi, Lahore, Dera Ismail Khan, and Peshawar; rising in Umballa, Ferozepore, Sialkot, and Rawalpindi; and falling in Shahpur. *Rabi* harvesting completed in Sialkot. *Kharif* ploughings in progress in Jullundur, and commenced in Sialkot. Sowings commenced in Rawalpindi, and in progress in Peshawar. In Multan, Shahpur, and Dera Ismail Khan prospects have improved. Crops good in Amritsar. Fodder is scarce in Shahpur.
Central Provinces—(June 29th)		
Nagpur	2·49	Weather cloudy and warm. *Kharif* sowings commenced. Prices stationary. Health good.
Jubbulpore	1·11	Weather hot and close. *Kharif* sowings continue. Cholera prevalent. Prices risen slightly.
Saugor	·28	Weather very warm, with occasional clouds. General health good. *Kharif* ploughings continue. Prices slightly rising.
Seoni	4·80	Weather cloudy and hot. Sowings in progress. Slight cholera and small-pox. Prices steady.
Hoshangabad	1·46	Ploughing and sowing in progress. Fever and cholera prevalent. Prices stationary.
Khandwa	2·56	Weather cloudy and cool. Sowings progressing favourably. Health fair. Prices steady.
Bilaspur	5·24	Sowing progressing. More rain wanted. Prices stationary. Health fair.
Raipur	·62	Weather clear and hot. Sowings in progress. Small-pox in places. Prices slightly risen.
Sambalpur	. . .	No report received.
		General Remarks.—Good rain has fallen in most districts, and sowings are progressing favourably. Fever and cholera prevail in places. Prices show an upward tendency in a few districts.
Burma—(June 25th)		
Akyab	2·70 (Total rainfall to date 29·45).	Some cases of cholera and cattle-disease.
Bassein	2·94 (Total rainfall to date 24·52).	Slight cattle-disease.
Rangoon	For week ending 18th, 3·68; for past week 3·53. (Total rainfall to date 35·24).	
Amherst (Moulmein)	6·65 (Total rainfall to date 47·14).	Ploughing and transplanting progressing.
Tavoy	3·08 (Total rainfall to date 51·56).	Ploughing and sowing progressing.
Pegu	11·30 (Total rainfall to date 48·77).	Slight cattle-disease. Sowing progressing. Ploughing far advanced.
Henzada	2·28 (Total rainfall to date 22·82).	Ploughing progressing.
Prome	·63 (Total rainfall to date 8·65).	Some cases of cholera and cattle-disease.
Toungoo	1·87 (Total rainfall to date 17·46).	

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Thayetmayo	·87 (Total rainfall to date 5·34).	
Myingyan	·14 (Total rainfall to date 7·86).	Slight measles. Food-supply sufficient. Prices ordinary.
Minbu	·10	Food-supply sufficient. Prices normal.
		General Remarks.—A few cases of cholera and slight cattle-disease in Lower Burma. Ploughing and sowing going on Reports received from three Upper Burma districts. Health generally good and prospects satisfactory.
Assam—(June 29th)		
Gauhati (June 28th)	4·38	Weather rainy. Public health fair. *Kala azar* reported from Chomoria tahsil. Reaping of *ahu* crop in lowland and ploughing of land for *sáil* in progress. Prospects of crops good.
Sylhet	14·76	Some damage done to crops on lowlands by heavy rains, otherwise state and prospects of the corps good.
Cachar	2·83	Weather cloudy. Cultivation of *sáil* and reaping of *dumai* and *murali* crops in progress. Common rice 12 seers 4⅝ chittacks per rupee. No cholera reported. Prospects of tea good.
Dibrugarh	2·42	Weather seasonable. Prospects of *ahu* good. *Sáil* being transplanted. Tea doing well.
Mysore and Coorg—(June 29th)		
Bangalore	Mysore, 1·87; rainfall good in Shimoga and Kadur districts; and slight in other parts.	Standing crops in good condition. Prospects of season fair. More rain needed in parts of Bangalore and Tumkur districts and in Pagoda taluk of the latter district. Wet crops are reported to be suffering from deficient moisture. Public health generally good. Small-pox in Tumkur and cattle-disease in Bangalore continue. Prices slightly fallen in Hassan district, and risen in other parts.
Mysore		
Mercara	1·31	Rain diminished since 21st instant. Standing crops in good condition.
Berar and Hyderabad—(June 29th)		
Amraoti	2·94	Weather rainy. Sowing operations commenced in places. Cholera in Amraoti town. Cattle healthy. Wheat 15 and *jowari* 23 seers per rupee.
Akola	1·06	Weather cloudy, with heavy showers at intervals. Ploughing and sowing in progress. Cholera, small-pox, and fever prevail in parts. Cattle-disease disappearing.
Hyderabad	1·18 (Total since 1st January 4·85).	Cholera abated to some extent. Cattle-disease prevalent in some talukas. Prices—wheat 13¼, coarse rice 12, white *juar* 18¾, yellow *juar* 22½, and *tur* 14¼ seers per current sicca rupee.
Central India States—(June 29th)		
Indore	3·94	Prospects of more rain.
Morar (Gwalior)	·21	Heat intense. One case of cholera in Morar. Prices rising slightly.
Sutna	·94	Cholera continues in various parts of the Agency. Weather cloudy. Prospects favourable.
Neemuch	1·60	Health good. Weather cool.
Goona	1·20	Health and prospects good.
Agar	1·02	Cholera in Sailana. Prospects good.
Sehore	·70	Weather cloudy and hot. Health good.
Nowgong	·96	Weather changing. Prices steady. Cholera reported in Baoni, Chhatarpar, Charkhari, and Samthar.
Bhopawar	·24	Weather cloudy. Rain much wanted.
Rajputana—(June 29th)		
Abu (June 29th)	1·23	Weather cloudy; no regular monsoon yet, seasonable.
Sirohi („ 26th)	·44	Some water in tanks; wells good. Health good. Weather cloudy and windy.
Marwar („ 25th)	. . .	Rain wanted. About two months' water in Jodhpore city tanks. Health good, though some districts unhealthy. Excepting at few villages, cultivation not yet commenced. Weather cloudy; dusty winds; nights cooler. Markets easy. Prices tending to fall.
Meywar („ „)	1·28	Tanks and wells low. Crops sown in some places. Health fair. Bowel-complaints prevalent. Prices stationary. Weather cool.
Pertabgurh („ „)	1·79	Health good. Prices fluctuating. Weather occasionally cloudy.
Harowti („ „)	Deolie, ·45; Tonk, 3·62; Shahpura, ·37.	Agricultural operations continue. Cholera in Jehazpore, otherwise health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana—*contd.*		
Jhallawar (June 26th)	·56	Sowings begun in many places. Health good.
Ajmere („ 28th)	·75	Weather occasionally cloudy and close. Ploughing progressing. Prices rising. Of 11 fresh cholera cases, 6 fatal. Cattle suffering for scarcity of fodder.
Jeypore („ „)	. . . .	Weather hot. Rain much wanted.
Kerowlee („ 25th)	1·24	Wells filling. Sowing operations commenced. Health good. Prices steady. Weather seasonable.
Dholepore („ „)	·84	Wells low; tanks nearly dry. Ploughing commenced. Fever prevails. Prices stationary. Weather sultry.
Bhurtpore („ 28th)	1·70	Ploughing commenced. Cholera decreasing.
Ulwar („ „)	Average 1·18	Cholera in places, otherwise health good.
Kotah („ 25th)	·38	Health good. Weather cloudy. Prices rising.
Kherwara („ 26th)	·44	Tanks and wells low. Ploughing continues. Health good. Prices steady. Weather cloudy. Rain needed for sowing.
Bickanir („ 25th)	·95; rain heavier in some districts.	Fever in five districts and small-pox in one. Prices stationary. Weather very hot, cloudy, and stormy.
Nepal—(June 23rd)		
Katmandu (June 24th)	1·97	Weather seasonable. Transplanting of rice in full operation.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 29th June, 1887.

During the past week there has occurred a very general break in the rains throughout almost the whole of India. At the close of last week the Bombay current was blowing very feebly on the West Coast, and this feebleness has distinguished it during the whole of the period under discussion. The Bengal current was fairly strong on the last date of the previous Summary, but with the commencement of the present week it became much weaker, and so continued until the close of the period.

On the 23rd westerly winds with velocities varying from 10 to 20 miles an hour were blowing on the West Coast. The weather was fairly fine, and the only rainfall was a few light showers in Malabar, Mysore, and the Central Provinces. On the 24th the winds were even weaker than on the previous day, and the principal rainfall in Central, Western, and Southern India was local and irregular. Some heavy local showers fell in Southern India, and moderate but fairly general rain in the Central Provinces. The 25th showed a slight increase in the force of the monsoon winds, and a corresponding increase in the rainfall of Malabar, Madras, and the Central Provinces. A few local showers also fell in Bombay, Central India, and Rajputana. On the 26th the Bombay current appeared to be slowly strengthening, and a further increase in the amount and extent of the rains was reported, but both the force of the winds and the amount of the rainfall remained below the normal. The 27th showed no change, and the only sign of improvement on the 28th was a considerable increase in the force of the winds at Colombo and Galle. On the 29th this increase was repeated, and the winds on the Ceylon Coast were blowing with unusual strength. This rise in the force of the wind extended in a modified degree to the west of India, but not sufficiently so to raise the wind to the normal strength of the month. This deficiency in the strength and rain-bearing properties of this branch of the monsoon current does not seem to be confined to the Indian Coasts, as from the reports of the mail boat which reached Bombay on the 26th quiet fine weather and only moderate winds prevailed for the whole distance between Arabia and India.

The velocity of the Bengal current was decreasing rapidly on the 23rd, and the rainfall, which had previously been fairly general, was rapidly becoming irregular and partial. The largest amounts fell in Burmah and the west of the North-Western Provinces. Steady and moderately strong monsoon winds prevailed at the head of the Bay on the 24th, but they did not extend to any distance inland, and light variable airs and calms prevailed in Upper India. The rainfall over Burmah, Bengal, and Assam was light and sporadic. The 25th showed much weaker winds at the head of the Bay and no change in the conditions prevailing over Bengal, Assam, and the North-Western Provinces. On the 26th there was no change, except that the rainfall in Bengal was even lighter than on the preceding day. During the 27th, 28th, and 29th conditions remained unchanged, the break in the rains being only interrupted by occasional, slight, local showers.

In Upper India the weather has been close and oppressive throughout the week. The break in the rains has been accompanied by a decided rise of temperature and dry westerly winds. On the 23rd only two stations in Upper India showed maximum temperatures exceeding 100°; but by the 25th maxima exceeding 100° were registered at the great majority of stations, and by the 29th every station in the Punjab, except Multan, registered maximum temperatures exceeding 110°, the highest being 116° at Peshawar.

In Madras the weather has been abnormally wet, and the greater part of that province, as is often the case during breaks in the rains in Northern and Central India, has received much more than its usual amount of rain.

The following table gives for a few representative stations (1) the total amount of rain for the four weeks June 1st to 29th, (2) the average for the

same period, and (3) the difference from the average of the present season's rainfall:

Stations.	Total rainfall since June 1st, 1887.	Average rainfall, June 1st to 29th.	Difference.
Akyab	13·25	45·88	—32·63
Saugor Island	8·68	11·20	— 2·52
Calcutta	6·44	11·25	— 4·81
Dhubri	25·56	24·71	+ 0·85
Purneah	16·17	11·23	+ 4·94
Gya	5·32	5·35	— 0·03
Allahabad	0·74	3·13	— 2·39
Meerut	0·27	2·13	— 1·86
Delhi	1·51	2·25	— 0·74
Lahore	2·41	1·44	+ 0·97
Peshawar	0	0·20	— 0·20
Cochin	34·10	29·66	+ 4·44
Ratnagiri	45·23	31·79	+13·44
Bombay	23·71	19·86	+ 3·85
Poona	3·79	6·00	— 2·21
Surat	8·28	7·26	+ 1·02
Khandwa	6·87	6·15	+ 0·72
Nagpore	9·43	8·11	+ 1·32

This table shows that, except on the West Coast, in the Central Provinces and in North Bengal, the monsoon rainfall of 1887 has so far been deficient.

The concluding table gives the total rainfall of the past week for the different Provinces:

Divisions.	No. of Stations.	Total Rainfall.
Burmah	6	13·13
Bengal and Assam	15	34·24
N.-W. Provinces and Oudh	8	7·60
Punjab	3	0·43
Hill Stations	3	1·51
Ceylon	2	1·12
Malabar Coast	5	18·63
Bombay	9	18·05
Berars and Central Provinces	10	31·94
Guzerat and Central India	5	8·38
Sind—Rajputana	4	2·39
Madras	13	24·61

W. L. DALLAS,

SIMLA, *1st July, 1887.* for *Meteorological Reporter to the Government of India.*

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. VIII of 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 29th May, 1887. Total.	Receipts for week ending 29th May, 1887. Per mile open.	Total mean length open.	Receipts for week ending 28th May, 1887. Total.	Receipts for week ending 28th May, 1887. Per mile open.	Total Receipts from 1st April, 1886, to 29th May, 1886. Total.	Total Receipts from 1st April, 1886, to 29th May, 1886. Per mile open per week.	Total Receipts from 1st April, 1887, to 28th May, 1887. Total.	Total Receipts from 1st April, 1887, to 28th May, 1887. Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	Lines worked by Guaranteed Companies.												
11th June, 1887	Oudh and Rohilkhand	680	1,64,606	242	686	1,33,937	195	14,24,780	248	12,95,769	228	...	1,29,011
11th ditto	Madras	861	1,56,065	181	831	1,48,221	178	12,80,163	176	13,07,112	190	26,949	...
11th ditto	South Indian	654	86,603	132	654	97,855	150	8,30,238	151	8,23,981	152	...	6,257
11th ditto	Great Indian Peninsula	1,504	19,57,170	703	1,504	12,03,647	801	90,84,727	716	95,00,092	762	4,15,365	...
11th ditto	Bombay, Baroda and Central India	461	3,01,628	849	461	3,31,000	718	31,09,618	800	29,00,736	761	...	1,99,882
	TOTAL	4,160	18,56,072	446	4,136	19,14,660	463	1,57,29,526	448	1,58,36,690	462	1,07,164	...
	State Lines worked by Guaranteed Companies.												
18th June, 1887	East Indian	1,515	10,19,923	673	1,519	9,24,352	609	86,38,816	676	83,97,178	667	...	2,41,638
18th ditto	Patna-Gya	57	6,375	112	57	8,436	148	93,186	194	83,335	176	...	9,851
18th ditto	Dildarnagar-Ghazipur	12	1,321	110	12	1,191	99	12,056	119	10,041	101	...	2,015
18th ditto	Sindia	75	7,349	98	75	9,065	121	63,436	100	71,007	114	7,571	...
11th ditto	Rajputana-Malwa (a)	1,664	4,41,979	266	1,664	3,97,000	239	33,71,624	240	31,09,349	225	...	2,62,275
11th ditto	Southern Mahratta	315	39,209	125	671	73,070	109	2,86,916	108	5,13,807	102	2,26,891	...
11th ditto	Indian Midland	42	3,303	80	42	3,949	94	19,193	54	36,809	105	17,614	...
18th ditto	Lucknow-Sitapur-Sihramau	...	...	...	85	4,225	50	...	...	32,137	50	32,137	...
	TOTAL	3,680	15,19,519	413	4,125	14,21,288	344	1,24,85,229	402	1,22,53,663	395	...	2,31,566
	State Lines worked by Government.												
11th June, 1887	Eastern Bengal (b)	606	1,49,298	246	645	1,53,340	238	11,74,767	230	11,40,483	213	...	34,279
11th ditto	Nalhati	27	1,644	61	27	1,438	53	14,885	65	15,629	70	744	...
11th ditto	Tirhoot	246	33,669	137	249	37,974	149	2,75,786	133	3,14,286	152	38,500	...
11th ditto	Wardha Coal	45	16,015	356	45	17,314	385	1,37,920	364	1,47,643	396	9,723	...
11th ditto	Nagpur and Chhattisgarh	149	36,961	248	149	43,085	289	3,93,044	313	3,84,877	311	...	8,167
	Burma	327	43,373	133	327	56,353	172	4,28,229	155	5,28,535	195	1,00,306	...
4th ditto	Chetla-Companyganj	...	...	...	...	... (c)	...	...	...	(d) 276	8	276	...
30th April, 1887	North-Western (e)	1,869	5,58,361	299	2,083	4,63,250	222	43,07,341	273	35,56,704	206	...	7,50,637
18th June, 1887	Bareilly-Pilibheet	36	1,792	50	36	1,948	54	17,017	56	17,061	57	44	...
18th ditto	Jorhat	26	618	24	26	1,089	42	4,601	21	7,363	34	2,762	...
4th ditto	Bilaspur-Etawa (Katni-Umaria Section)	...	...	...	38	1,410	37	...	...	11,301	36	11,301	...
18th ditto	TOTAL	3,331	8,41,731	253	3,625	7,76,299	214	67,53,590	240	61,24,163	204	...	6,29,427
	GRAND TOTAL (GUARANTEED AND STATE)	11,171	42,17,322	378	11,886	41,12,247	346	3,49,68,345	371	3,42,14,516	349	...	7,53,829
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	1,42,04,568	151	1,60,09,815	163	...	...
	NET RECEIPTS	...	...	...	...	...	...	2,07,63,777	220	1,82,04,701	186	...	25,59,076
	Assisted Companies.												
11th June, 1887	Bengal Central	125	10,373	83	125	11,966	96	90,460	86	92,254	89	1,794	...
11th ditto	Rohilkhand-Kumaon	67	6,400	96	67	6,901	103	63,406	112	62,132	112	...	1,274
4th ditto	Dibru-Sadiya (late Assam)	78	7,615	98	78	9,519	122	59,121	90	71,844	111	12,723	...
11th ditto	Bengal and North-Western	303	52,887	175	376	56,180	149	3,66,943	144	4,35,443	140	68,500	...
	Tarakessur	22	5,262	239	22	4,555	207	52,137	281	48,622	267	...	3,515
18th ditto	TOTAL	595	82,537	139	668	89,121	133	6,32,067	126	7,10,295	128	78,228	...
	Native States.												
11th June, 1887	Bhavnagar-Gondal	193	30,905	160	193	31,538	164	2,48,046	152	2,75,781	172	27,735	...
11th ditto	Jodhpore	64	4,195	66	124	8,800	71	37,037	69	64,139	62	27,112	...
4th ditto	Nizam's	208	24,887	120	208	34,735	167	2,03,521	116	2,72,018	158	68,497	...
11th ditto	Mysore	140	8,569	61	140	10,301	74	69,087	58	76,349	66	7,262	...
18th ditto	Rajpura-Patiala	16	1,605	100	16	1,395	87	11,544	86	8,974	68	...	2,570
28th May, 1887	Morvi	24	2,129	89	68	4,243	62	12,417	61	37,418	66	25,001	...
	TOTAL	645	72,290	112	749	91,032	122	5,81,642	107	7,34,679	118	1,53,037	...

(a) Includes the Cawnpore-Achnera State Railway.
(b) Includes the Northern Bengal, Dacca, Kaunia-Dharla and Assam-Behar Railways.
(c) Return not received.
(d) Total Receipts from 1st April, 1887, to 30th April, 1887.
(e) Includes the Amritsar-Pathankot Railway.

JAMES RAMSAY,
Offg. Under-Secretary.

SIMLA,
[illegible] June, 1887.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF JUNE 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholam (*Sorghum vulgare*).	Baira or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thúr Cadian Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Madras.	Ganjam	10 5	...	14 10	15 8	...	...	29 5	...	...	...	...	215 5	13 13	
	Vizagapatam	14 0	...	9 0	10 3	23 13	23 13	22 3	...	...	...	...	93 5	14 0	
	Godavery	11 11	...	13 14	15 0	24 0	22 0	27 5	...	...	...	...	243 0	12 8	
	Kistna	8 13	...	13 13	15 2	17 14	...	26 8	...	...	...	...	145 13	14 0	
	Nellore	9 14	...	12 14	14 0	25 14	22 10	29 2	...	...	...	...	93 5	14 13	
	Cuddapah	11 13	...	14 0	14 14	22 14	...	28 8	...	...	...	...	140 0	13 14	
	Anantapur	11 8	...	12 13	15 2	31 14	22 10	32 0	...	...	...	...	77 13	13 2	
	Bellary	15 6	...	12 5	13 8	27 13	27 5	33 14	...	...	...	...	97 3	12 8	
	Kurnool	12 11	...	12 2	12 14	28 13	25 0	...	...	...	...	...	114 6	12 13	
	Madras	10 10	...	11 3	13 6	23 0	23 2	27 11	...	...	...	...	86 5	14 10	
	Chingleput	...	...	14 10	16 3	...	21 2	27 6	...	...	...	...	97 3	13 10	
	North Arcot	10 3	...	13 2	14 2	...	...	34 3	...	...	...	...	140 0	13 5	
	South Arcot	9 6	...	13 14	15 5	...	24 10	25 6	...	...	...	...	201 11	14 6	
	Tanjore	9 14	...	14 14	...	...	26 2	29 6	...	...	...	...	166 3	13 13	
	Trichinopoly	...	...	14 0	14 8	...	25 6	27 8	...	...	...	...	133 10	14 10	
	Madura	12 8	...	14 5	14 13	29 3	23 8	31 0	...	...	...	...	128 13	15 0	
	Tinnevelly	10 5	...	12 11	13 3	...	...	...	...	...	...	...	70 0	16 2	
	Coimbatore	13 14	...	13 8	14 8	22 10	23 13	27 14	...	...	...	...	121 8	12 11	
	Nilgiris	9 14	...	11 3	12 0	21 10	21 0	20 14	...	...	...	...	161 13	9 3	
	Salem	11 0	...	11 13	15 0	26 6	26 3	30 13	...	...	...	...	186 10	15 5	
	South Canara	8 2	...	13 10	16 0	...	...	21 13	...	...	...	...	121 8	15 0	
	Malabar	8 10	...	14 3	14 10	...	...	22 10	...	...	...	...	155 8	13 8	
Bay.	Bombay	9 15	17 0	7 2	10 14	17 12	14 3	16 1	15 7	14 7	19 15	8 2	52 6	14 6	
	Daskrohi	10 0	20 0	6 8	12 0	15 0	15 0	...	20 0	15 0	20 0	10 0	80 0	16 8	
	Kaira	10 12	22 1	9 6	10 0	17 12	13 14	20 0	...	16 0	...	10 0	80 0	16 0	
	Surat	12 0	16 0	8 0	10 0	15 0	14 0	...	...	14 0	...	10 0	80 0	16 0	
	Broach	12 0	...	8 0	11 0	13 0	14 0	...	...	15 2½	...	16 0	120 0	14 2½	
	Tanna (Salsette)	9 12	...	8 3	10 0	16 13	14 6	...	...	12 5	...	8 0	71 2	13 5	
	Colába (Alibag)	9 0	...	7 4	11 4	...	13 0	...	...	12 0	...	8 2	90 0	14 0	
	Khandesh (Dhulia)	13 8	...	7 8	9 6	...	23 2	18 17	14 8	14 5	...	10 8	131 0	12 4	
	Násik	13 12	...	10 8	12 0	27 8	17 14	22 8	...	18 0	...	9 10	106 8	16 8	
	Ahmednagar	12 14	...	8 3	9 4	24 14	18 15	...	...	20 2	...	16 1	87 8	14 6	
	Poona (City)	11 8	9 0	9 3	10 7	23 15	18 6	16 6	...	17 4	...	14 10	60 13	13 14	
	Sholápur	15 6	17 6	10 7	11 5	24 2	23 0	...	21 2	20 15	...	16 3	80 0	13 0	
	Bijapur	15 9	13 11	7 7	10 7	27 6	28 5	...	...	19 8	...	19 6	82 9	12 6	
	Satara	12 0	...	9 9	11 7	20 0	20 11	...	...	18 3	...	15 12	116 8	14 9	
	Belgaum	16 8	11 0	10 8	11 0	22 0	23 0	27 8	...	16 0	...	16 0	64 0	13 0	
	Dharwar (Hubli)	16 0	...	10 0	11 0	25 0	21 0	38 0	...	9 0	...	12 0	80 0	9 0	
	Ratnágiri	9 4	...	10 11	12 11	15 10	14 11	16 7	...	15 6	...	11 9	120 0	12 15	
Bom.	Karwar	11 0	...	7 0	12 0	17 8	16 0	17 8	12 0	14 0	...	11 8	213 5½	11 8	
	Páneh Mahála (Godhra)	10 0	...	8 0	10 0	...	16 0	20 0	...	16 0	23 0	10 0	160 0	16 0	
	Aden	8 0	...	6 3	8 0	11 3	10 3	...	...	11 3	...	5 9	65 5	32 0	
	Asirgarh Cantonment	14 0	...	9 0	11 0	20 0	22 0	19 0	...	17 8	...	10 0	160 0	11 0	
	Baroda Camp (Sadar Bazar)	8 9	13 11½	6 13½	8 0	13 11½	13 2½	16 9	...	13 11½	...	10 13½	80 0	13 2½	
	Disa Cantonment	12 8	...	8 0	9 2	20 4	20 8	...	...	15 12	...	10 4	150 0	14 0	
	Nimach Cantonment	13 4	18 0	8 0	10 0	23 0	16 0	...	...	17 8	22 0	13 0	180 0	14 0	
	Nasirabad Cantonment	14 4½	20 7½	7 0	8 0	22 0	16 0	...	10 0	21 0	22 0	12 12	90 0	15 8	
	Rajkot Station	11 8	...	6 8	9 0	14 0	11 8	...	...	12 4	...	7 8	80 0	40 0	
	Upper Sind Frontier	12 0	20 0	10 0	16 0	24 0	22 0	...	...	12 0	...	11 8	160 0	13 0	
	Karachi	11 0	19 0	8 0	14 0	18 0	16 0	*	*	15 0	16 0	8 0	85 0	16 0	* Not procurable.
	Haidarabad (Gidu Bunder)	12 0	21 8	9 0	20 8	21 8	19 8	...	...	15 8	...	...	128 0	14 8	
	Shikarpur	12 0	18 8	10 0	15 8	19 8	22 8	...	...	15 8	...	11 4	140 0	13 0	
	Sukkur	13 8	22 8	12 0	16 0	22 8	22 8	...	...	17 8	...	12 8	120 0	14 0	
	Thar & Parkar (Umarkot)	16 0	...	...	15 0	...	21 0	...	...	...	...	...	160 0	14 12	
Bengal.	*Western Districts.*														
	Burdwan	14 0	40 0	18 12	23 4	...	...	...	...	25 8	...	26 8	120 0	13 6*a*	
	Bankoora	15 12	20 0	19 0	23 12	...	...	...	...	19 8	35 0	21 0	280 0	12 8*b*	
	Beerbhoom	18 12	...	18 0	24 0	...	...	...	...	26 8	...	15 0	160 0	12 12*c*	
	Midnapore	16 0	...	19 0	24 0	...	...	...	...	17 0	...	13 0	155 0	12 12*d*	
	Hooghly	14 0	...	10 0	18 0	...	...	...	...	20 0	...	14 0	120 0	13 8*d*1	
	Howrah	12 8	...	13 4	20 0	...	...	...	...	20 8	...	12 4	90 0	12 0	
	Central Districts.														
	Calcutta	15 0	20 15	9 6	19 2	21 0	16 4	...	16 4	19 14	23 0	18 0	80 0	13 0	
	24-Pergunnahs	14 0	26 8	8 0	18 4	...	...	...	20 0	22 8	26 8	21 4	90 0	13 0*d*2	
	Nuddea	16 0	32 0	16 0	19 3	...	...	...	...	29 0	...	20 0	...	11 10½*e*	
	Khoolna	...	...	19 0	23 0	...	...	...	...	16 0	...	...	160 0	10 8*f*	
	Jessore	16 0	...	16 0	22 0	...	...	...	...	26 8	...	22 12	110 0	10 12*g*	
	Moorshedabad	16 0	...	16 0	21 0	...	...	...	...	29 0	...	21 0	130 0	12 0*h*	
	Dinagepore	12 0	20 0	20 0	21 4	...	...	...	...	17 8	...	10 0	160 0	12 8*i*	
	Rajshahye	16 8	45 0	17 4	18 12	...	...	...	...	28 2	...	16 4	240 0	12 0*j*	
	Rungpore	20 0	...	17 0	20 0	...	...	...	...	20 0	...	8 10	120 0	10 5*k*	
	Bogra	15 0	...	13 8	21 0	...	...	...	...	19 8	...	...	90 0	10 8	
	Pubna	20 0	...	8 0	22 8	...	...	...	...	28 0	...	18 12	200 0	12 0*l*	
	Darjeeling	10 0	10 0	5 0	12 0	...	...	13 0	...	11 0	25 0	8 0	120 0	9 0*m*	
	Jalpáiguri	11 0	20 0	13 0	22 0	...	...	...	...	20 0	20 0	12 0	128 0	11 0*n*	
	Eastern Districts.														
	Dacca	14 0	22 0	17 0	19 0	...	...	...	...	16 0	...	16 0	120 0	12 0*o*	
	Furreedpore	26 0	30 0	18 0	20 0	...	...	...	...	32 0	...	20 0	120 0	12 0*p*	
	Backergunge	...	...	17 0	20 0	...	...	...	...	15 0	...	15 0	120 0	13 0*q*	
	Mymensingh	13 4	...	14 8	16 13	...	...	...	...	15 3	...	14 0	...	12 0*r*	
	Chittagong	16 0	...	12 0	16 3	...	...	...	...	13 0	...	9 0	80 0	10 0*s*	
	Noakholly	No return received.													
	Tipperah	11 7	...	14 15½	18 7½	...	...	...	...	14 0	...	9 11½	...	11 8*t*	
	Chittagong Hill Tracts	...	...	10 11	11 6½	...	...	...	...	...	...	...	320 0	8 0	
	Hill Tipperah	12 0	...	12 0	16 0	...	...	...	...	12 0	...	16 0	...	11 0	

a In sub-divisions retail prices of salt per rupee were:—Culna 12 seers, Cutwa 13 seers, and Raneegunge 12-2 seers.
b In Bishenpore sub-division retail price of salt 12 seers per rupee.
c In Rampore Haut sub-division retail price of salt 13 seers per rupee.
d In Jehanabad sub-division retail price of salt 13-8 seers per rupee.
*d*1 In sub-divisions retail prices of salt per rupee were:—Tumlook 11 seers, Ghattal 14 seers, and Contai 12-8 seers.
*d*2 In sub-divisions retail prices of salt per rupee were:—Baraset 12 seers, Bussirhat 13 seers, Diamond Harbour (at Magrahat) 10-8 seers, Barrackpore 12-12 seers, and Dum-Dum 11 seers.
e In sub-divisions retail prices of salt per rupee were:—Kooshtea and Meherpore 12 seers, Chooadanga 11-8 seers, and Ranaghat 10-14 seers.
f In Satkhira and Bagirhat sub-divisions retail price of salt 11 seers per rupee.
g In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, Magoora 10-12 seers, and Bongong 13 seers.
h In sub-divisions retail prices of salt per rupee were:—Lalbagh 12 seers, Kandi and Jungipore 12-8 seers.
i In Thakurgaon sub-division retail price of salt 10 seers per rupee.
j In Nattore and Nowgong sub-divisions retail price of salt 12 seers per rupee.
k In sub-divisions retail prices of salt per rupee were:—Gaibanda 9-8 seers, and Kurigram 13 seers.
l In Serajgunge sub-division retail price of salt 12 seers per rupee.
m At Silliguri retail price of salt 10 seers per rupee.
n In Alipore sub-division (at Fallacotta) retail price of salt 10 seers per rupee.
o In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers, Moonsheegunge 10-12 seers, and Naraingunge 12-5 seers.
p In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers and Madaripore 12-8 seers.
q In sub-divisions retail prices of salt per rupee were:—Patuakhali 9-9 seers, Perozepore 11 seers, and Bhola 10-8 seers.
r In sub-divisions retail prices of salt per rupee were:—Kishoregunge 9-2 seers, Attea 12 seers, Netrokona 9 seers, Jamalpore 10-10 seers, and Sherpore 10 seers.
s In Cox's Bazar sub-division retail price of salt 12 seers per rupee.
t In sub-divisions retail prices of salt per rupee were:—Brahmunberiah 11 seers, and Chandpore 11-8 seers.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF JUNE 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PROVINCES.	DISTRICTS.	QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.													REMARKS.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Penniselum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, millet (*Setaria italica*).	Gram, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
BENGAL—*continued.*	*Behar.*	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
	Patna	17 8	32 0	11 8	21 0	26 0	26 0	26 0	24 0	30 0	27 0	28 0	120 0	11 8	
	Gya	16 0	35 0	9 0	18 8	...	...	...	16 0	27 8	...	22 0	100 0	11 0	
	Shahabad	15 8	33 0	8 0	17 0	...	...	...	...	30 0	...	16 0	160 0	12 0*u*	
	Durbhunga	17 10	28 10	12 0	18 12	...	30 12	30 12	...	26 6	27 8	20 14	176 0	12 0*v*	
	Mozufferpore	19 0	30 0	10 0	20 0	...	...	30 0	...	27 0	30 0	22 0	140 0	12 0*vi*	
	Sarun	15 0	29 0	8 0	21 0	...	...	24 0	14 0	27 0	30 0	25 8	120 0	12 0*w*	
	Chumparun	20 0	38 0	7 8	18 0	...	...	...	...	33 0	31 0	22 8	160 0	12 0*x*	
	Monghyr	18 14	39 6	14 1	16 12	21 0	...	...	21 0	32 8	27 4	22 0	126 0	12 9*y*	
	Bhágalpur	17 10	37 14	17 10	18 15	...	...	...	...	27 12	35 5	22 11	138 14	12 10*z*	
	Purneah	18 0	...	16 0	20 0	...	...	26 0	16 0	20 0	*	14 0	120 0	10 8*z1*	* Not sold.
	Maldah	16 8	...	14 0	19 0	...	...	...	...	27 0	...	...	120 0	11 8	
	Sonthal Pergunnahs	13 0	...	18 0	25 0	...	...	...	...	22 0	32 0	26 0	200 0	11 8*z2*	
	Orissa.														
	Cuttack	14 7	...	13 2	19 11	...	...	...	...	17 1	...	...	80 0	13 0	
	Pooree	10 8	...	14 7	22 5	...	...	...	...	13 2	...	14 7	70 0	14 7*z3*	
	Balasore	15 0	13 0	14 0	25 0	...	...	...	...	16 0	...	11 0	160 0	10 8*z4*	
	CHOTA NAGPORE. *South-Western Frontier Agency.*														
	Hazáribágh	18 0	21 0	9 0	18 0	†	...	30 0	†	20 0	24 0	21 0	320 0	10 0*z5*	† Not procurable.
	Lohardugga	22 0	28 0	17 0	22 0	...	...	36 0	...	20 0	...	28 0	120 0	9 12	
	Singbhoom	20 0	32 0	20 0	24 0	...	...	...	...	16 0	...	20 0	320 0	8 0	
	Manbhoom	18 0	...	18 8	28 0	...	...	...	...	16 0	...	22 0	240 0	10 10*z6*	
ASSAM.	Sylhet	10 8	...	11 13	16 10	...	...	...	...	13 0	...	11 12	108 0	11 8	
	Cáchár	8 8	...	9 8	10 8	...	...	...	...	11 8	...	11 0	80 0	10 8	
	Goálparà	20 0	...	8 0	18 0	...	...	...	...	16 0	...	11 0	80 0	11 0	
	Gáro Hills	8 0	...	6 0	14 0	...	...	...	...	10 0	...	9 0	160 0	8 0	
	Kámrup	16 0	...	8 0	17 12	...	...	...	...	13 0	...	10 8	160 0	11 0	
	Darrang	7 0	...	12 0	16 0	...	...	...	...	12 0	...	10 0	150 0	10 0	
	Nowgong	8 0	...	8 0	16 0	...	...	...	...	9 0	...	10 0	120 0	10 0	
	Sibsagar	...	...	12 0	15 0	...	...	...	...	14 0	...	9 0	80 0	9 0	
	Lakhimpur	9 0	...	8 0	14 0	...	...	...	...	13 0	8 0	10 0	160 0	9 0	
	Khási and Jaintia Hills	...	...	6 0	10 0	...	...	...	...	9 0	16 0	7 0	90 0	8 0	
	Nágá Hills	...	...	3 6	8 0	...	...	...	...	3 6	...	3 8	100 0	3 8	
PUNJAB.	Dehra Dún	17 0	25 0	6 0	10 8	12 0	12 0	20 0	...	18 8	16 0	20 0	160 0	11 0	
	Saháranpur	17 3	22 9	8 9½	11 13	15 1	10 12	21 8	21 8	20 7	16 2	19 5½	172 0	12 5	
	Muzaffarnagar	17 10	28 11	6 9	12 2	13 4	15 6	15 6	14 5	22 0	19 12	15 6	110 0	13 4	
	Meerut	16 0	26 8	6 0	14 0	13 0	16 0	20 0	20 0	22 6	...	26 8	100 0	12 9	
	Bulandshahr	17 0	26 0	7 0	11 0	17 0	15 0	...	16 0	26 0	20 0	20 0	160 0	13 0	
	Aligarh	16 4	24 8	5 4	10 8	19 0	15 4	...	16 4	25 0	24 0	30 0	140 0	14 0	
	Kumaun	14 0	14 0	11 0	12 0	...	...	17 0	20 0	13 0	...	10 0	200 0	8 0	
	Garhwál	16 0	20 0	7 8	11 8	22 8	...	...	...	10 0	...	9 0	160 0	7 14	
N.-W. PROVINCES.	Bijnor	16 10	28 2	11 4	12 6	10 6	...	...	...	20 13	...	23 10	135 0	11 11	
	Moradabad	17 8	28 6	10 8	14 0	14 8	16 8	...	15 8	22 8	...	25 8	125 0	14 0	
	Budaun	17 6½	28 3	6 0	13 3	...	...	...	...	26 6½	...	31 3	144 0	12 0	
	Bareilly	15 5	22 8	6 4	12 8	11 4	12 8	...	17 8	21 4	13 12	25 0	137 8	12 8	
	Sháhjahánpur	17 8	26 8	10 0	14 8	...	...	...	16 0	23 8	...	23 0	140 0	12 8	
	Tarái Pergunnahs	18 12	30 0	9 4	13 12	20 0	15 0	...	15 0	20 10	17 8	22 8	100 0	11 4	
	Muttra	15 0	21 8	8 0	11 8	18 0	18 0	...	...	22 0	...	24 0	140 0	13 0	
	Agra	14 8	21 0	6 0	12 0	17 0	16 0	...	16 0	21 8	23 0	15 0	120 0	13 0	
	Farukhabad	14 10½	18 8	6 8	11 0	...	...	...	...	21 13	...	24 8	140 0	12 0	
	Mainpuri	15 4	20 0	4 8	9 8	...	...	35 0	16 0	21 0	...	23 0	160 0	13 8	
	Etáwah	15 12	15 12	6 0	12 8	16 8	16 8	16 0	16 0	21 12	24 8	26 0	120 0	12 0	
	Etah	16 12	22 12	7 0	20 8	...	15 0	30 0	16 0	30 0	...	18 4	160 0	12 8	
	Jalaun	21 0	24 0	9 0	11 0	25 0	23 0	...	15 0	30 0	22 0	32 0	140 0	11 0	
	Jhánsi	18 15½	25 14½	7 8	13 0	24 15½	20 0	...	...	25 15½	...	27 15	200 0	11 14	
	Lalitpur	17 12	22 0	9 0	10 0	22 8	18 0	32 0	32 0	23 0	25 0	12 0	160 0	11 0	
	Cawnpore	16 8	21 0	10 0	14 0	16 0	22 0	*	25 0	24 0	*	25 8	160 0	14 0	
	Fatehpur	14 12	20 4	12 4	14 0	...	...	...	...	22 8	...	26 8	160 0	11 8	
	Bánda	21 0	30 0	8 0	14 0	28 0	20 0	30 0	21 0	32 0	...	23 0	160 0	12 0	
	Allahabad	15 0	22 0	8 0	13 0	20 0	18 0	...	20 0	28 0	...	20 0	120 0	11 8	
	Hamírpur	20 8	24 4	9 0	13 8	24 2	...	...	...	25 15	...	33 6	140 0	12 2	
	Jaunpur	15 6	18 0	7 0	12 12	...	...	...	...	23 0	...	22 4	140 0	12 0	
	Gorakhpur	16 3	28 13	9 14½	17 8½	...	...	23 6	22 8	30 9½	27 0	21 2½	140 0	11 9½	
	Basti	18 8	26 0	10 0	15 0	...	...	...	...	27 0	...	...	140 0	11 0	
	Azamgarh	15 7	19 9	10 5	17 10	...	...	...	...	22 8	...	13 10	177 8	11 2	
	Mirzapur	18 1	24 0	8 0	15 0	19 0	19 0	24 0	20 0	24 0	24 0	26 0	80 0	11 0	
	Benares	15 13	20 10	11 6	16 13	21 2	20 10	...	22 12	24 6	21 11	23 5	110 0	11 13	
	Gházipur	18 14½	23 13½	7 1½	17 6½	14 2½	23 13½	36 1	18 0	28 5	...	24 7	154 8	11 9	
	Balia	18 10	29 10	10 4	21 0	...	...	...	...	29 10	...	25 12	100 0	19 0	
	Pilibhít	17 8	27 8	12 8	15 0	...	...	...	...	20 4	...	22 8	150 0	11 4	
OUDH.	Sultánpur	17 8	23 8	9 0	15 0	25 0	20 8	40 0	20 0	26 0	26 0	28 0	160 0	12 0	
	Partábgarh	16 6	21 1	13 0	14 1	...	...	...	...	24 13	...	29 5	160 0	11 5	
	Fyzabad	14 12	23 8	10 0	15 4	...	16 8	...	14 0	24 0	21 0	23 4	100 0	11 8	
	Kheri	13 0	27 0	8 0	14 0	28 0	24 6	35 0	26 0	26 0	29 0	18 0	120 0	12 0	
	Lucknow	15 4	20 12	6 0	13 0	...	20 0	...	18 0	21 4	...	24 0	140 0	11 0	
	Bára Banki	14 0	20 0	8 0	10 0	20 8	16 0	21 0	16 0	20 0	20 0	23 0	120 0	11 8	
	Bahraich	16 8	31 0	13 0	17 0	28 0	20 0	...	...	29 0	29 0	25 8	160 0	12 0	
	Rai Bareli	16 0	32 0	7 0	14 0	19 8	16 0	...	18 0	24 0	24 0	29 0	180 0	11 0	
	Sitapur	17 8	24 0	8 0	14 0	...	...	22 0	20 0	24 0	...	23 0	160 0	12 0	
	Gonda	17 11	31 8	14 4	16 0	22 4	22 8	30 0	19 0	28 8	27 4	29 0	200 0	12 4	
	Unáo	15 8	20 0	9 0	14 0	20 0	20 0	...	22 0	21 0	22 0	18 0	160 0	12 0	
	Hardoi	17 0	23 0	7 0	13 0	...	...	...	...	22 0	...	26 0	120 0	12 0	
PUNJAB.	Hissar	16 0	20 0	...	10 0	22 0	18 0	...	...	25 0	18 0	...	120 0	12 8	
	Rohtak	16 0	22 0	...	11 0	20 0	17 0	...	...	24 0	18 0	...	120 0	13 0	
	Gurgaon	17 0	24 0	...	10 0	15 0	18 0	...	10 0	23 0	16 0	24 0	140 0	13 0	
	Delhi	16 0	24 0	...	14 0	13 0	16 0	...	17 0	23 0	15 0	25 0	80 0	13 0	
	Karnál	16 0	25 0	...	12 0	14 0	16 0	20 0	16 0	23 0	16 0	22 0	160 0	12 0	
	Umballa	18 0	24 0	...	12 0	14 0	16 0	20 0	18 0	24 0	21 0	20 0	140 0	14 10	
	Simla	12 0	14 0	...	8 0	13 0	8 0	16 0	10 0	15 0	13 0	11 0	70 0	10 0	
	Kángra	15 0	22 0	...	12 0	14 0	10 0	17 0	10 0	16 0	16 0	12 0	120 0	11 0	
	Hoshiárpur	20 0	24 0	...	10 0	14 0	16 0	...	16 0	23 0	23 0	15 0	120 0	14 8	
	Jullundur	20 0	24 0	...	8 0	16 0	13 0	...	14 0	23 0	22 0	...	110 0	14 0	
	Ludhiána	19 0	25 0	...	12 0	18 0	14 0	...	18 0	25 0	17 0	13 0	120 0	16 0	

* Not sold in market.

u In sub-divisions retail prices of salt per rupee were:—Buxar 12-8 seers and Sasseram and Bhabooah 11-8 seers.

v In sub-divisions retail price of salt per rupee were:—Tajpore 12 seers and Madhubani 11 seers.

vi In sub-divisions retail prices of salt per rupee were:—Hajeepore 12 seers and Seetamarhee 11 seers.

w In sub-divisions retail prices of salt per rupee were:—Sewan 11-8 seers and Gopalgunge 11-13 seers.

x In Bettiah sub-division retail price of salt 9 seers per rupee.

y In Jamui sub-divisions retail price of salt 14 seers per rupee.

z In Banka, Muddehpurah, and Soopoul sub-divisions retail prices of salt 11 seers per rupee.

z1 In sub-divisions retail prices of salt per rupee were:—Kissengunge 10 seers and Arrareah (at Raneegunge) 11-8 seers.

z2 In sub-divisions retail prices of salt per rupee were:—Deoghur, Pakour, and Rajmehal 12 seers and Godda 11 seers.

z3 In Khoorda sub-division retail price of salt 14 seers per rupee.

z4 In Bhuddruck sub-division retail price of salt 9-8 seers per rupee.

z5 In Giridi sub-divisions (at Kharagdiha) retail price of salt 11 seers.

z6 In Govindpore sub-division retail price of salt 12 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF JUNE 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Channa, Chola, Kadelay or Sunaga (*Cicer arietinum.*)	Maize (*Zea Mays*).	Arhar or Thur Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Punjab—*continued.*	Ferozepore	17 0	25 0	...	10 0	16 0	...	...	20 0	24 0	16 0	13 0	90 0	14 8	
	Mooltan	15 0	19 0	...	10 0	16 0	16 0	...	16 0	18 0	16 0	...	90 0	15 0	
	Jhang	14 0	21 0	...	10 0	15 0	14 0	...	12 0	19 0	16 0	10 0	200 0	14 0	
	Montgomery	17 0	22 0	...	10 0	16 0	16 0	10 0	16 0	22 0	16 0	12 0	200 0	12 0	
	Lahore	17 0	24 0	...	12 0	15 0	13 0	...	14 0	22 0	15 0	12 0	100 0	14 0	
	Amritsar	18 0	26 0	...	12 0	15 0	14 0	15 0	16 0	24 0	15 0	16 0	100 0	15 0	
	Gurdáspur	20 0	30 0	...	14 0	10 0	14 0	...	14 0	25 0	16 0	8 0	120 0	14 0	
	Siálkot	18 0	25 0	...	13 0	13 0	17 0	23 0	16 0	21 0	17 0	12 0	130 0	15 0	
	Gujrát	18 0	23 0	...	12 0	16 0	14 0	...	12 0	21 0	16 0	12 0	120 0	16 0	
	Gujránwála	19 0	26 0	...	14 0	13 0	12 0	25 0	10 0	23 0	16 0	8 0	100 0	15 0	
	Shahpur	14 0	19 0	...	11 0	13 0	14 0	15 0	12 0	18 0	16 0	10 0	240 0	16 0	
	Jhelum	17 0	23 0	...	12 0	16 0	16 0	...	...	21 0	17 0	13 0	120 0	16 0	
	Ráwalpindi	16 0	23 0	...	9 0	14 0	15 0	...	18 0	21 0	17 0	23 0	100 0	15 8	
	Hazára	15 0	19 0	...	12 0	...	12 0	...	8 0	17 0	17 0	...	120 0	12 0	
	Pesháwar	14 0	23 0	...	10 0	11 0	15 0	...	16 0	17 0	17 0	22 0	109 0	40 0	
	Kohát	13 0	21 0	...	13 0	11 0	16 0	...	15 0	15 0	18 0	...	160 0	55 0	
	Bannu	16 0	25 0	...	10 0	20 0	13 0	7 0	7 0	17 0	19 0	13 0	80 0	40 0	
	D. I. Khán	13 0	18 0	...	9 0	15 0	14 0	15 0	5 0	15 0	12 0	13 0	119 0	33 0	
	D. G. Khán	14 0	16 0	...	10 0	16 0	16 0	12 0	12 0	15 0	15 0	...	125 0	21 0	
	Muzaffargarh	15 0	20 0	...	12 0	13 0	15 0	...	12 0	17 0	...	11 0	100 0	14 0	
Central Provinces.	Saugor	17 6	...	7 15	9 4	...	...	...	...	21 7	...	13 0	180 0	9 12	
	Damoh	21 5	...	10 0	10 11	...	...	...	...	30 0	...	12 13	200 0	10 11	
	Jubbulpore	15 12	...	9 0	12 0	18 0	...	...	...	21 0	...	14 0	120 0	11 0	
	Mandla	21 0	...	...	13 0	...	...	...	...	30 0	...	13 0	256 0	11 0	
	Seoni	18 11	...	8 0	10 15	...	...	...	...	20 6	...	10 15	210 0	10 2	
	Narsinghpur	14 11	...	9 8	9 14	...	...	...	...	22 13	...	13 12	140 0	10 11	
	Hoshangabad	15 0	...	7 0	9 0	...	...	...	...	19 0	...	12 0	200 0	10 14	
	Nimár	15 1	...	7 8	11 14	20 11	...	...	...	18 9	...	12 3	120 0	11 15	
	Betúl	17 8	...	10 7	11 1	20 3	...	...	...	22 0	...	9 12	320 0	11 6	
	Chhindwára	19 0	...	8 0	10 0	20 9	...	...	...	25 5	...	12 0	160 0	9 2	
	Wardha	17 2	...	8 0	10 0	21 13	...	...	...	16 0	...	13 5	124 0	10 11	
	Nágpur	16 4	...	8 7	12 3	19 11	...	...	...	17 13	...	12 8	109 0	10 14	
	Chánda	16 3	...	10 13	12 8	20 0	...	...	...	14 13	...	10 0	675 0	11 2	
	Bhandára	15 0	...	8 12	12 8	...	...	...	...	15 0	...	15 0	180 0	10 0	
	Bálaghát	18 6	...	11 13	14 0	...	...	...	...	19 3	...	15 0	144 0	10 0	
	Raipur	21 0	...	10 6	16 10	...	...	...	...	22 0	...	21 0	90 0	11 0	
	Bilaspur	28 13	...	15 12	20 4	...	...	...	...	35 9	...	30 10	128 0	8 0	
	Sambalpur	20 2	...	13 2	16 10	...	...	...	...	18 12	...	11 0	200 0	9 3	
	Arakan Division.														
	Akyab	...	...	13 0	16 0	...	...	...	...	11 0	...	...	150 0	35 0	
	Kyouk pyu	...	...	17 2	21 0	...	...	...	...	5 0	...	...	50 0	42 0	
	Sandoway	...	...	26 13	30 13	...	...	...	...	...	...	...	469 11	37 5	
	Pegu Division.														
Lower Burma.	Rangoon Town	9 9	...	10 6	13 0	...	...	...	...	12 5	*	...	250 0	16 0	
	Pegu	...	...	10 15	15 12	...	...	...	...	11 2	22 8	...	135 0	26 15	
	Tharrawaddy	...	...	11 14	14 5	...	...	...	...	11 1	...	...	535 11	29 12	
	Prome	12 2	...	11 3	13 1	...	...	...	...	11 5	33 9	...	167 9	18 10	
	Irrawaddy Division.														
	Bassein	...	...	12 2	15 13	...	...	...	...	11 8	...	...	187 14	21 8	
	Henzada	...	...	11 15	15 10	...	...	...	...	...	...	...	183 8	35 8	
	Thongwa	...	...	9 6	10 7	...	...	...	...	12 14	...	...	246 0	35 0	
	Thayetmyo	9 4	...	9 1	11 5	...	...	...	...	11 10	28 3	...	367 8	18 15	
	Tenasserim Division.														
	Moulmein Town and Amherst	9 0	...	10 8	12 2	...	...	...	...	12 2	15 3	...	220 0	30 8	
	Tavoy	...	...	13 0	17 15	...	...	...	...	...	...	...	399 3	16 1	
	Mergui	...	...	15 6	16 10	...	...	...	...	...	...	...	428 0	14 9	
	Toungoo	...	...	9 14	11 10	...	...	...	...	9 7	...	...	27 0	18 12	
	Shwaygyin	...	...	9 13	10 6	...	...	...	...	...	...	...	250 0	18 14	
Hyderabad Assigned Districts.	Secunderabad	11 11	...	6 13	10 14	20 1	...	...	...	13 13	...	11 11	115 0	9 13	
	Bolarum	12 9	...	6 7	9 9	21 14	...	...	...	15 9½	...	...	116 14	10 4	
	Chándarghat	10 0	...	7 4	9 8	19 0	20 0	...	...	15 0	...	12 0	88 0	9 8	
	Amráoti	13 3	...	7 9	8 9	22 9	17 9	...	...	14 9	...	11 13	†	12 0	
	Akola	15 0	...	7 0	10 0	21 0	20 0	...	...	15 0	...	16 0	†	12 0	
	Ellichpur	15 0	8 0	7 2	10 0	21 2	15 0	...	...	14 0	...	10 0	†	11 4	
	Buldana	17 0	...	8 0	11 0	24 0	22 0	...	...	19 0	...	10 0	†	10 0	
	Wún	15 0	...	8 0	10 0	25 0	12 0	...	...	14 8	...	16 0	†	11 8	
	Basim	19 5	...	7 2	10 5	27 5	30 0	...	...	16 5	...	19 0	†	11 0	
Mysore.	Bangalore	10 14	11 14	9 14	10 14	29 0	...	37 12	...	11 12	...	17 3	96 0	11 0	
	Kolar	...	12 4	12 0	17 0	...	...	41 0	...	12 12	...	...	156 0	11 8	
	Támkár	13 0	11 8	13 0	15 0	...	...	52 0	...	14 0	...	20 0	340 0	10 0	
	Mysore	9 12	10 4	11 0	13 12	40 0	25 0	36 0	12 8	13 12	...	16 8	84 0	9 8	
	Hassan	...	12 0	14 0	16 0	...	...	40 0	...	14 0	...	18 0	96 0	9 0	
	Shimoga	12 10	14 11	12 10	15 12	31 8	...	43 0	...	16 13	...	...	480 0	9 7	
	Kadur	10 0	12 0	18 0	20 0	...	...	48 0	...	14 0	...	14 0	320 0	10 0	
	Chitaldroog	14 0	16 0	10 8	13 0	48 0	32 0	35 0	60 0	16 0	...	20 0	320 0	9 0	
Coorg	Coorg	9 8	9 0	12 0	16 0	...	...	35 8	...	24 8	...	...	110 0	10 0	
Rajpootana.	Jeypore	14 8	24 8	5 0	9 0	20 0	19 8	‡	20 0	21 8	22 0	27 0	115 0	13 8	
	Kishengurh	13 8	23 0	9 0	10 0	22 4	17 8	...	...	20 12	20 0	...	...	16 0	
	Kerrowlee	15 0	20 10	10 0	12 4	20 0	16 13	...	21 4	18 2	...	25 0	200 0	12 13	
	Ulwur	17 3	23 6	8 0	11 10	18 14	15 5	...	20 0	21 15	25 4	29 4	200 0	14 12	
	Bhurtpore (City)	15 15	23 2	7 4	8 4	15 12	15 4	...	13 0	21 4	22 0	22 8	220 0	12 4	
	Ajmere	12 0	21 0	3 0	8 0	19 0	16 8	...	...	20 0	20 0	...	70 0	14 0	
	Deoli Cantonment	14 9	21 12½	5 8	10 0	21 0	18 0	...	...	19 2	...	...	220 0	13 12	
	Erinpura	12 4	23 0	...	9 0	22 0	22 0	...	...	22 4	...	...	280 0	14 0	
	Sirohee	11 2	19 0	6 0	8 0	19 0	21 0	...	21 0	18 0	18 0	13 0	160 0	13 4	
	Abu	10 2	18 0	5 8	8 0	...	18 0	...	...	15 6	...	10 0	...	13 1	
	Anadra	10 12	21 0	6 8	8 0	...	21 0	...	...	17 0	...	12 0	...	14 9	
	Bálmere	21 0	...	5 0	9 0	...	28 0	...	...	14 8	...	...	260 0	15 0	
	Jeysalmere	30 0	...	10 0	12 6	19 0	18 6	...	...	...	...	14 5	...	25 9	
	Hilly Tracts of Meywar	15 0	22 0	...	15 0	...	...	...	...	20 0	25 0	...	§	11 8	
	Meywar (Oodeypore)	14 12	16 12½	9 6	10 2½	16 12½	12 1½	...	14 13½	13 10½	16 6½	9 12½	200 0	10 15	
	Bánswára (Meywar Agency)	18 8	...	7 8	13 12	...	...	...	...	24 0	24 11	...	...	11 12	
	Partábgarh („)	14 8	20 0	9 6	12 8	18 12	12 8	...	...	18 12	19 6	21 14	...	17 8	
	Marwar (Jodhpore)	12 8	20 0	6 4	8 12	21 4	21 4	...	...	20 0	15 0	...	...	16 4	

* None in market. † Firewood is sold by head-load, bullock-load, cart-load, and not by weight. ‡ Not in use. § Eight pies per bundle.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF JUNE 1887—*concluded.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.													
PROVINCES.	DISTRICTS.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Channa, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	REMARKS.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
RAJPOOTANA—*contd.*	Bikanir	10 3	...	3 15	9 13	...	16 2	...	...	14 7	...	8 0	100 0	14 8	
	Boondee	15 0	21 0	10 0	10 8	20 0	...	...	...	28 8	...	...	200 0	12 0	
	Kotah	16 8	15 8	7 8	10 0	19 0	14 0	...	...	18 0	15 0	15 0	240 0	12 0	
	Tonk	14 13	23 0	8 8	9 8	...	...	...	...	23 7	...	...	120 0	14 0	
	Thalawar	15 7	17 14	7 2	10 4	23 7	18 4	...	15 12	16 13½	23 7	10 4	166 15	11 5	
	Shahpoora	15 0	21 12	9 0	13 0	14 0	21 0	...	...	19 0	...	...	166 0	14 0	
	Dholpur	15 2	19 14	9 9	11 13	19 15	18 9	...	18 0	21 3	...	26 2	90 0	13 7	
CENTRAL INDIA.	Indore	12 13	17 0	8 9	10 0	21 5	20 13	* * *	*	15 12	20 0	10 11	100 0	11 0	
	Gwalior	15 0	20 7	7 0	9 9	19 2	18 2	* * *	*	18 14	*	21 12	135 15	11 6	
	Goona	19 0	20 0	9 8	10 0	30 0	18 0	* * *	*	25 0	28 0	14 0	200 0	* 8	
	Baghelkhand (Sutna)	20 0	32 0	8 0	15 0	18 0	16 0	* * *	*	28 0	*	35 5	200 0	12 0	
BALUCHISTAN.	Quetta	10 10	13 8	5 0	8 0	16 0	+	+	†	12 12	12 0	12 0	45 11	10 0	

* Not sold. † None in market.

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 7th JULY, 1887.

GENERAL REMARKS.—Except in the Punjab, there has been generally good rain throughout the country during the week under report.

Kharif ploughings and sowings are now in progress everywhere. More rain is however wanted to facilitate operations in parts of Bombay, the Punjab, Rajputana, and Central India.

In Madras, Mysore and Coorg the standing crops are in good condition.

The *aman* rice is being sown in Bengal, where in some districts seedlings are being transplanted. The *sáil* rice is also being transplanted in Assam, where three varieties are being reaped. In Bombay and the Central Provinces rice sowings are doing well. Ploughing and sowing for the rice crop in Burma are progressing.

Sugarcane is doing well in Bengal, Assam, and the North-Western Provinces and Oudh.

Cotton sowing has commenced in the North-Western Provinces and Oudh, and has been completed in Berar.

Cholera is still very prevalent in Bombay, and is reported from most districts in the North-Western Provinces and Oudh. Elsewhere the public health is generally good.

Cattle-disease exists chiefly in the Bombay Presidency.

Prices continue to rise in the North-Western Provinces and Oudh and in four districts of the Punjab. Elsewhere they are fairly steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(July 6th)		
Bellary . . .	Average last week since revised, 1·62; this week, 1·91.	Standing crops good. Fever in one, cholera decreasing in five, and cattle-disease decreasing in three taluks.
Kurnool . . .	Average last week since revised, ·84; this week, 1·80.	Agricultural operations progressing. Small-pox in three, and cattle-disease decreasing in five taluks.
Ganjam . . .	Average last week since revised, 1·35; this week, 1·29.	Small-pox in three, fever in six, and cattle-disease increasing in three divisions.
Kistna . . .	Average 1·90	River 3·5 feet over Anicut. Slight cholera in one, and cattle-disease decreasing in four taluks.
Chingleput (Madras) .	Average 1·24	Standing crops fair. Harvest wet and dry crops, outturn bad. Small-pox in three, and cattle-disease decreasing in three taluks.
Coimbatore . . .	Average ·38	Standing crops generally good. Harvest dry grains, outturn about average. Fever in one taluk, and cattle-disease increasing in another.
Tanjore . . .	Average 1·14	Standing crops generally good. Harvest gingelly, outturn up to average. Cattle-disease decreasing in one taluk.
Madura . . .	Average last week since revised, ·38; this week, ·72.	Health of people and cattle generally good.
Malabar . . .	Average 4·58	Agricultural operations progressing. Fever in two and slight small-pox in eight taluks.
Travancore . .	6·63	Paddy thriving. Small-pox prevalent and fever in places. *General Remarks.*—General prospects good.
Bombay—(July 6th)		
Karachi . . .	Average rain in three stations, ·09 up to 4th.	River at Kotri on 4th, 10 feet 11 inches against 11 feet 2 inches on same date last year. *Kharif* cultivation suffering from want of water. Fever in five and cattle-disease in one taluka. Wheat, red rice and *bajri* in Karachi 24, 32 and 32, and in Sehwan 28, 40 and 40 pounds per rupee, respectively.
Hyderabad . . .	Rain in three talukas—average ·12.	*Rabi* harvesting continues in one taluka. *Kharif* preparations in progress, but prolonged absence of usual inundation causing anxiety. Fever and small-pox in two talukas. River at Kotri on 4th, 10 feet 11 inches against 11 feet 2 inches on same date last year. Wheat 30, *jowari* 40, *bajri* 36½, white rice 20, and red rice 30 pounds per rupee.
Ahmedabad . . .	. . . . .	Sowing of *kharif* in progress; Rain wanted in all talukas. Public health good. Wheat 28 and *bajri* 31 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Baroda . . .	3·59; total 14·46	Cholera in a mild form has broken out in the city, 59 cases since outbreak, 17 deaths. Sowing in progress. *Bajri* 27, wheat 18, and rice 21 pounds per rupee.
Surat	Rain in all talukas—maximum in Mandvi, 5·69 and minimum in Olpad, ·52.	Sowing progressing. Prospects good. Fever in Bardoli taluka. *Jowari* 37 and *nagli* 44 pounds per rupee.
Nasik . . .	Rain in all talukas—maximum in Igatpuri, 3·87 and minimum in Kalwan, ·19.	Sowing operations in progress, where there has been sufficient rain; but retarded in other places for want of it. Rain wanted in Nasik, Sinnar, Dindori, Chandor, and Kalwan. Cholera in Yeola, Nandgaon, and Malegaon, attacks 24, deaths 10. Small-pox in Yeola. Public health is good in other talukas. Prices stationary.
Colaba (Bombay) . .	Rain every day, except on 1st; heavy from 3rd to 5th; total of week 16·11; total to date 39·42, being 14·21 above average.	Abnormal temperature rose from 3° cool on 29th to 1° warm on 1st, fell to 1° cool by the 2nd, and was 4° cool from 2nd to 5th. Vapour in air normal. Abnormal wind northerly. Lightning on 29th and thunder on 2nd.
Poona	Rain in all talukas—except Mawal; maximum 4·19 and minimum ·06 in Indapur taluka and Petha Mulshi, respectively.	More rain wanted throughout the district. Rice and *nagli* plants doing well in the *mawal* portion of the district. Sowing of *kharif* and transplantation of rice plants retarded for want of rain. Public health generally good. Cattle-disease in Purandhar taluka. Nine cholera cases in Purandhar, Bhimthari and Haveli talukas, 2 fatal. *Bajri* 43 and *jowari* 53 pounds in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona city.
Ahmednagar . .	Jamkhed, 1·97; Rahuri, 1·59; Nagar, 1·49; Karjat, 1·40; Newasa, ·97; Sheogaon, ·95; Sangamnar, ·56, and Kopargaon, ·56; very slight in rest.	*Kharif* sowings commenced in Nagar, Newasa, and Sangamnar talukas. Cholera in seven talukas, attacks 522, deaths 221. Cattle-disease in Jamkhed. *Bajri* 33 and *jowari* 48 pounds per rupee.
Sholapur . . .	Rain in all talukas—maximum in Barsi, 4·33 and minimum in Karmala, ·44.	Sowing operations commenced in parts of Sholapur, Barsi, Pandharpur, Sangola and Malsiras talukas. More rain wanted in other talukas. Cattle-disease in Sholapur, Barsi, and Sangola talukas. Cholera here and there in the whole district, 548 cases, 214 fatal. *Jowari* 56¼ and *bajri* 50¼ pounds per rupee.
Dharwar . . .	Rain in all stations, except Mugud and Nargund Pethas and Kalghatgi and Kod talukas, varying from 2·16 in Ron to ·09 in Bankapur.	Sowing of rice completed in western talukas. Young plants healthy. Sowing of *jowari* commenced in parts of eastern talukas, and light cholera in Ranibennur. Rice 24 and *jowari* 54 pounds per rupee.
Kanara . . .	Rain in Karwar, 12·54; total 69·07; in Kumpta, 4·64; and in Yellapur, 2·09.	Crops thriving. Severe cattle-disease in Supa Petha, 41 died of rinderpest, 60 of anthrax. Common rice in Karwar and district average 11½ seers per rupee.
Rajkot	·53; total 4·51	Weather cloudy. Crops withering for want of rain. Measles in some villages in Und and Jetpur. Public health generally good. Wheat 24, *bajri* 24, and *jowari* 22 pounds per rupee.
		General Remarks.—More or less rain in all districts, except three. *Kharif* sowing still going on in several districts, but retarded in parts of some districts for want of sufficient rain. River in Sind continues low, and there is no improvement in the prospects of *kharif* cultivation. Fever in parts of seven, small-pox in parts of five, and cholera and cattle-disease in parts of twelve districts.
Bengal—(July 6th)		
Chittagong (July 5th)	5·82	Weather seasonable. Transplanting of *aus* continues. Lands being prepared for *aman*. Prices stationary. Cholera still reported.
Dacca	·22	Weather hot and cloudy. Prospects of *aman* paddy and jute continue good. Public health good.
24-Pergunnahs (Calcutta).	·79	Weather hot and cloudy. Prospects continue satisfactory, but more rain wanted. Public health generally good.
Khoolna . . .	·82	Weather hot and cloudy. Preparations of *aman* land going on. Prospects good. *Aus* growing well. Public health good.
Moorshedabad . .	1·66	Weather still very hot. Rain at intervals. Sowing of *aman* almost over. Jute and sugarcane thriving. Public health good.
Pubna	3·56	Prospects of crops good. Rivers rising. General health good.
Dinagepore . . .	4·62	Heavy rain at intervals. Transplantation going on. Crops on lowlands damaged by floods.
Rungpore . . .	2·85	Considerable damage to crops from floods. *Aman* being planted out and *aus* being cut. Public health fair.
Midnapore . . .	1·45	Weather sultry. More rain wanted.
Burdwan . . .	1·49	Weather very sultry. Rain far too light, except at Cutwa. Prospects not so good. Public health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Bhagulpore . . .	3·16	Weather much too wet for *bhadoi* crops. *Aghani* prospects favourable, except in very lowlands. Transplanting in progress.
Purneah . . .	1·89	Some injury from excessive rain reported, but prospects of crops on the whole good. Rivers high. Health of people and cattle fair.
Durbhanga . . .	2·77	Weather cloudy and sultry. *Bhadoi* sowings in progress. Prospects of paddy favourable. Indigo manufacture has begun. Prices rising. Cholera continues in subdivision.
Chumparun . . .	4·21	Weather hot and cloudy. Indigo manufacture and *bhadoi* sowings in progress. More rain wanted for paddy crops. Prices stationary. Cholera decreasing.
Patna	1·69	Weather hot and close. *Bhadoi* and paddy sowings progressing; those sown earlier growing well. Sugarcane looks well. Cholera still prevailing in Behar subdivision.
Gya	·03	Weather hot and cloudy. *Bhadoi* and paddy being sown. Cholera still prevailing. Small-pox and fever also reported.
Hazareebagh . .	1·80	Weather seasonable. All crops doing well. Agricultural prospects favourable. General health good.
Cuttack . . .	7·29	Weather cloudy. Rice plants doing well. Price of rice unchanged. Sporadic cases of cholera reported, public health otherwise good.
		General Remarks.—Rainfall has been general, but very irregularly distributed during the week. In Calcutta the sky has been overcast, with frequent light showers, since last night. General agricultural prospects are favourable, but in the Burdwan and Chota Nagpur divisions some damage is reported from excessive rain. *Bhadoi* and *aman* sowings are going on, and in some districts *aman* seedlings are being planted out. Indigo manufacture has begun in Behar. Cholera still prevalent in parts of the Patna division, but elsewhere public health is good.
N.-W. Provinces and Oudh—(July 6th)		
Benares (July 5th)	·70 at Sadr	*Kharif* cultivation begun in some places. Supplies sufficient, but prices rising. Cholera still in district, otherwise health good.
Ballia („ 4th)	Heavy showers on 2nd and 3rd.	*Kharif* sowings in progress. Prospects favourable. Market steady. Cholera prevalent.
Gorakhpore („ „)	4·50 at Sadr	Prices slightly risen. Sporadic cholera continues.
Fyzabad („ 5th)	Averaging 2·70	Sowing of *kharif* crops continues. Supplies ample. Cholera in district.
Lucknow („ 4th)	1·80 at Sadr	*Kharif* sowing in progress. Markets well supplied. Prices stationary. Some cholera in district. No cattle-disease.
Rai Barelli („ „)	2·90 at Sadr	Fields being prepared for *kharif*. Supplies ample. Prices rising. Cholera continues.
Partabgarh („ 5th)	Heavy rain throughout.	Prices steady. Cholera much abated. No cattle-disease.
Allahabad („ „)	Averaging 2·00 all over district.	Ploughing and in places sowings have commenced. Markets full. Prices rising. Cholera decreasing. Health generally good.
Cawnpore („ „)	From ·80 to 4·70	Indigo and some crops flourishing. Ground for *kharif* being prepared. Sowing of cotton and maize commenced in places. Prices steady. Cholera prevailing. Cattle-disease in two pergunnahs.
Farakhabad („ „)	General rain on 3rd and 4th.	Prospects improving. Ploughing continues. Early crop of maize and cotton destroyed. Supplies ample. Prices fluctuating. Some sporadic cholera. No cattle-disease.
Sitapur („ „)	Good rain everywhere, but at Sadr.	Cultivators are engaged in sowing. Cases of cholera are reported, and seem to be on the increase.
Bareilly („ „)	Very little rain	Ploughing retarded, owing to want of rain. Prices rising. Health of men and cattle good.
Banda („ 4th)	About 1·00 at Sadr on 2nd and 3rd.	*Kharif* ploughing commenced. Supplies sufficient. Prices stationary. Cholera in one district.
Kumaon („ 5th)	. . . .	Rain favourable during week for *kharif*, crops being weeded. Prices stationary. Cholera in district, otherwise public health good. Cattle-disease on decrease.
Agra („ 4th)	Good and general rain.	*Kharif* ploughings and sowings going on. Prices rising. Small-pox in city. Some cases of cholera reported.
Jhansi („ „)	. . . .	Ploughing is in progress. Prices rising. Cholera still unabated and small-pox decreasing.
Meerut („ 5th)	From 1·60 to 2·50 all over district on 2nd.	Ploughs at work everywhere. Prices of wheat, barley, and gram risen, owing to delay in rain. Health good.
		General Remarks.—Rainfall has been general in the Provinces and rather heavy in some districts. *Kharif* operations in progress in most places. Indigo and cane doing well. Cotton sowings begun. Supplies ample, but prices are still rising. Cholera continues to be reported. Cattle-disease decreasing.
Punjab—(July 6th)		
Hissar (July 5th) .	Some rain	Health good. Prices stationary.
Delhi . . .	2·97	Health good, 1 case cholera. Prices rising. *Kharif* ploughings commenced.
Umballa . . .	1·58	Cholera disappearing. Prices stationary. *Kharif* sowings commenced.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Jullundur	·40	Health good. Prices slightly rising. *Kharif* ploughings in progress.
Ferozepore		Health good. Prices rising.
Amritsar		Health good. Prices stationary. *Kharif* crops good.
Sialkot		Rain wanted. Health good. Prices falling. *Kharif* sowings not yet commenced.
Lahore	1·04	Few cases of cholera. Prices tending to rise. *Kharif* ploughings progressing.
Multan		Rain wanted badly. Health good. Prices stationary. *Kharif* sowings somewhat retarded for want of water.
Rawalpindi	·40	Health good. Prices stationary. *Kharif* sowings commenced.
Shahpur		Rain much wanted. Health good. Prices rising.
Dera Ismail Khan		Health good. Prices almost stationary. Ploughings on well lands commenced.
Peshawar		Rain much wanted. Cholera has appeared in city. Prices rising. Sowings in progress.
		General Remarks.—Rain has fallen in Hissar, Delhi, Umballa, Jullundur, Lahore, and Rawalpindi, and is much wanted in Multan, Shahpur, and Peshawar. Health is good, but some cases of cholera in Delhi, Umballa, Lahore, and Peshawar. Prices are stationary in Hissar, Umballa, Amritsar, Multan, and Rawalpindi, and almost stationary in Dehra Ismail Khan; rising in Delhi, Ferozepur, Shahpur, and Peshawar; and tending to rise in Jullundur and Lahore. *Kharif* ploughings commenced in Delhi and on well lands in Dera Ismail Khan, and in progress in Jullundur and Lahore. Sowings commenced in Umballa and Rawalpindi, in progress in Peshawar, and somewhat retarded in Multan for want of water. Fodder scarce in Shahpur.
Central Provinces— (July 6th)		
Nagpur	3·49	Weather rainy. Sowings progressing. Health good. Prices stationary.
Jubbulpore	4·64	Weather hot and close. Sowings in progress. Prospects favourable. Cholera prevalent. Prices unchanged.
Saugor (July 5th)	Rain during latter end of week.	Weather cloudy and close. Sowings in progress. Cholera prevalent. Prices steady.
Seoni	6·08	Weather cloudy. Sowings progressing. Slight cholera. Prices steady.
Hoshangabad	Showers almost daily	Weather cloudy. Cholera prevalent. Sowings completed in places. Prices stationary.
Khandwa	4·15	Weather cloudy. Heavy rain. Sowings nearly completed. One case of cholera reported. Prices steady.
Bilaspur	3·56	*Dhan* sowing half done. More rain wanted. Health good. Prices rising.
Raipur	2·63	Weather cool and cloudy. Sowings continue. Young rice favourable, except in one pergunnah, where rain is insufficient. Health good. Prices rather lower.
Sambalpur (July 2nd)	·12	Weather very warm and cloudy. Rain wanted. No good showers. Sowing in progress. Cholera prevalent.
		General Remarks.—Favourable rain everywhere, except in Raipur and Bilaspur, where there is some deficiency. Sowings continue. Cholera in northern districts. Prices steady.
Burma—(July 6th)		
Akyab (July 2nd)	4·64 (Total rainfall to date 34·09).	Slight cattle-disease. Ploughing progressing.
Bassein	2·13 (Total rainfall to date 26·65).	
Rangoon	3·82 (Total rainfall to date 39·06).	Ploughing and transplanting progressing.
Amherst (Moulmein)	1·92 (Total rainfall to date 49·06).	Ploughing and sowing progressing.
Tavoy	3·06 (Total rainfall to date 54·62).	Ploughing progressing.
Henzada	*Nil* (Total rainfall to date 22·82).	Slight cholera and cattle-disease.
Prome	1·62 (Total rainfall to date 10·27).	Ploughing commenced.
Toungoo	2·20 (Total rainfall to date 19·66).	
Thayetmayo	·02 (Total rainfall to date 5·36).	Food-supply sufficient. Prices ordinary.
Myingyan	·66 (Total rainfall to date 8·52).	*General Remarks.*—Sporadic cholera and slight cattle-disease in parts of Lower Burma. Ploughing and sowing progressing. Reports received only from two Upper Burma districts.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Assam—		
Gauhati (July 6th)	·84	Weather rainy. Public health fair. Cattle-disease reported from Satidarang. Transplanting of *sáil* commenced. Sugarcane and tea doing well.
Sylhet	6·14	State and prospects of the crops good.
Cachar	5·45	Reaping of *dumai* and *murali* and cultivation of *sáil* crops continues. Common rice 14 seers 8⅝ chittacks per rupee. General health and prospects of tea good.
Dibrugarh	3·02	Weather seasonable. *Ahu* crops being cut. *Sáil* being transplanted. Tea and sugarcane doing well. Public health fair.
Mysore and Coorg— (July 6th)		
Bangalore, Mysore	Bangalore, 2·18; Kolar, 3·65; rain more or less throughout the State.	Standing crops in good condition. More rain needed in parts of the Bangalore and Tumkur districts for agricultural operations. Prospects of season favourable. Public health generally good. Fever prevalent in parts. No material change in prices.
Mercara	7·50	Rain recommenced on 1st instant. Standing crops good. Health good.
Berar and Hyderabad— (July 6th)		
Amraoti	2·57	Weather cloudy and rainy. Cotton and *tur* sowings completed. Cholera in Amraoti town and in the interior of the district. Cattle-disease slight. Wheat 15 and *jowari* 26 seers per rupee.
Akola	4·15	Weather warm and cloudy. *Kharif* sowing operations in progress. Fever and cholera prevail in places. Cattle suffer from hoof-disease.
Hyderabad (July 7th)	Average ·82; total 5·67.	*Kharif* crops continue to be sown. Cholera prevalent in a few villages of the Ashtagar taluka. Prices wheat—13, coarse rice 12½, white *juar* 18¼, yellow *juar* 21¾, and *tur* 14¼ seers per current sicca rupee.
Central India States— (July 6th)		
Indore	4·85	Weather cloudy, with frequent showers.
Morar (Gwalior)	2·00	One fatal case of cholera in Lashkar. Weather seasonable.
Sutna	2·00	More rain required. Slight cholera in the Agency.
Neemuch	3·15	Health good. Weather cool and pleasant.
Goona	·59	Health good.
Agar	·37	Prospects good. Health fair.
Sehore	2·53	Weather seasonable. Health good.
Nowgong	·69	Weather hot and cloudy. Rain much wanted. Prices rising. Cholera in parts.
Bhopawar	.....	No report received.
Rajputana—(July 6th)		
Abu (July 6th)	·88	Weather seasonable and overcast.
Sirohi („ 3rd)		A little water in tanks; wells good. Health good. Weather overcast and windy.
Marwar („ 2nd)	·37	About two months' water in Jodhpur city tanks. Health good in city, but some districts unhealthy. *Kharif* sowings only in districts favoured with rain. Weather cloudy. Prices stationary.
Meywar („ „)	3·34	Tanks and wells low. Crops sown. Health fair. Prices stationary. Weather seasonable.
Pertabgurh („ „)	1·10	Health good. Prices fluctuating. Weather occasionally cloudy.
Harowti („ „)	Deolie, 1·09; Tonk, ·18; Shahpura, ·96.	Sowings commenced. Health good.
Jhallawar („ 3rd)	2·38	*Makka* and *jowari* sowings progressing.
Ajmere („ 5th)	In Ajmere town, 3·79; in Beawar, 65.	Weather cooler and cloudy. Cultivation progressing. Wheat 23, barley 39½, and gram 40 pounds per rupee. Of 4 fresh cases of cholera in city, 2 fatal. Cholera reported prevalent in Ajmere district.
Jeypore („ „)	Good rain	*Kharif* sowings begun.
Dholepore („ 2nd)	·09	Wells stationary; tanks rising. Cultivation progressing. Fever disappearing. Prices rising. Weather cool.
Bhurtpore („ 5th)	·50	Ploughing commenced. Health fair.
Ulwar („ „)		No rain, consequently cultivation suspended. Cholera in five tahsils.
Kotah („ 2nd)	·58	Health good. Prices fluctuating.
Kherwara („ 3rd)	·18	Tanks and wells low. Health good. Prices steady. Weather bright and sunny. Rain much needed.
Bickanir („ 2nd)	*Nil*; good rain in some districts.	Fever in three districts. Prices rising. Weather very hot and partially cloudy.
Nepal—(June 30th)		
Katmandu	·22	Weather fair. Transplanting of rice nearly completed.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

WEATHER SUMMARY FOR JUNE 1887.

Extract from the Proceedings of the Government of India in the Revenue and Agricultural Department (Meteorology), No. 100 Met.—24-11, dated Simla, the 7th July, 1887.

Read the following:

Weather Summary for June 1887.

During the past month the weather over India has been somewhat changeable. At times both branches of the monsoon current have blown with normal strength, and have occasioned heavy rains over a considerable part of India; at others both currents have been feeble, and the accompanying rainfall partial and intermittent.

The Bombay monsoon current broke on the West Coast quite at the commencement of the month. It set in somewhat feebly on the Malabar Coast on the 3rd; by the 4th it had extended as far north as Karwar; by the 5th to Bombay; and by the 7th it had penetrated inland over a large part of the Central Provinces. During the whole of this period very unsettled weather had prevailed over the Arabian Sea, where a cyclonic storm had apparently been formed. This storm disturbed the normal distribution of pressure, and as a consequence the barometric gradient along the West Coast of India was less steep and less regular than usual, hence the monsoon current in that region was feebler and less steady than the normal, though under the influence of the depression the rainfall was exceptionally heavy. On the 8th the rainfall at the Coast stations fell off somewhat, and by the 9th the storm over the Arabian Sea had disappeared. With its dispersion the wind direction became normal, and strong south-west to west-south-west winds set in across the West Coast, and continued until the 16th. They brought heavy rain to the Coast districts, the average daily fall at Goa, Ratnagiri, and Karwar for the period 9th to 15th June being about 4 inches, and much cloud and vapour, though only moderate rain, to the Deccan, Central Provinces, and Central India. On the 17th the Bombay current was evidently becoming feebler; and from that date until almost the close of the month an unusually weak monsoon was blowing across the Coast. As a consequence, the rainfall decreased quickly; and from the 20th to the 29th the weather was fairly fine in Western India, and a well-marked break in the rains obtained. In the Central Provinces, the Berars, and Khandesh this break was less marked than on the West Coast, the weather continuing showery; but in the Bombay Deccan the weather was abnormally fair.

The information with regard to the unsettled weather which prevailed off the Bombay Coast during the first week of the month is, at present, incomplete; but the logs of ships which were traversing the Arabian Sea at this time showed that—

On June the 6th and 7th the storm was forming between longitude 68° and 70° and latitude 70° and 18°. The Peninsular and Oriental steamer *Assam*, which left Bombay at 5-35 P.M. on the 7th, had squally weather from south-west and south-south-west. The *Draco* had a strong squall of wind and rain from north-north-east. At noon on the 7th the centre of the storm was in latitude 17°30′ and longitude 68°50′, or about 350 miles west-south-west from Bombay.

On the 8th the *Assam* had a moderate south-south-east gale in the forenoon, and a strong easterly to east-north-easterly gale in the afternoon. The storm centre crossed this ship's track, and immediately afterwards a terrific south-east gale was experienced. The lowest barometer reading was 29·10 inches at midnight on the 8th. The apparent position of the storm centre at noon on the 8th was latitude 17°50′ and longitude 68°10′, so that the movement was very slowly west-north-westward.

On the 9th between noon on the 8th and noon on the 9th the storm had moved very much more quickly, the apparent position of the centre at noon

on the 9th being latitude 18°20′ and longitude 65°, about 200 miles west-north-west of its position on the previous day. The *Assam* in 17°50′ and 67°1′ had squally southerly winds; the *Clan Forbes* in latitude 17° and longitude 65° had a terrific gale from south-south-west; and the *Lorna Doone* in latitude 19°43′ and longitude 64°33′ had a hurricane from north-east.

Between the 9th and 10th the storm had again moved very quickly, the centre at noon on the latter date being apparently in latitude 19° and longitude 61°10′. The *Assam* in latitude 17°25′, longitude 63°33′, had a southerly squally gale; the *Rothesay* in latitude 14°39′, longitude 58°13′, had a heavy south-south-west gale; the *Clan Forbes* in latitude 16°36′, longitude 66°, a strong south-west gale; the *Darien* in latitude 17°16′, longitude 62°40′, a south-westerly hurricane; the *Lorna Doone* in latitude 19°52′, longitude 63°53′, a south-south-east fresh gale and the barometer as low as 28·80 inches; the *Nizam* in latitude 16°6′, longitude 59°19′, a strong south-west gale, with furious squalls and heavy rain; while the *Albany* in latitude 19°49′, longitude 60°35′, on the north-western side of the centre had a northerly gale, with the barometer marking 29·10 inches.

On the 11th the rate of movement of the storm seems to have slackened considerably. The centre apparently passed over the *Albany* at noon on the 11th in latitude 19°4′ and longitude 60°25′, when the barometer marked about 28·75 inches. For about 15 minutes after noon a dead calm prevailed over the ship, during which numerous birds, hawks, &c., flew about the rigging. At the end of that time the wind, which had previously been north, burst out with hurricane force from south. The *Assam* in latitude 17°23′, longitude 62°10′, and the *Nizam*, hove to in about latitude 15°30′ and longitude 58°54′; both had hard south-west gales.

On the Bengal side strong monsoon winds blew from the 1st to the 3rd of June, and heavy falls of rain, ranging from 5 to 15 inches, occurred over Burma and Bengal. After the 3rd the current steadily decreased in force, and the rainfall fell off till, by the 8th, an almost complete break in the rains was reported from Northern India. On the 10th, however, a change took place. This change was brought about by the formation of a small storm over the head of the Bay. On the morning of the 12th the centre of the storm was approaching Ganjam, and rain was falling heavily in the Carnatic and the Circars. On the 13th the storm centre crossed the coast between Gopalpore and Vizagapatam, and rain was falling over Burma, Bengal, Assam, and Orissa; and on the 14th the depression was crossing the Central Provinces, causing general moderate rain over the Central part of India and at some places in the North-West. Between the 14th and 17th the force of the monsoon current was moderate and the weather showery. On the 18th the current again strengthened; and on the 19th a small depression formed over the head of the Bay. This depression travelled towards Central Behar, and by the 21st had reached Patna. It had given fairly general rain to a large part of Northern and North-Eastern India; and the strong monsoon winds it engendered brought unusually cool, damp weather to a large part of Northern and North-Western India. On the 21st the storm broke up; and after the 23rd the monsoon current decreased rapidly. The rainfall became first moderate and intermittent, and finally ceased almost entirely, and a break in the rains set in, which lasted until the close of the month.

In the south of the Peninsula there was little to call for remark during the earlier half of the month; but, with the break in the rains in Northern and Central India, a period of heavy rainfall set in over the Madras Presidency, which raised the month's fall above the average.

In Upper India the weather has been generally hot and oppressive. On the 2nd and 3rd thunderstorms and rather heavy falls of rain occurred on and near the hills of the Punjab and the North-Western Provinces; but the temperature on the whole was high during the first eight days of the month. After the 8th more cloud and moisture prevailed, and the heat was somewhat mitigated; but in the latter half of the month the weather again became hot with dry westerly winds, and temperatures exceeding 110° were registered at almost

all stations in the Punjab. At Dera Ismail Khan on the 30th the thermometer in the shade reached 118°.

The mean pressure of the month on the whole exceeded the normal average, the principal exceptions being the hill stations of the North-West Himalaya, the West Coast (except Bombay, Cochin, and Mangalore), Guzerat, Sind, and the Circars, in all of which districts pressure was deficient.

Temperature was below the mean, except at some stations in the North-Western Provinces, the Punjab, and Sind, where the average was exceeded. The defect was greatest and most general in Western, Central, and Southern India, amounting to over 5° at Cochin and Neemuch, and to over 4° at Seoni and Hyderabad (Sind).

The month's rainfall has been generally fair. In the Punjab, the North-Western Provinces, Rajputana, Sind, Guzerat, Bengal and the Circars, Burma and the Deccan, the amount has been short; but in the majority of cases the deficiency is not large. It is mostly attributable to the weakness of the Bengal current, and to the fact that the monsoon storms, which have been formed over the Bay, have been less numerous and less lasting than is the case in years of normal conditions, and that they have not penetrated into Upper India. The Bombay and Malabar Coasts and the districts fed by the Bombay current have generally had excessive rain; and this is also the case in Mysore and the Carnatic.

The following table shows the amount of rain and the difference from the average, during the month of June 1887, according to districts as far as is indicated by the telegraphic reports:

Districts.	Number of Stations.	Average Rainfall for June.	Difference from the Average in June 1887.
Punjab, West	7	1·49	— 0·28
„ East	6	3·69	— 0·65
North-Western Provinces, Trans-Gangetic	14	6·46	— 2·26
„ „ Cis-Gangetic	7	3·21	— 1·66
Behar	4	7·13	+ 1·05
Northern Bengal	3	17·78	+ 1·87
Assam—Cachar	5	17·14	+ 1·55
Lower Bengal—Chutia Nagpur	6	12·86	— 3·14
Orissa—Northern Circars	6	6·09	— 1·18
Central Provinces, South	7	8·80	+ 0·82
Berar—Khandesh	3	5·61	+ 3·47
Rajputana, Central India—Saugor and Narbudda	10	4·83	— 1·65
Sind—Cutch	3	0·22	— 0·21
Guzerat	4	5·08	— 0·56
Konkan	4	22·19	+ 10·19
Deccan—Hyderabad	8	5·31	— 0·41
Malabar	5	32·70	+ 12·27
Mysore—Bellary	6	2·91	+ 0·80
Carnatic	8	1·55	+ 1·51
British Burma	7	23·17	— 5·70
Ceylon	1	8·17	— 0·03

W. L. DALLAS,

SIMLA, *5th July 1887.* for *Meteorological Reporter to the Government of India.*

RESOLUTION.—Resolved, that the Summary be published in the Supplement to the *Gazette of India*.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 6th July, 1887.

Meteorological conditions during the past week have been fairly quiet over the greater part of India—that is to say, no cyclonic disturbance of any magnitude has appeared over the Bay or on the West Coast; but monsoon weather has prevailed throughout almost the whole country, and rain has been more or less general and in places heavy.

On the West Coast the monsoon current on the 30th June was feeble and irregular, a north-easterly breeze being reported from Bombay; but by the next morning, though still unusually weak, the current had resumed its normal westerly direction. During these two days the rainfall due to this branch of the monsoon was very limited and partial; and though showers occurred in all Provinces, the general amount was small. On the 2nd very strong winds were blowing across the Sind Coast, and there had been a slight increase also in the force of the winds down the West Coast of the Peninsula. Probably in consequence of this, rain fell in larger amounts at the West Coast stations and at some places in the Central Provinces. On the following day a further increase in the current was observable, accompanied by a rapid rise of humidity in the Central Provinces, and general and rather heavy rain over Western and Central India. On the 4th steady westerly winds were blowing across the West Coast, where, as well as over the Central parts of the country, there had occurred a further increase of humidity and general rain. On the 5th and 6th the winds had reached their normal strength, blowing strongly along the whole line of Coast from Mangalore to Kurrachee. Moderate to heavy rain was falling on the Malabar and Bombay Coasts, and showers in the more Central parts of the country.

The Bay of Bengal branch of the monsoon has been more or less feeble and irregular throughout the week. On the 30th June the wind directions round the Bay were very irregular, and the weather over the centre unsettled and squally. On the 1st, 2nd, and 3rd of July southerly to easterly winds prevailed over Bengal, Behar, and the North-Western Provinces. They were generally feeble and unsteady, but were damp, and brought fairly general showers to those regions. On the 4th the wind had shifted to east-north-east on the Bengal and Orissa Coasts, while the southerly wind at Diamond Island had risen. These changes were indicative of the formation of a cyclonic storm at the head of the Bay, and conditions were, therefore, apparently becoming favourable to a rush of monsoon winds up the Gangetic plain; but the storm proved to be very feeble, and produced but little effect on the weather. It lay between False Point and Saugor Island on the 5th, and had developed into an irregularly shaped disturbance by the morning of the 6th. The rainfall due to the Bay of Bengal monsoon current was at first light and partial; but later in the week general and at times heavy rain fell in Burmah and Bengal.

In Upper India the weather on the 30th June and 1st July was generally fine, though local showers were reported from several stations. On the 2nd, however, there were signs of a change. Very strong winds were blowing across the Sind Coast into Upper India, and the air became much moister and the sky more cloudy. These strong winds holding, the air continued to grow damper, and moderately heavy rain fell over the North-Western Provinces, the Eastern Punjab, and at the hill stations on the 3rd. On the 4th, 5th, and 6th general rain was reported from the North-Western Provinces, Eastern Rajputana, and the hill stations, and showers from several parts of the Punjab.

With the setting in of the moist monsoon current in Upper India, a very brisk fall of temperature took place over the North-Western Provinces, the Punjab, and Rajputana. The effect of this change is best displayed by a comparison of the maxima reported on the 30th June with those reported on the 6th

July. The following table gives this information for a few representative stations:

Stations.		Maximum reported on the 30th June.	Maximum reported on the 6th July.	Difference.
Agra	...	109·5	93·0	—16·5
Meerut	...	105·2	90·3	—14·9
Delhi	...	110·0	91·6	—18·4
Lahore	...	110·1	97·1	—13·0
Rawalpindi	...	115·0	89·0	—26·0
Peshawar	...	118·0	98·0	—20·0
Dera Ismail Khan	...	114·5	107·5	— 7·0
Ajmere	...	98·8	80·2	—18·6
Jeypore	...	100·1	82·0	—18·1

The week's rainfall has been light in Burmah (Thyetmio, 1·6 inches; Moulmein, 7·3 inches), in Bengal, and Assam (Dacca, 0·29 inch; Silchar, 6·4 inches), and somewhat deficient in the North-Western Provinces and the Punjab. On the West Coast the rainfall of the week was fairly heavy, the totals ranging from 5·5 inches at Cochin to 18·6 inches at Bombay. The state of the seasonal rainfall is shown by the following table, which gives (1) the total amount of rain for the period June 1st to July 6th; (2) the average for the same period; and (3) the difference from the average of the present season's rainfall:

Stations.		Total Rainfall since June 1st, 1887.	Average Rainfall, June 1st to July 6th.	Difference.
Akyab	...	19·35	56·68	—37·33
Saugor Island	...	11·97	14·26	— 2·29
Calcutta	...	7·97	14·32	— 6·35
Dhubri	...	27·68	29·19	— 1·51
Purneah	...	17·91	14·87	+ 3·04
Gya	...	5·62	7·94	— 2·32
Allahabad	...	6·05	5·03	+ 1·02
Meerut	...	2·88	4·20	— 1·32
Delhi	...	3·84	4·70	— 0·86
Lahore	...	3·34	2·21	+ 1·13
Peshawar	...	.....	0·26	— 0·26
Cochin	...	39·55	36·79	+ 2·76
Ratnagiri	...	57·14	40·06	+17·08
Bombay	...	42·28	25·08	+17·20
Poona	...	5·73	6·98	— 1·25
Surat	...	14·19	10·73	+ 3·46
Khandwa	...	10·70	7·84	+ 2·86
Nagpur	...	12·50	11·03	+ 1·47

Pressure has been below the average in Burmah, the Punjab, along the West Coast, and in Madras, above it elsewhere; but except in Bengal and the North-Western Provinces, where the excess was considerable, the departures from the mean were nowhere large.

The mean temperature of the week was above the average in Burmah, Bengal, the Punjab, the Central Provinces, Guzerat, Sind, and Rajputana; below it elsewhere. The excess was most marked in the Central Provinces; the defect, in Southern India.

The concluding table gives the total rainfall of the past week for the different Provinces:

Divisions.		No. of Stations.	Total Rainfall.
Burmah	...	6	26·13
Bengal and Assam	...	16	40·97
North-Western Provinces and Oudh	...	9	27·11
Punjab	...	6	10·23
Hill Stations	...	5	33·52
Ceylon	...	2	2·35
Malabar Coast	...	5	26·05
Bombay	...	9	77·92
Berars and Central Provinces	...	10	28·18
Guzerat and Central India	...	6	13·05
Sind—Rajputana	...	4	9·32
Madras	...	13	19·70

W. L. DALLAS,

SIMLA, *8th July, 1887.* for *Meteorological Reporter to the Government of India.*

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. IX of 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 5th June, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 4th June, 1887. Total.	Per mile open.	Total Receipts from 1st April, 1886, to 5th June, 1886. Total.	Per mile open per week.	Total Receipts from 1st April, 1887, to 4th June, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
			Rs.	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
	Lines worked by Guaranteed Companies.												
18th June, 1887	Oudh and Rohilkhand	680	1,43,417	211	686	1,65,584	241	15,68,197	245	14,60,126	231	...	1,08,071
18th ditto	Madras	861	1,50,016	174	831	1,47,726	178	14,30,179	176	14,86,999	192	56,820	...
18th ditto	South Indian	654	97,223	149	654	1,08,583	166	9,27,461	150	9,32,792	155	5,331	...
18th ditto	Great Indian Peninsula	1,504	9,61,232	639	1,504	11,57,610	770	1,00,45,959	708	1,06,60,618	763	6,14,059	...
18th ditto	Bombay, Baroda and Central India	461	3,72,861	809	461	3,51,000	761	34,82,479	801	32,92,552	769	...	1,89,927
	TOTAL	4,160	17,24,749	415	4,136	19,30,503	467	1,74,54,275	445	1,78,33,087	464	3,78,812	...
	State Lines worked by Guaranteed Companies.												
18th June, 1887	East Indian	1,515	10,16,620	671	1,519	9,13,896	602	96,55,436	675	93,06,527	660	...	3,48,909
18th ditto	Patna-Gya	57	7,552	132	57	8,270	145	1,00,738	187	90,230	170	...	10,508
18th ditto	Dildarnagar-Ghazipur	12	1,173	98	12	1,071	89	13,229	117	11,207	101	...	2,022
18th ditto	Sindia	75	7,738	103	75	11,123	148	71,174	101	82,435	118	11,261	...
18th ditto	Rajputana-Malwa (*a*)	1,664	4,16,594	250	1,664	3,97,000	239	37,88,218	241	34,85,846	226	...	3,02,372
18th ditto	Southern Mahratta	315	37,855	120	671	71,631	107	3,25,593	110	5,85,438	103	2,59,845	...
18th ditto	Indian Midland	42	2,677	64	42	6,976	166	21,872	55	41,884	107	20,012	...
18th ditto	Lucknow-Sitapur-Sihramau	...	...	...	85	5,794	68	...	...	38,513	52	38,513	...
	TOTAL	3,680	14,90,209	405	4,125	13,15,761	343	1,39,76,260	403	1,36,42,080	362	...	3,34,180
	State Lines worked by Government.												
18th June, 1887	Eastern Bengal (*b*)	666	1,24,076	205	645	1,34,370	208	12,98,843	227	12,74,858	213	...	23,985
18th ditto	Nalhati	27	1,238	46	27	2,157	80	16,124	63	17,780	71	1,662	...
18th ditto	Tirhoot	240	33,124	135	249	32,846	132	3,08,910	133	3,40,399	150	37,489	...
18th ditto	Wardha Coal	45	14,592	324	45	10,438	305	1,52,512	359	1,04,628	394	12,186	...
18th ditto	Nagpur and Chhattisgarh	149	26,772	180	140	36,854	247	4,19,816	290	4,21,905	305	2,089	...
11th ditto	Burma	327	40,276	123	327	61,564	188	4,68,595	152	5,87,028	193	1,19,123	...
30th April, 1887	Cherra-Companyganj	...	...	...	...	... (*c*)	...	...	...	(*d*) 270	8	270	...
25th June, 1887	North-Western (*e*)	1,869	5,77,628	309	2,083	5,05,830	243	48,84,969	277	40,62,534	210	...	8,22,435
18th ditto	Bareilly-Pilibheet	36	2,536	70	36	1,040	40	19,553	58	18,755	56	...	798
11th ditto	Jorhat	26	687	26	26	1,026	39	5,288	22	8,389	35	3,101	...
25th ditto	Bilaspur-Etawa (Kutni-Umaria Section)	...	...	...	38	1,705	45	...	...	13,126	37	13,126	...
	TOTAL	3,331	8,20,929	246	3,625	7,94,430	219	75,74,520	241	69,16,354	205	...	6,58,166
	GRAND TOTAL (GUARANTEED AND STATE)	11,171	40,35,887	361	11,886	41,40,694	348	3,90,05,055	370	3,83,01,521	350	...	6,13,534
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	1,62,68,751	154	1,79,55,041	164	...	...
	NET RECEIPTS	...	...	...	...	...	...	2,27,36,304	216	2,04,35,580	186	...	23,00,724
	Assisted Companies.												
18th June, 1887	Bengal Central	125	10,417	83	125	21,040	168	1,00,877	86	1,13,294	98	12,417	...
18th ditto	Rohilkhand-Kumaon	67	6,057	99	67	6,754	101	70,063	111	70,220	113	103	...
11th ditto	Dibru-Sadiya (late Assam)	78	6,709	87	78	8,545	110	65,021	90	80,390	111	14,469	
18th ditto	Bengal and North-Western	303	44,956	148	376	45,100	120	4,11,809	144	4,77,058	137	65,959	...
18th ditto	Tarakessur	22	4,426	201	22	5,686	258	56,503	273	55,930	274	...	573
	TOTAL	595	73,255	123	668	87,125	130	7,05,323	126	7,97,858	129	92,535	...
	Native States.												
18th June, 1887	Bhavnagar-Gondal	193	30,876	160	193	24,335	126	2,78,922	153	3,00,115	167	21,193	...
18th ditto	Jodhpore	64	2,878	45	124	6,700	54	39,905	66	70,932	62	31,027	...
11th ditto	Nizam's	208	21,579	118	208	39,304	189	2,28,100	116	3,11,322	161	83,222	...
18th ditto	Mysore	140	8,063	58	140	10,054	76	77,150	58	87,003	67	9,853	...
25th ditto	Rajpura-Patiala	16	1,519	95	16	1,528	96	13,063	86	10,502	71	...	2,561
11th ditto	Morvi	24	916	38	68	4,094	60	13,331	59	41,578	66	28,247	...
	TOTAL	645	68,831	107	749	86,615	116	6,50,471	107	8,21,452	118	1,70,981	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar Railways.
(*c*) Return not received.
(*d*) Total Receipts from 1st to 30th April, 1887.
(*e*) Includes the Amritsar-Pathankot Railway.

SIMLA,
The 7th July, 1887.

JAMES RAMSAY,
Offg. Under-Secretary.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 14th JULY, 1887.

GENERAL REMARKS.—Rain has fallen throughout the country during the week under report, and was heaviest in Bombay and the North-Western Provinces and Oudh.

Operations for the *kharif* harvest are everywhere in active progress, and sowings are most advanced in the North-Western Provinces and Oudh, Bombay, and the Central Provinces. In Sind the prospects of the *kharif* have improved greatly.

Agricultural prospects are good in Madras, Mysore and Coorg.

In Bengal the early rice is doing well, and the *aman* rice is being transplanted. Transplantation is also in progress in Bombay and Assam, and in the latter Province three varieties of the crop are being reaped. Ploughing and sowing for the rice crop in Burma are well advanced.

Cholera is abating in the North-Western Provinces and Oudh, but is still a good deal prevalent in Bombay. The public health is generally good in other parts of the country.

Prices show a tendency to fall in the North-Western Provinces and Oudh. Elsewhere they are generally steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(July 13th)		
Bellary	Average ·42	Standing crops good. Fever in one, cholera increasing in seven and cattle-disease increasing in three taluks.
Kurnool	Average last week since revised, 2·08; this week, 2·28.	Agricultural operations progressing. Small-pox in three, and cattle-disease increasing in three taluks. Slight cholera.
Ganjam	Average 2·80	Small-pox in four, fever in five, and cattle-disease increasing in three divisions. Cholera prevalent.
Kistna	Average last week since revised, 1·98; this week, 2·70.	Agricultural operations progressing. River 3·2 feet over anicut. Slight fever, slight cholera in one, and cattle-disease increasing in five taluks.
Chingleput (Madras)	Average ·57	Standing crops fair. Harvest wet and dry crops, outturn moderate. Small-pox in one and cattle-disease decreasing in four taluks.
Coimbatore	Average ·16	Standing crops generally good, but cholera affected by insects in one taluk. Harvest *cholum* and *cumbu*, outturn about average. Fever and slight cattle-disease in one taluk.
Tanjore	Average last week since revised, 1·20; this week, 8·08.	Standing crops generally good. Harvest gingelly, outturn up to average.
Madura	Average ·03	Health of people and cattle generally good.
Malabar	Average 9·44	Agricultural operations almost over. Fever in two, and slight small-pox in seven taluks.
Travancore	1·21	Paddy thriving fairly. Small-pox and fever in places. *General Remarks.*—General prospects good.
Bombay—(July 13th)		
Karachi	Manjhand, ·90; Sehwan, ·52; and Tatta, ·25.	Weather cloudy, with strong winds. River at Kotri on 11th, 13 feet 5 inches against 17 feet 3 inches on same date last year. Fever in five talukas. Wheat, red rice and *bajri* in Karachi 24, 32 and 32 and in Sehwan 28, 40 and 40 pounds per rupee, respectively.
Hyderabad	Rain in twelve talukas	*Kharif* cultivation in progress. Fever and cattle-disease in Badin taluka. River at Kotri on 11th, 13 feet 5 inches against 17 feet 3 inches on same date last year. Wheat 24, *jowari* 40, *bajri* 34½, white rice 18, and red rice 28 pounds per rupee. River rising at last.
Ahmedabad	2·72; total 9·75; rain throughout the district,—maximum, 10·57 in Dholka and minimum ·93 in Parantij.	Sowing of *kharif* in progress. Young crops doing well. Public health good. Wheat 28 and *bajri* 31 pounds per rupee.
Baroda	7·25; total 22·25	Cholera still continues, 8 deaths.
Surat	Rain in all talukas—maximum in Jalalpur, 15·03 and minimum in Surat, 5·86.	Sowing progressing. Transplantation commenced. Prospects good. Fever in Bardoli. *Jowari* 31 and *nagli* 43 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Nasik . . .	Igatpuri, 26·73; Nasik, 3·30; Sinnar, 2·44; Dindori, 2·75; Niphad, 3·23; Yeola, 1·79; Nandgaon, 2·30; Baglan, 1·02; Kalwan, 2·20; Peint, 8·83.	Sowing operations in progress. Transplantation going on in Igatpuri and Peint. Fever and dysentery prevalent in Sinnar. Cholera in Nasik, 4 attacks, 2 deaths; in parts of Nandgaon, 5 attacks, 1 death; and in Yeola, 40 attacks, 19 deaths. Small-pox also prevalent in Yeola to a slight extent. Public health in other talukas good. Prices stationary.
Colaba (Bombay) .	Rain every day; heavy on 6th and 8th; total of week, 9·69; total to date, 49·11, being 19·60 above average.	Average abnormal temperature 3° cool from 6th to 8th, 1° cool on 9th and 12th, and 2° cool on 10th and 11th. Vapour in air normal. Abnormal wind from west-north-west on 6th and 8th, and from west-south-west on all other days.
Poona	Copious rain in six talukas—maximum 20·27 in Pesha Mulshi, taluka Haveli, and minimum 1·15 in Sirur taluka; very slight in Indapur and Bhimthari talukas, being ·31 and ·54, respectively.	Transplantation of rice and sowing of *kharif* crops commenced in some talukas. In Khed, Purandhar, and Mawal talukas sowing is retarded, owing to excessive moisture, and in Sirur and Bhimthari for want of sufficient rain. Public health generally good. Small-pox in Haveli taluka. 69 cholera cases in Indapur, Purandhar, Bhimthari, and Haveli talukas, 34 fatal. *Bajri* 42 and *jowari* 53 pounds in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona city.
Ahmednagar . .	Sheogaon, 1·97; Akola, 1·95; Nagar, 1·70; Parner, 1·66; Karjat, 1·48; Newasa, 1·24; Jamkhed, 1·0; Shrigonda, ·72; Sangamner, ·64; Rahuri, ·54; and Kopargaon, ·41.	Sowing in progress in five talukas only. Cholera—attacks 545 deaths 224. *Bajri* 36 and *jowari* 51 pounds per rupee.
Sholapur . . .	Rain in all talukas—maximum in Barsi, 3·32 and minimum in Malsiras, ·22.	Sowing of *kharif* crops in progress. More rain wanted in Sangola, Malsiras, and Pandharpur talukas. Cholera here and there in the whole district, 710 cases, 308 fatal. Cattle-disease in Sholapur and Sangola talukas. *Jowari* 56$\frac{3}{16}$ and *bajri* 50$\frac{1}{8}$ pounds per rupee.
Dharwar . . .	Rain at all stations, varying from ·42 in Mundargi to 4·42 in Hangal.	Rice sowing completed in western talukas. Young plants healthy. Heavy rain required in Nawalgund, Gadag, and Ranibennur talukas for sowing *jowari*, which is progressing slowly elsewhere. Slight cholera in two villages of Ron taluka. *Jowari* 54 and rice 24 pounds per rupee.
Kanara . . .	Heavy rain below Ghâts; Karwar, 10·03; total 70·10; Ankola, 22·30; Kumpta, 21·21; Honawar, 21·10; Yellapur, 15·35; and Haliyal, 3·35.	Crops doing well. Weeding in progress. Common rice in Karwar and district average 11½ seers per rupee.
Rajkot . . .	7·88; total 12·39	Weather cloudy and windy. Public health generally good. Wheat 24, *bajri* 24, and *jowari* 30 pounds per rupee.
		General Remarks.—Good rain throughout the Presidency Proper and slight in Sind. River in Sind rising steadily, and agricultural prospects there are much improved. Sowing operations still continue in several districts, and transplantation commenced in parts of eight districts. Slight fever and cattle-disease in parts of nine, small-pox in parts of six, and cholera in parts of seven districts.
Bengal—(July 13th)		
Chittagong (July 13th)	4·91	Weather seasonable. Transplanting of rice completed. Cultivation for *aman* going on. Prices unchanged. Sporadic cholera reported.
Dacca	2·56	*Aman*, *aus*, and jute thriving. Rivers rising fast. Some loss has occurred by too rapid rise of rivers in lowlands. Public health good.
24-Pergunnahs (Calcutta).	9·85	Prospects favourable. All agricultural operations in progress. Public health generally good.
Khoolna . . .	1·02	Weather cloudy with rain. *Aman* lands being prepared. *Aus* rice doing well. Cattle-disease in Bagirhat. Public health good.
Moorshedabad . .	3·27	Rain at intervals. Sowing of *aman* almost over. Jute and sugarcane thriving well. Public health good.
Pubna	4·74	Prospects of crops good. Public health good. Rivers rising.
Dinagepore . . .	1·71	Weather hot and clear. Prospects of crops fair. Public health fair.
Rungpore . . .	·87	Weather hot. Crops doing well. Public health fair.
Midnapore . . .	6·23	Recent downpour most opportune.
Burdwan . . .	6·0	Prospects much improved by rain. Public health good.
Bhagalpur . . .	·84	Brighter weather has benefited *bhadoi* crop. Weeding still backward. Young rice damaged on lowlands within reach of Kosi floods, otherwise *marua* and rice prospects good. Transplanting in progress.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Purneah . . .	2·02	Crops, where not injured by excessive rain, promise well. Transplantation of *aghani* going on. Public health fair. River high.
Durbhanga . . .	5·38	*Bhadoi* sowings in progress. Rice prospects continue favourable. Transplantation of *marua* going on. Cholera abating.
Chumparun . . .	1·78	Transplantation of paddy in progress. *Bhadoi* crops coming up well. Indigo manufacture progressing. Cholera much diminished.
Patná	1·95	*Bhadoi* and paddy seedlings growing well. Sugarcane progressing. Public health generally good
Gya	3·57	*Bhadoi* and paddy being sown. Cholera, small-pox, and fever reported from different parts of the districts.
Hazareebagh . .	Ample rain everywhere.	Weather seasonable. Agricultural operations in full swing. All crops doing well. General health good.
Cuttack . . .	·77	Weather cloudy. Rice plants doing well. *Beali* being weeded. Price of rice unchanged. Public health good. Sporadic cholera reported.
		General Remarks.—Weather has been of ordinary monsoon character throughout the week, and rainfall has been fairly general in all districts. *Aus* rice and jute are promising, except in parts of the Rajshahye and Bhagalpur divisions, where they have been injured by excessive rain and floods. Transplanting of *aman* rice is going on, and *bhadoi* crops in Behar are being sown. General health is good.
N.-W. Provinces and Oudh—(July 13th)		
Benares (July 12th)	. . . .	Sufficient rain to improve *kharif* prospects and lower prices. Health good, except for a few cases of cholera. Slight cattle-disease in Sadr.
Ballia („ 11th)	Rain general; averaging 1·00	*Kharif* operations progressing. Supplies sufficient. Prices rising. Cholera still prevailing.
Gorakhpore („ „)	From ·80 to 1·00 at Sadr.	Prices slightly risen. Sporadic cholera continues.
Fyzabad („ 12th)	Averaging 1·00	*Kharif* sowings in progress. Markets well supplied. Cholera still prevalent.
Lucknow („ 11th)	From 1·10 to 2·90	Supplies sufficient. Prices steady. Cholera still reported in the district, a few cases occurred at Sadr also.
Rai Barelli („ „)	Rain general; averaging about 2·20	*Kharif* operations going on. Supplies abundant. Prices stationary. Cholera decreasing.
Partabgarh („ 12th)	. . . .	Rain continues. Rice sowings begun. Prices steady. Cholera prevalent.
Allahabad („ „)	From 1·10 to 3·40	Sowings in full swing. Market full. Prices slightly lower. Cholera decreasing everywhere.
Cawnpore („ „)	From 1·50 to 5·4 in all tahsils.	*Kharif* sowings in good condition. Prices almost stationary. Cholera continues.
Farakhabad („ „)	. . . .	Rain beneficial. *Kharif* sowings in progress, although somewhat retarded for want of rain. Supplies ample. Prices lowering. Cholera still continues in a mild form in two tahsils.
Sitapur („ „)	Good rain throughout the district.	*Kharif* sowings in progress. Prices remain steady. Cholera still prevalent in the river tracts of Biswan tahsil.
Bareilly („ „)	Rain somewhat scanty..	Sowings doing well. No further rise in prices. Health good.
Banda („ 11th)	Heavy showers throughout.	Ploughing and in places sowings have commenced. Supplies sufficient. Prices stationary. Cholera abating somewhat.
Kumaon („ 12th)	Rain almost every day.	*Kharif* crops making good progress. Prices stationary. Public health fair. Cholera on decrease. Cattle-disease continues in parts.
Agra („ 11th)	Rain general; average from ·90 to 6·20	*Kharif* operations in progress. Prices steady. Small-pox and cholera continue to be reported.
Jhansi („ „)	Rainfall good	Ploughing going on. Prices slightly falling. Cholera unabated. Some small-pox.
Meerut („ „)	Rain general; average from 2·50 to 6·00.	*Kharif* sowings in progress. Prices stationary. Health good.
		General Remarks.—General rain throughout the Provinces, and heavy in some districts. *Kharif* prospects good everywhere. Supplies ample, and prices show a tendency to fall. Public health generally fair. Cholera abating a little. Cattle-disease reported.
Punjab—(July 13th)		
Hissar (July 12th)	Good rain over district and on the east excessive.	Health good. Prices stationary. *Kharif* ploughing and sowing in progress.
Delhi . . .	2·30	Health good, but several cases of small-pox. Prices almost stationary. *Kharif* ploughings progressing.
Umballa . . .	6·54	Health fair. Prices stationary. *Kharif* sowings in progress.
Jullundur . . .	1·70	Health good. Prices stationary. *Kharif* sowings commenced.
Ferozepore . . .	·30	Health good. Prices stationary.
Amritsar . . .	·09	Health good. Prices rising. *Kharif* crops good.
Sialkot . . .	1·40	Health good. Prices stationary. *Kharif* ploughings general. Sowings only partial.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Lahore		Rain wanted. A few cases of cholera. Prices stationary. *Kharif* ploughing progressing.
Multan		Rain wanted. Health good. Prices almost stationary. *Rabi* crops below average. *Kharif* sowings nearly finished.
Rawalpindi	1·0	Health good. Prices stationary. *Kharif* sowings in progress.
Shahpur	Slight rain	More rain urgently wanted. Health good. Prices stationary.
Dera Ismail Khan	3·16	Health good. Prices almost stationary. *Kharif* ploughings commenced. Prospects improved.
Peshawar		Rain much wanted. Cholera prevalent. Prices almost stationary *Kharif* sowings in progress.
		General Remarks.—Rain has fallen in all districts, except Lahore, Mooltan, and Peshawar, where it is wanted. Health is fair in Umballa and good elsewhere. Several cases of small-pox in Delhi, and some of cholera in Lahore and Peshawar. Rinderpest has appeared among cattle in the Sún Valley of the Shahpur district. Prices almost stationary in Delhi, Mooltan, Dera Ismail Khan, and Peshawar, rising in Amritsar, and stationary elsewhere. *Rabi* crops below average in Mooltan and fodder scarce in Shahpur. *Kharif* ploughings have commenced in Sialkot and Dera Ismail Khan, and progressing in Hissar, Delhi, and Lahore. Sowings in progress in Hissar, Umballa, Rawalpindi, and Peshawar, and nearly finished in Mooltan. Crops good in Amritsar.
Central Provinces— (July 13th)		
Nagpur	5·47	Weather rainy. Sowings in progress. Health good. Prices stationary.
Jubbulpore	5·43	*Kharif* sowings in progress. Prospects favourable. Cholera decreasing. Prices steady.
Saugor		Weather cloudy and showery. *Kharif* sowings progressing Fever and cholera prevalent. Prices slightly rising.
Seoni	10·21	Weather cool. Sowings continue. 24 deaths from cholera. Prices steady.
Hoshangabad	5·66	Sowings continue. Isolated cases of cholera. Prices steady.
Khandwa	3·11	Weather cool. Rain abundant. Crops sprouting. Prospects good. Health fair. Prices steady.
Bilaspur		More rain wanted. Rice sowings nearly completed. *Kodo*, cotton, and *til* being sown. Health fair. Prices rising.
Raipur	1·60	Weather cloudy and cool. Sowings nearly completed. Rice thriving. Some small-pox. Prices rather lower.
Sambalpur		No report received.
		General Remarks.—Favourable rain everywhere, except in Bilaspur, where more is wanted Sowings progressing actively. Cholera in some districts. Prices generally steady.
Burma—(July 13th)		
Akyab (July 9th)	13·76 (Total rainfall to date 47·85).	Some cholera and cattle-disease in district. Ploughing progressing.
Bassein	0·99 (Total rainfall to date 33·64).	Some cattle-disease.
Rangoon	5·93 (Total rainfall to date 44·99).	
Amherst (Moulmein)	15·34 (Total rainfall to date 64·40).	Ploughing and transplanting progressing.
Tavoy	17·88 (Total rainfall to date 72·50).	Ploughing and sowing progressing.
Pegu	6·02 (Total rainfall to date 57·67).	One case of cholera.
Henzada	3·58 (Total rainfall to date 26·40).	Slight cattle-disease. Ploughing progressing.
Prome	2·41 (Total rainfall to date 12·08).	Some cases of cholera.
Toungoo	5·13 (Total rainfall to date 24·79).	Some cattle-disease.
Thayetmayo	2·36 (Total rainfall to date 7·72).	
Shewbo (July 2nd)	2·19 (Total rainfall to date 9·99).	
Myingyan	1·79 (Total rainfall to date 10·31).	Food-supply sufficient. Prices ordinary.
Mandalay	·74 (Total rainfall to date 15·29	Reaping of spring crops commenced. Food-supply sufficient. Prices rising.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Minbu	For fortnight, 3·36	Food-supply sufficient. Prices normal.
Yamethen	1·32	Spring crop harvest nearly over.
		General Remarks.—Health of Lower Burma generally good. Cattle-disease to some extent in Mergui, and slight in several other districts. Ploughing and sowing well advanced. Reports received from five Upper Burma districts. Health good and crop prospects satisfactory.
Assam—		
Gauhati (July 13th)	During week ending 12th July, '68.	Weather hot, with occasional rain. Public health fair. Malaria fever reported from Barpetá. Transplanting of *sáil* in progress.
Sylhet	3·86	*Aman* paddy in parts of the districts damaged by sudden rise of river, otherwise state and prospect of the crops good.
Cachar	5·05	Weather sultry. Nights rainy Reaping of *dumai* and *murali* and cultivation of *sáil* crops progresses. Common rice 15¼ seers per rupee. Prospects of tea good Health good.
Dibrugarh	2·70	Weather very hot. Transplanting of *sáil* progressing. *Ahu* being cut, outturn good. Tea and sugarcane doing well. Public health fair.
Mysore and Coorg— (July 13th)		
Bangalore	Rainfall good in Shimoga and in parts of Kadur district, slight in other parts, and wanted in Kadur taluk.	Standing crops in good condition. Prospects of season favourable. Public health generally good. Small-pox and cattle-disease prevalent in parts. Prices slightly risen in Kolar district and fallen in Tumkur district.
Mysore		
Mercara	11·61	Prospects of crops and health continue good.
Berar and Hyderabad— (July 13th)		
Amraoti	4·54	*Jowari* sowings suspended, owing to incessant rain. Cholera in places. Fever prevalent. Cattle healthy. Wheat 15 and *jowari* 26 seers per rupee.
Akola	6·81	Weather cloudy, with heavy rain. Cotton sowings nearly completed. *Jowari* being sown. Cholera still prevalent in the district. Cattle-disease slight.
Hyderabad	Average 1·53; total since 1st January, 7·20.	*Kharif* sowings progressing. Prospects favourable. Cholera and cattle-disease prevalent at some places. Prices—wheat 13, coarse rice 12½, white *juar* 18¼, yellow *juar* 22, and *tur* 14½ seers per current sicca rupee.
Central India States— (July 13th)		
Indore	4·43	Continual showers. A break wanted.
Morar (Gwalior)	5·51	Health and prospects good. Weather seasonable.
Sutna	10·13	Cholera less prevalent.
Neemuch	1·65	Weather cloudy. Health good.
Goona	1·23	Health good.
Agar	5·42	Prospects good Cholera continues in Sailana.
Sehore	5·75	Weather seasonable. Health good. Crops fair.
Nowgong	2·75	Weather cloudy. Prospects fair. Cholera in Behat, Dhuswai, and Pahra. Prices rising.
Bhopáwar	.....	No report received.
Rajputana (July 13th)		
Abu (July 13th)	9·14	Weather stormy and overcast.
Sirohi („ 10th)	1·78	Tanks filling; wells good. Health good. Crops being sown. Weather overcast and misty.
Marwar („ 9th)	Heavy rain in districts, ·86.	Little water brought into Jodhpur city tanks. Health good in city and improving in districts. Sowing general. Weather very cloudy. Prices stationary. Market easy.
Meywar („ „)	1·05	Water in tanks and wells increasing. Crops fair. Health fair. Prices rising. Weather seasonable.
Pertabgurh („ „)	3·89	Health good. Prices fluctuating. Weather occasionally cloudy.
Harowti („ „)	Deoli, 1·61; Tonk, 4·96	Weather cloudy. Sowings continue. Health good.
Jhallawar („ 10th)	4·78	Prospects and health good.
Ajmere („ 12th)	·98; Beawar, 3·25; Todgurh, 4·80.	Ploughing and sowing in progress. Cholera still in Ajmere and district, of 20 fresh cases in city, 13 were fatal. Wheat 23, barley 40, and gram 40 pounds per rupee.
Jeypore („ „)	. . . .	Agricultural operations in full progress. Some cholera in eastern districts.
Kerwolee („ 9th)	2·43	Tanks and wells filling. Sowing operations in progress. Cholera in city. Prices falling. Weather seasonable.
Dholepore („ „)	Average 4·02	Tanks and wells filling. Ploughing and sowing still going on. Health good. Prices low. Weather seasonable.
Bhurtpore („ 12th)	3·90	Sowing progressing. Health fair.
Ulwar („ „)	2·27	Sowing commenced. Cholera in three tahsils, otherwise health good.
Kotah („ 9th)	2·20	Health good. Prices falling.
Kherwara („ 10th)	2·40	Tanks and wells low. Indian corn sown. Rice hardly begun. Health good. Prices steady. Rains begun.
Bickanir („ 9th)	·45	Sowings commenced. Fever in three districts. Prices rising. Weather hot and cloudy.
Nepal—(July 8th)		
Katmandu (July 7th)	3·87	Weather seasonable. Prospects good. Transplanting of rice is finished.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 13th July, 1887.

During the past week (July 7th to 13th) both branches of the monsoon have been somewhat stronger, and brought up more rain than during the preceding seven days; but owing to unfavourable pressure conditions in Upper India, neither branch has extended properly into the Punjab, and the rainfall of that Province, though good in some districts, has been generally deficient, more especially in the Peshawar, Rawalpindi, and Derajat Divisions.

On the 7th very strong and steady westerly winds prevailed along the whole line of the West Coast, and extended inland over the Deccan and Central India. General rain in consequence prevailed over the Western and Central parts of India. On the following morning a further increase of force along the West Coast was registered, and at several places in Western India the wind was 50 per cent. stronger than usual in July. As a consequence, the rains depending on this current were not only generally heavier, but were more extensive than on the previous day. On the 9th conditions in the West were practically unchanged. On the 10th, though there was no change on the West Coast, the effect of the strong winds which had blown so continuously from the Arabian Sea during the previous three days was very marked over Central India, the Central Provinces, the Deccan, and Rajputana, where a steady monsoon current was giving general rain—in some places heavy. These conditions continued on the 11th, by which time the monsoon had penetrated as far as Meerut, Roorkee, and Umballa. On the 12th there occurred a slight contraction in the extent of the current, the Punjab being practically rainless. In other respects there was little alteration, large amounts of rain being registered over the Central parts of the country, especially so at Nowgong. On the 13th the monsoon again advanced north-westward. Heavy rain was reported from Rajputana and the south-east of the Punjab, and small amounts from Rawalpindi and Jullundur.

The Bay of Bengal current on the 7th was unusually feeble. Nevertheless, the rainfall due to it was fairly plentiful. General rain fell all the way up the Gangetic plain, and heavy showers in some places. On the 8th there was an increase in the force of the wind at the head of the Bay; but this increase did not extend far inland, so that in Upper India the winds were weak and unsteady. Most of the rainfall appeared to be directed towards Burmah and East Bengal, so that the rainfall of the Gangetic plain was light and unimportant. On the morning of the 9th conditions were similar to those on the 8th; but the increased strength of the wind had apparently carried the monsoon current further up the Gangetic Valley, and moderately heavy falls of rain had occurred in West Bengal, Chutia Nagpur, and Behar. At Mussoorie 11½ inches of rain had fallen during a thunderstorm. On the 10th a very rapid fall of the barometer was reported from West Bengal and Chutia Nagpur, and a well-marked depression had been formed over that region. This depression had occasioned a strong indraught of air from the Bay; and consequently strong monsoon winds were blowing across the Bengal Coasts. These winds gave the large amount of 7·27 inches of rain to Calcutta, and more or less rain over the whole Gangetic plain, more particularly over and near the hills. By the 11th the depression had reached the eastern districts of the North-Western Provinces, and was occasioning heavy rain over those Provinces and the south-east of the Punjab. The 12th showed that the depression mentioned on the 10th and 11th had advanced as far west as Jhansi, and that a new depression was forming over East Bengal. The latter depression had advanced as far as Jessore by the morning of the 12th, and, like its predecessor, was moving steadily westward. Along the path of these depressions the rainfall has been steadily heavy, with strong winds and squalls.

The upper part of the Punjab has, so far, been outside the range of the monsoon currents; and though the air has been moist, and the weather close

and oppressive, the amount of rain has been very slight, and the seasonal fall shows a serious deficiency. At Peshawar there has not been a drop of rain since the commencement of the monsoon season.

The following table gives (1) the total amount of rain for the period June 1st to July 13th; (2) the average for the same period; and (3) the difference from the average of the present season's rainfall:

Stations.	Total Rainfall since June 1st, 1887.	Average Rainfall, June 1st to July 13th.	Difference.
Akyab ...	36·85	66·66	—29·81
Saugor Island ...	15·54	17·30	— 1·76
Calcutta ...	18·80	16·81	+ 1·99
Dhubri ...	36·01	32·86	+ 3·15
Purneah ...	20·77	17·89	+ 2·88
Gya ...	9·23	10·05	— 0·82
Allahabad ...	7·33	7·72	— 0·39
Meerut ...	6·63	6·00	+ 0·63
Delhi ...	9·60	6·71	+ 2·89
Lahore ...	3·34	3·59	— 0·25
Peshawar ...	.....	0·40	— 0·40
Cochin ...	42·65	42·95	— 0·30
Ratnagiri ...	64·37	48·17	+16·20
Bombay ...	49·03	29·85	+19·18
Poona ...	10·75	7·87	+ 2·88
Surat ...	17·00	14·40	+ 2·60
Khandwa ...	13·66	9·97	+ 3·69
Nagpur ...	18·47	13·81	+ 4·66

The temperature of the week has been slightly above the average in the Punjab, but below it elsewhere; while the humidity variations have been exactly the opposite.

The concluding table gives the total rainfall of the past week for the different Provinces:

Divisions.	No. of Stations.	Total Rainfall.
Burmah ...	6	65·13
Bengal and Assam ...	16	60·65
North-Western Provinces and Oudh ...	9	29·18
Punjab ...	6	12·59
Hill Stations ...	5	33·83
Ceylon ...	2	0·31
Malabar Coast ...	5	26·81
Bombay ...	9	49·98
Berars and Central Provinces ...	10	61·90
Guzerat and Central India ...	6	32·91
Sind—Rajputana ...	4	16·57
Madras ...	12	9·32

W. L. DALLAS,

SIMLA, *15th July, 1887.* for *Meteorological Reporter to the Government of India.*

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. X OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 12th June, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 11th June, 1887. Total.	Per mile open.	Total Receipts from 1st April, 1886, to 12th June, 1886. Total.	Per mile open per week.	Total Receipts from 1st April, 1887, to 11th June, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	Lines worked by Guaranteed Companies.												
18th June, 1887	Oudh and Rohilkhand	680	1,43,656	211	686	1,24,246	181	17,11,854	241	15,83,326	224	...	1,28,528
25th ditto	Madras	861	1,56,108	181	831	1,41,938	171	15,86,287	177	16,38,788	191	52,501	...
18th ditto	South Indian	654	1,01,881	156	654	1,07,642	165	10,29,342	151	10,41,014	155	11,672	...
25th ditto	Great Indian Peninsula	1,504	7,90,003	525	1,504	10,68,872	711	1,08,35,962	691	1,17,36,405	758	9,00,443	...
25th ditto	Bombay, Baroda and Central India	461	3,35,999	729	461	2,88,000	625	38,18,478	794	35,84,263	756	...	2,34,215
	TOTAL	4,160	15,27,647	367	4,136	17,30,698	418	1,89,81,923	438	1,95,83,796	460	6,01,873	...
	State Lines worked by Guaranteed Companies.												
Last 12 days of June, 1887.	East Indian	1,515	9,77,934	646	1,519	9,04,682	596	1,06,33,370	673	1,02,11,209	653	...	4,22,161
Ditto	Patna-Gya	57	5,154	90	57	8,506	149	1,05,892	177	98,736	168	...	7,156
Ditto	Dildarnagar-Ghazipur	12	1,493	124	12	1,006	84	14,722	118	12,213	99	...	2,509
Ditto	Sindia	75	7,576	101	75	9,092	121	78,750	101	91,527	119	12,777	...
25th June, 1887	Rajputana-Malwa (*a*)	1,664	4,59,267	276	1,664	3,73,000	224	42,47,485	245	38,63,774	226	...	3,83,711
25th ditto	Southern Mahratta	315	38,512	122	671	71,279	106	3,66,381	111	6,59,172	103	2,92,591	...
Last 12 days of June, 1887.	Indian Midland	42	2,997	71	42	3,513	84	24,869	57	45,397	105	20,528	...
25th June, 1887	Lucknow-Sitapur-Sihramau	...	...	...	85	4,610	54	...	...	43,123	53	43,123	...
	TOTAL	3,680	14,92,933	406	4,125	13,75,688	333	1,54,71,669	403	1,50,25,151	359	...	4,46,518
	State Lines worked by Government.												
18th June, 1887	Eastern Bengal (*b*)	606	1,35,824	224	645	1,27,330	197	14,34,667	227	14,02,188	211	...	32,479
Last 12 days of June, 1887.	Nalhati	27	2,768	103	27	1,700	63	18,892	67	19,641	71	749	...
18th June, 1887	Tirhoot	246	44,554	181	249	35,083	141	3,53,464	138	3,81,482	149	28,018	...
25th ditto	Wardha Coal	45	13,561	301	45	15,512	345	1,66,074	354	1,80,995	391	14,921	...
Last 5 days of June, 1887.	Nagpur and Chhattisgarh	149	27,993	188	149	31,420	211	4,47,809	288	4,53,004	295	5,195	...
18th June, 1887	Burma	327	44,280	135	327	54,794	167	5,12,785	150	6,43,903	191	1,31,118	...
30th April, 1887	Cherra-Companyganj	...	...	...	...	... (*c*)	...	...	..	(*d*) 276	8	276	...
Last 5 days of June, 1887.	North-Western (*e*)	1,869	5,74,309	307	2,083	4,73,552	227	54,59,278	280	45,36,086	212	...	9,23,192
18th June, 1887	Bareilly-Pilibheet	36	1,811	50	36	1,673	46	21,364	57	20,469	55	...	895
18th ditto	Jorhat	26	991	38	26	1,019	39	6,279	23	9,408	35	3,129	...
25th ditto	Bilaspur-Etawa (Kutni-Umaria Section)	...	...	...	38	2,501	66	...	...	15,691	40	15,691	...
	TOTAL	3,331	8,46,091	254	3,625	7,44,584	205	81,20,612	242	76,63,143	205	...	7,57,469
	GRAND TOTAL (GUARANTEED AND STATE)	11,171	38,66,671	346	11,886	38,50,970	324	4,28,74,204	368	4,22,72,090	347	...	6,02,114
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	1,83,79,180	158	(*f*)1,80,91,507	149	...	...
	NET RECEIPTS	...	...	...	...	...	...	2,44,95,024	210	2,41,80,583	198	...	3,14,441
	Assisted Companies.												
18th June, 1887	Bengal Central	125	20,120	161	125	11,650	93	1,20,997	93	1,24,944	97	3,947	
18th ditto	Rohilkhand-Kumaon	67	6,189	92	67	5,674	85	76,252	109	75,533	109	...	
18th ditto	Dibru-Sadiya (late Assam)	78	6,440	83	78	8,420	108	72,361	89	88,809	111	16,448	...
18th ditto	Bengal and North-Western	303	46,316	153	376	53,150	141	4,58,215	145	5,29,592	137	71,377	...
Last 12 days of June, 1887.	Tarakessur	22	6,134	279	22	5,058	230	62,697	273	61,048	270	...	1,649
	TOTAL	595	85,199	143	668	83,952	126	7,90,522	127	8,79,926	128	89,404	...
	Native States.												
25th June, 1887	Bhavnagar-Gondal	193	26,802	139	193	18,338	95	3,05,724	152	3,18,509	160	12,785	...
25th ditto	Jodhpore	64	3,719	58	124	5,700	46	43,624	65	76,870	60	33,246	...
18th ditto	Nizam's	208	23,174	111	208	32,419	156	2,51,276	116	3,43,741	161	92,465	...
25th ditto	Mysore	140	9,000	64	140	10,297	74	86,150	59	97,300	68	11,150	...
Last 5 days of June 1887.	Rajpura-Patiala	16	1,426	89	16	1,331	83	14,489	87	11,833	72	...	2,656
25th June, 1887	Morvi	24	1,830	76	68	3,155	46	15,161	60	44,733	64	29,572	...
	TOTAL	645	65,951	102	749	71,240	95	7,16,424	107	8,92,986	116	1,76,562	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla, and Assam-Behar Railways.
(*c*) Return not received.
(*d*) Total Receipts from 1st to 30th April, 1887.
(*e*) Includes the Amritsar-Pathankot Railway.
(*f*) Calculated on percentage used for the corresponding period of 1886.

SIMLA,
The 14th July, 1887.

JAMES RAMSAY,
Offg. Under-Secretary.

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SUPPLEMENT TO

The Gazette of India.

No. 30.} CALCUTTA, SATURDAY, JULY 23, 1887.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

GENERAL RULES FOR WORKING THE IMPERIAL AND PROVINCIAL STATE RAILWAYS AND OTHER RAILWAYS.

No. 789R.T., dated Simla, 2nd July 1887.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Section 8 of Act IV (the Indian Railway Act) of 1879.

Public Works Department Notification No. 299, dated 13th September 1880, publishing the General Rules for all Railways in India and Public Works Department Circular No. 17 Railway, dated 21st August 1880.

Public Works Department letter No. 1062 R.T., dated 20th October 1886.

Read also—

Docket by the Consulting Engineer to the Government of India for State Railways, Lucknow, No. 1461, dated 4th November 1886, and enclosure, letter from the Agent, Oudh and Rohilkhand Railway Company, No. 6133, dated 3rd November 1886.

Letter from the Chief Commissioner of the Central Provinces, No. 7305, dated 18th November 1886, and enclosures, letters from the Managers, Wardha Coal and Bilaspur-Etawah State Railways, Nos. $\frac{19\text{-}56}{2646}$M.W. and 4425, respectively, dated the 4th and 5th November 1886.

Letter from the Chief Commissioner of Burma, No. 6936, dated 16th November 1886, and enclosure, letter from the Manager and Engineer-in-Chief, Burma State Railway, No. 4833-12 W.R., dated the 12th November 1886.

A

Letter from the Chief Commissioner of Assam, No. 4592, dated 20th November 1886, and enclosures, letters from the Managers, Jorhat and Cherra-Companyganj State Railways, Nos. 1768 and 146 respectively, dated the 8th and 15th November 1886.

Letter from the Government of the North-Western Provinces and Oudh, No. 1772E.—R., dated 23rd November 1886, and enclosure, letter from the Agent and Chief Engineer, Rohilkhand and Kumaon Railway Company, Limited, No. 1307R.K.T., dated the 12th November 1886.

Letters from the Government of Bengal, Nos. 1598 and 1686R., dated 24th November and 7th December 1886, respectively, and enclosures, letters from the Managers, Northern Bengal, Tirhoot, Dacca and Nalhati State Railways, Nos. 482, 9321, 642C. and 4348, respectively, dated the 12th, 13th and 19th November and 3rd December 1886.

Dockets by the Director General of Railways, Nos. 1016 and 1114T., dated respectively the 1st and 28th December 1886, and 49T., dated the 20th January 1887, and enclosures, letters from the Manager, North-Western Railway, Agent and Chief Engineer, Bengal and North-Western Railway Company, Limited, Manager, Nagpur-Chhattisgarh State Railway, Manager, Eastern Bengal State Railway, Agent and General Manager, Assam Railways and Trading Company, Limited, Agent and Chief Engineer, Bengal Central Railway Company, Limited, Nos. 1006 D.G.R., 16114, $\frac{2-8\ M.}{5102}$, 597 D.G.R., and 6123 M. respectively, dated the 11th, 13th, 15th and 19th November and 11th December 1886, and No. 92E., dated 13th January 1887.

Letter from the Government of Bombay, No. 218, dated 26th January 1887, and enclosures, Memo., dated 15th January 1887, from the Agent, Bombay, Baroda and Central India Railway Company.

Letter from Resident in Mysore, No. $\frac{230}{756}$, dated 25th January 1887, and enclosure, letter from the Agent, Southern Mahratta Railway Company, No. $\frac{2107}{341}$, dated 11th January 1887.

Docket by the Consulting Engineer to the Government of India for Guaranteed Railways, Calcutta, No. 614, dated 10th March 1887, and enclosure, letter from the Agent, East Indian Railway Company, No. 289/G., dated 1st March 1887.

OBSERVATIONS.—In accordance with the provisions of section 8 of the Indian Railway Act IV of 1879, as in force in British India and in the dominions of Princes and States in India in alliance with Her Majesty the Railway Administrations noted in the margin have applied that the General Rules for Indian Railways which have received the sanction of the Governor General in Council, and were published in the *Gazette of India*, dated 18th September 1880, may be applied to the respective Railways specified in the margin, worked by them, with the exception of rules 342 and 343, which they request to be altered as follows:—

The Oudh and Rohilkhand Railway Company.
The Managers, Wardha Coal and Bilaspur-Etawah State Railways.
The Manager and Engineer-in-Chief, Burma State Railway.
The Managers, Jorhat and Cherra-Companyganj State Railways.
The Rohilkhand and Kumaon Railway Company, Limited.
The Managers, Northern Bengal, Tirhoot, Dacca and Nalhati State Railways.
The Manager, North-Western Railway; the Bengal and North-Western Railway Company, Limited; the Managers, Nagpur-Chhattisgarh and Eastern Bengal State Railways and the Assam Railways and Trading Company, Limited.
The Bombay, Baroda and Central India Railway Company.
The Southern Mahratta Railway Company.
The East Indian Railway Company.

Lucknow-Sitapur-Sitamau State Railway, worked by the Oudh and Rohilkhand Railway Company.
Wardha Coal and Bilaspur-Etawah State Railways.
Burma State Railway.
Jorhat and Cherra-Companyganj State Railways.
Rohilkhand-Kumaon Railway and Bareilly-Pilibhit State Railway, worked by the Rohilkhand and Kumaon Railway Company, Limited.
Northern Bengal, Tirhoot, Dacca and Nalhati State Railways.
North-Western Railway and lines worked by the Director of that Railway, Bengal and North-Western Railway, Nagpur-Chhattisgarh State Railway, Eastern Bengal State Railway, Bengal Central Railway and Dibru-Sadiya Railway.
Rajputana-Malwa, Rewari-Ferozepore and Cawnpore-Achnera State Railways.
Mysore State Railway.
Scindia State Railway, Patna-Gya State Railway, Dildarnagar-Ghazipur State Railway, and Tarakessur Railway.

No. 342.—No engine or train shall be moved from any station until the Driver has in his possession a "Line Clear," "Caution Message," or other permission written on the authorized form showing that he can proceed to the next station. The Driver is to receive this written permission from no other person than the Guard of his own train, or from the Station Master, or from one of the Station Staff duly authorized for such duty; but on all occasions when the Guard does not personally deliver the permission to the Driver, it must be countersigned by the Guard before delivery to the Driver. The Driver must also receive from the Guard the usual starting signal before moving.

When a train is arranged to run through a station without stopping, the written permission to proceed to the next station may be handed to the Driver direct by the Station Master or other authorized person of the Station Staff, and a duplicate of it handed to the Guard in the same manner.

No. 343.—The Station Master, or other authorized person of the Station Staff, is to hand the written permission to the Guard, who must satisfy himself that it is properly filled up and dated with the time added, and is signed in full and in ink, and that it applies to the particular train or engine for which it is given and received before handing it to the Driver. The Driver must also satisfy himself on these points before starting.

This written permission is never to be given to the Driver until the train is to start; and when waiting to pass another train, it must not be given to the Driver until the whole of such other train has come in and is clear of the points.

When a train is not timed to stop at a station, and the written permission is handed both to the Driver and Guard of the train, the Station Master will be held wholly responsible that it applies to the particular train or engine for which it is given, and that it is properly filled up and dated, with the time added, and is signed in full and in ink.

RESOLUTION.—With Rules 342 and 343 altered as proposed, and with the exception of section XVII which refers to the working of a single line of railway on the system termed in Rule 3 of the said Rules "Train Despatching," the Governor General in Council is pleased, under section 8 of the said Act, to sanction the application to the Railways noted in the margin of the observations above, of the General Rules for Indian Railways, published in the *Gazette of India*, dated 18th September 1880.

ORDER.—Ordered, that the General Rules which have already been published in the *Gazette of India* be further notified to the railway servants and the public, by a copy thereof with the exception and alteration noted, and of this Resolution, being kept open to inspection, free of any charge, in the office of the Station Master of every station on the said railways.

Ordered also, that this Resolution be communicated to the Local Governments, Administrations and Officers noted in the margin, for information and guidance, and that it be published in the *Gazette of India*.

The Governments of Bombay, Bengal and the North-Western Provinces and Oudh.
The Chief Commissioners of the Central Provinces, Assam and Burma
The Director General of Railways.
The Consulting Engineers to the Government of India for Guaranteed Railways, Calcutta and Lucknow.

R. C. B. PEMBERTON, *Colonel, R.E.*,
Secretary.

Documents accompanying.

Nil.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF JUNE 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
		Quantities per Rupee in seers of 80 tolas.													Average Wages per Month.		
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Able-bodied Agricultural Laborer.	Syce or Horse-keeper.	Common Mason, Carpenter or Blacksmith.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	R a. p.	R a. p.	R a. p.
Madras.	Ganjam	10 5	...	14 10	15 8	...	...	29 5	...	...	...	...	215 13	13 13	...	...	...
	Vizagapatam	14 0	...	9 0	10 3	23 13	23 13	22 3	...	...	...	...	93 5	14 0	...	...	...
	Godavery	9 0	...	13 14	15 0	23 0	19 6	25 8	...	...	...	...	243 0	12 8	...	...	...
	Kistna	7 8	...	13 14	14 14	19 0	...	31 5	...	...	...	...	145 13	15 0	...	...	...
	Nellore	9 0	...	12 14	14 0	26 14	...	29 2	...	...	...	...	93 5	14 13	...	...	...
	Cuddapah	12 8	...	13 3	14 14	23 11	...	28 8	...	...	...	...	140 0	14 6	...	...	...
	Anantapur	11 8	...	12 13	15 2	31 14	22 10	32 0	...	...	...	...	77 13	13 2	...	...	...
	Bellary	15 6	...	12 5	13 8	27 13	26 5	33 14	...	...	...	...	97 3	12 8	...	...	...
	Kurnool	12 11	...	12 2	12 14	30 2	25 0	...	...	...	...	...	114 6	12 13	...	...	...
	Madras	10 10	...	11 3	13 6	23 0	23 2	27 13	...	...	...	...	86 5	14 10	...	...	...
	Chingleput	...	...	13 8	15 14	...	21 2	26 0	...	...	...	...	97 3	13 10	...	...	...
	North Arcot	10 3	...	13 2	14 2	...	...	34 3	...	...	...	...	140 0	13 5	...	...	...
	South Arcot	9 6	...	13 14	15 5	...	24 10	25 6	...	...	...	...	201 11	14 6	...	...	...
	Tanjore	10 5	...	14 14	...	...	26 2	29 6	...	...	...	...	166 3	13 13	...	...	...
	Trichinopoly	...	...	14 6	15 3	...	25 6	28 13	...	...	...	...	133 10	14 10	...	...	...
	Madura	10 14	...	13 14	14 6	30 13	23 8	29 8	...	...	...	...	128 13	15 0	...	...	...
	Tinnevelly	9 14	...	11 14	12 6	...	...	...	...	...	...	...	70 0	16 8	...	...	...
	Coimbatore	13 14	...	13 8	14 8	22 10	25 6	26 3	...	...	...	...	121 8	12 11	...	...	...
	Nilgiris	10 11	...	10 6	12 0	21 10	19 10	20 14	...	...	...	...	161 13	10 2	...	...	...
	Salem	11 0	...	11 3	15 0	29 2	26 3	30 13	...	...	...	...	186 10	14 10	...	...	...
	South Canara	8 2	...	13 10	16 0	...	...	21 13	...	...	...	...	121 8	15 0	...	...	...
	Malabar	8 10	...	13 13	14 10	...	...	22 10	...	...	...	...	155 8	13 8	...	...	...
Bombay.	Bombay	10 3	17 5	7 2	11 4	18 14	13 15	15 5	16 5	14 7	16 15	9 0	67 1	14 6	11 0 0	9 8 0	32-8 to 45-8
	Daskrohi	10 8	20 0	6 8	11 0	15 0	15 0	...	...	15 0	20 0	10 0	80 0	16 8	7 8 0	10 0 0	25 0 0
	Kaira	11 0	21 4	8 8	11 6	16 12	13 2	18 4	...	16 0	...	10 0	80 0	16 0	7 8 0	7-0 to 9-0	9-6 to 15-0
	Surat	12 0	16 0	8 0	10 0	15 0	14 0	...	...	14 0	...	10 0	80 0	16 0	5-0 to 8-0	8-0 to 10-0	15-0 to 25-0
	Broach	12 0	...	8 0	11 0	13 0	14 0	...	...	15 2½	...	16 0	120 0	14 2½	...	...	...
	Tanna (Salsette)	9 12	...	8 3	10 0	16 13	14 6	...	...	12 5	...	8 0	71 2	13 5	...	...	...
	Colába (Alibag)	8 9	...	7 4	11 4	...	13 0	...	...	12 7	...	8 2	90 0	14 0	...	...	...
	Khandesh (Dhulia)	13 8	...	7 8	9 6	22 5	18 12	...	14 8	14 5	...	10 8	131 0	13 4	6-0 to 7-0	7-0 to 9-0	12-0 to 20-0
	Násik	13 12	...	10 8	12 0	...	17 8	22 8	...	17 14	...	9 10	106 8	16 8	6 0 0	9 0 0	15-0 to 25-0
	Ahmednagar	12 6	...	8 1	9 1	23 9	16 5	...	...	19 4	...	15 11	86 12	14 4	7 8 0	10 0 0	22-8 to 25-0
	Poona (City)	11 8	9 0	9 3	10 7	23 15	18 6	16 6	...	17 4	...	14 10	60 13	13 14	...	...	...
	Sholápur	15 6	17 6	10 7	11 5	24 2	22 15	...	21 2	20 5	...	16 9	80 0	13 0	6 8 0	9 0 0	20-0 to 25-0
	Bijapur	15 13	13 7	7 1	9 12	28 9	29 6	...	...	19 4	...	18 9	80 0	12 3	8 0 0	7 0 0	20 0 0
	Satara	12 0	...	9 9	...	20 0	20 11	...	...	18 3	...	15 2	116 8	14 9	...	...	...
	Belgaum	17 0	11 0	10 8	11 0	22 0	23 0	28 0	...	16 0	...	15 0	64 0	13 0	8 8 0	7 8 0	19-8 to 22-8
	Dharwar (Hubli)	16 0	...	10 0	11 0	25 0	21 0	38 0	...	19 0	...	12 0	80 0	9 0	8 0 0	6 0 0	15-0 to 18-0
	Ratnágiri	9 4	...	10 11	11 5	15 10	14 1	16 7	...	15 6	...	11 9	120 0	12 15	7 8 0	7 8 0	15 0 0
Bom.	Karwar	11 0	...	7 0	11 4	17 8	16 0	17 8	12 0	14 0	...	11 8	213 5½	11 8	8 7 0	9 0 0	18-12 to 22-8
	Panch Mahals (Godhra)	9 0	...	8 0	11 5	...	16 0	20 0	...	17 7	24 0	11 5	160 0	16 0	...	...	...
	Aden	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Asirgarh Cantonment	13 8	...	9 0	11 0	18 15	22 0	...	19 0	17 0	...	10 0	160 0	11 0	...	...	...
	Baroda Camp (Sadar Bazar)	8 9	13 11½	6 13½	8 9	14 4½	13 2½	15 7	...	15 2½	...	10 13½	80 0	13 2½	7 8 0	7 0 0	22 8 0
	Disa Cantonment	11 13	...	8 0	9 2	19 12	18 15	...	...	15 12	...	10 4	150 0	14 0	5 10 0	7 0 0	18 12 0
	Nimach Cantonment	13 8	17 0	8 0	10 0	23 0	16 0	...	...	18 0	22 0	13 0	180 0	14 0	...	...	...
	Nasirabad Cantonment	14 8½	21 0	7 0	8 0	23 5½	16 0	...	10 0	20 15	22 0	12 9½	90 0	15 8	6-0 to 7-0	6-0 to 9-0	10-0 to 15-0
	Rajkot Station	11 8	...	6 8	9 0	14 0	11 8	...	...	12 0	...	7 12	80 0	40 0	10 0 0	8 0 0	15-0 to 22-8
	Upper Sind Frontier	12 0	16 0	10 0	16 0	24 0	22 0	...	...	12 0	...	11 8	160 0	13 0*	8 0 0	10 0 0	30 0 0
	Karachi	12 0	18 0	8 0	14 0	18 0	17 0	†	†	15 0	14 0	8 0	105 0	16 0	8-0 to 15-0	12-0 to 15-0	30-0 to 40-0
	Haidarabad (Gidu Bunder)	12 8	19 8	8 8	19 8	20 8	18 0	...	...	17 8	...	...	120 0	14 8	12 0 0	8 0 0	30 0 0
	Shikarpur	11 0	16 0	10 0	15 8	19 0	22 0	...	...	15 0	...	10 8	140 0	13 8	...	...	...
	Sukkur	13 8	19 0	10 0	16 0	21 0	20 8	...	...	16 8	...	11 8	120 0	14 0	...	...	...
	Thar & Parkar (Umarkot)	16 0	...	...	15 0	...	20 11	...	...	...	...	...	160 0	14 12	8-0 to 12-0	10 0 0	19-0 to 39-0
Bengal.	*Western Districts.*																
	Burdwan	13 6	...	18 0	23 4	...	...	...	...	25 0	...	26 10	120 0	13 5*a*	8 0‡	6 8	10-0 to 15-0
	Bankoora	16 0	20 0	19 0	22 13	...	...	...	...	19 8	35 0	21 0	280 0	12 8*b*	...	...	...
	Beerbhoom	18 0	...	18 0	22 8	...	...	...	...	26 8	...	15 0	160 0	12 12*c*	4-0 to 6-0	5 0	7-8 to 10-0
	Midnapore	16 0	...	21 0	23 8	...	...	...	...	20 0	...	13 4	155 0	13 0*d*	6 0	6 0	7-8 to 9-0
	Hooghly	15 0	...	10 0	18 0	...	...	...	...	20 0	...	14 0	120 0	13 8*e*	7 8	5 0	10-0 to 20-0
	Howrah	14 0	...	13 8	20 0	...	...	...	...	20 8	...	13 0	90 0	2 8	7-8 to 15-0	7 0	12-0 to 25-0
	Central Districts.																
	Calcutta	14 4	20 4	9 8	19 2	21 0	16 4	...	16 4	19 12	21 0	18 4	80 0	13 0	12 0	7 0	15 0
	24-Pergunnahs	14 0	26 4	8 0	18 4	...	...	...	20 0	22 8	...	15 0	90 0	13 0*e*1	10 0	6 0	15-0 to 20-0
	Nuddea	16 0	35 8	16 0	19 3	...	...	...	...	29 0	...	20 0	...	11 10½*f*	6 0	6 0	7-8 to 15-0
	Khoolna	...	...	18 0	21 0	...	...	...	...	16 0	...	...	160 0	10 8*g*	9-0 to 15-0	6-0 to 8-0	10-0 to 16-0
	Jessore	16 0	...	16 0	22 0	...	...	...	...	26 8	...	23 0	100 0	10 12*h*	...	...	...
	Moorshedabad	16 0	...	16 0	21 0	...	...	...	...	29 0	...	21 0	130 0	12 0*i*	5 0	5 0	7 8
	Dinagepore	10 12	19 0	16 12	21 0	...	...	...	...	22 3	...	7 8	160 0	12 4	7 8	6-0 to 8-0	10-0 to 15-0
	Rajshahye	16 8	45 0	17 4	18 12	...	...	...	...	28 2	...	16 4	240 0	12 0*j*	6-0 to 7-0	5-0 to 6-0	10-0 to 14-0
	Rungpore	18 12	...	15 8	18 12	...	...	...	...	20 0	...	8 10	120 0	10 5*k*	...	...	...
	Bogra	15 0	...	13 8	21 0	...	...	...	...	19 13½	...	...	90 0	10 8	6-0 to 7-8	5-0 to 7-0	10-0 to 20-0
	Pubna	19 0	...	8 0	20 0	...	...	...	...	32 0	...	21 0	200 0	12 0*k*1	6-0 to 7-8	5-0 to 6-0	12-0 to 20-0
	Darjeeling	9 0	11 0	5 0	13 0	...	...	12 0	...	11 0	26 0	8 0	120 0	9 0*l*	6 0	7-8 to 9-0	12-0 to 22-0
	Jalpáiguri	12 0	20 0	13 0	22 0	...	...	...	...	16 2	20 0	12 0	128 0	11 0*m*	7 8	8 0	15-0 to 25-0
	Eastern Districts.																
	Dacca	14 0	22 0	16 0	18 0	...	...	...	...	16 0	...	17 0	120 0	12 0*o*	5-8 to 8-0	8 0	8-0 to 20-0
	Furreedpore	24 0	26 0	17 0	20 0	...	...	...	...	24 0	...	20 0	120 0	12 0*p*	7 0	7 0	12-0 to 15-0
	Backergunge	...	...	17 0	20 0	...	...	...	...	16 0	...	14 0	120 0	...*q*	8 0	6 0	10-0 to 15-0
	Mymensingh	13 4	...	14 8	17 0	...	...	...	...	17 8	...	20 0	...	12 0*r*	7-0 to 10-0	6-0 to 7-0	12-0 to 30-0
	Chittagong	16 0	...	12 0	16 9	...	...	...	...	14 0	...	9 0	80 0	10 0	...	...	...
	Noakholly	...	...	18 0	20 0	...	...	...	...	13 0	...	...	...	9 0*s*	7-0 to 8-0	5-0 to 7-0	8-0 to 15-0
	Tipperah	11 6	...	15 0½	17 1	...	...	...	...	16 0	...	9 13	...	11 8*t*	...	...	...
	Chittagong Hill Tracts	...	...	11 7	12 5	...	...	...	...	...	...	...	320 0	8 0	9 6 0	...	...
	Hill Tipperah	12 0	...	10 0	14 0	...	...	...	...	12 0	...	16 0	...	11 0	8 0 0	6 0 0	15 0 0

* In common use.

† Are unprocurable.

‡ This is the occasional and not the permanent rate.

a In sub-divisions retail prices of salt per rupee were:—Culna 12 seers, Cutwa 13 seers, and Raneegunge 12-2 seers.
b In Bishenpore sub-division retail price of salt 12 seers per rupee.
c In Rampore Haut sub-division retail price of salt 12 seers per rupee.
d In sub-divisions retail prices of salt per rupee were:—Tumlook 11 seers, Ghattal 13-4 seers.
e In sub-divisions retail prices of salt per rupee were:—Serampore 13 seers, and Jehanabad 13-8 seers.
*e*1 In sub-divisions retail prices of salt per rupee were:—Baraset 12|seers, Bussirhat 13 seers, Diamond Harbour (at Magrahat) 10-8 seers, Barrackpore 12-12 seers, and Dum-Dum 11 seers.
f In sub-divisions retail prices of salt per rupee were:—Kooshtea and Meherpore 12 seers, Chooadanga 11-8 seers, and Ranaghat 10-14 seers.
g In Satkhira and Bagirhat sub-divisions retail price of salt 11 seers per rupee.
h In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, Magoora 10-12 seers, and Bongong 13 seers.
i In sub-divisions retail prices of salt per rupee were:—Lalbagh 12 seers, Jungipore and Kandi 12-8 seers.
j In Nattore sub-division retail price of salt 12 seers per rupee.
k In sub-divisions retail prices of salt per rupee were:—Kurigram and Nilphamari 13 seers, and Gaibanda 9-12 seers.
*k*1 In Serajgunge sub-division retail price of salt 12 seers per rupee.
l Retail price of salt at Kurseong 8 seers, and Silliguri 10 seers per rupee.
m In Alipore sub-division (at Fallacotta) retail price of salt 10 seers per rupee.
o In sub-divisions retail prices of salt per rupee were:—Manshigunge 10-12 seers, Naraingunge 11-4 seers.
p In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers and Madaripore 12-8 seers.
q In sub-divisions retail prices of salt per rupee were:—Patuakhali 9-9 seers, Perozepore 11 seers, and Bhola 10-8 seers.
r In sub-divisions retail prices of salt per rupee were:—Kishoregunge 9-2 seers, Attea 12 seers, Jamalpore 10-10 seers, and Sherpore 1 seers and Netrokona 9 seers.
s In Fenny sub-division (at Panchgatchia) retail price of salt 9 seers per rupee.
t In sub-divisions retail prices of salt per rupee were:—Brahmunberiah 11 seers, and Chandpore 11-8 seers.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF JUNE 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
		Quantities per Rupee in seers of 80 tolas.													Average Wages per month.		
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chena, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter, or Blacksmith.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	R a. p.	R a. p.	R a. p.
Bengal—*continued.*	*Behar.*																
	Patna	18 0	28 0	11 8	21 0	26 0	26 0	26 0	24 0	30 0	25 0	25 0	120 0	11 12	4-0 to 5-0	4-8 to 5-0	6-0 to 8-0
	Gya	16 0	35 0	9 8	18 8	...	...	...	17 0	28 8	...	23 0	100 0	11 0	2-8 to 3-0	3-0 to 5-0	6-0 to 8-0
	Shahabad	15 0	30 0	8 0	17 0	...	...	...	...	28 0	...	16 0	160 0	12 0*u*	...	...	...
	Durbhunga	17 8	28 0	12 0	18 0	...	...	30 0	...	25 0	27 8	20 0	176 0	11 8*v*	2-12 to 5-0	3-0 to 5-0	3-12 to 9-8
	Mozufferpore	20 0	30 0	10 0	20 0	...	...	30 0	...	26 0	30 0	21 0	140 0	12 0*w*	...	...	...
	Sárun	14 0	28 0	8 0	20 0	...	...	25 8	14 0	26 0	29 0	25 8	140 0	12 0*x*	3-12 to 7-8	4-0 to 6-0	6-9 to 10-0
	Chumparun	19 8	35 0	...	16 0	...	...	...	...	33 0	31 0	22 8	160 0	12 0*x*1	...	...	...
	Monghyr	18 9	33 8	13 14	17 5	21 0	...	...	33 8	30 8	27 14	21 0	126 0	12 9*y*	4-0 to 5-0	3-0 to 5-0	5-0 to 12-0
	Bhágalpur	17 10	37 14	17 10	18 15	...	...	...	...	27 12	36 9	21 7	151 8	12 10	3-12 to 5-10	4-0 to 5-0	6-9 to 11-4
	Purneah	16 0	...	16 0	19 0	...	...	26 0	20 0	20 0	*	16 0	160 0	10 8*z*	4-11 to 5-10	4-0 to 5-0	7-0 to 16-0
	Maldah	16 0	...	14 0	20 0	...	...	...	...	28 0	...	...	120 0	11 8	5 0 0	5 0 0	7-0 to 11-0
	Sonthal Pergunnahs	14 0	...	17 0	25 0	...	...	...	...	22 0	32 0	26 0	200 0	11 8*z*1	3 12 0	5 0 0	7-8 to 9-6
	Orissa.																
	Cuttack	14 7	...	13 2	19 11	...	...	...	...	17 1	...	...	80 0	13 0	5 10 0	4 0 0	7-8 to 10-0
	Pooree	11 13	...	13 2	23 10	...	...	...	...	11 13	...	13 2	70 0	14 7	6 0 0	5 0 0	8-0 to 10-0
	Balasore	15 0	13 0	15 0	25 0	...	...	...	...	15 0	...	11 0	160 0	10 8*z*2	5-10 to 7-8	4-0 to 6-0	7-8 to 9-6
	Chota Nagpore. *South-Western Frontier Agency.*																
	Hazáribágh	19 0	18 0	9 0	18 0	†	...	30 0	†	20 0	27 0	20 0	320 0	10 0*z*3	3 12 0	4 0 0	8 0 0
	Lohardugga	22 0	28 0	17 0	22 0	...	...	36 0	...	21 0	...	28 0	120 0	9 12	3-0 to 4-8	3-8 to 5-0	6-0 to 12-0
	Singbhoom	20 0	32 0	20 0	24 0	...	...	...	...	16 0	...	20 0	320 0	9 0	3 0 0	4 8 0	5-0 to 12-0
	Manbhoom	18 0	36 0	17 0	28 0	...	...	...	...	16 0	...	21 0	...	10 10*z*4	...	...	...
Assam.	Sylhet	No return received.															
	Cáchár																
	Goálpará																
	Gáro Hills																
	Kámrup																
	Darrang																
	Nowgong																
	Sibságar																
	Lakhimpur																
	Khási and Jaintiá Hills																
	Nágá Hills																
Punjab.	Dehra Dún	14 0	25 0	6 0	10 8	12 0	12 0	20 0	...	17 8	16 0	20 0	160 0	11 0	...	...	...
	Saháranpur	17 2	22 9	8 9½	11 13	12 14½	10 12	21 8	21 8	18 5	16 2	19 5½	150 8	12 5	...	...	...
	Muzaffarnagar	16 8	27 8	6 9	12 2	13 4	15 6	15 6	14 5	19 12	17 10	14 5	110 0	13 4	...	...	...
	Meerut	16 0	25 0	6 0	14 0	12 0	16 0	18 0	18 0	20 8	...	23 8	100 0	12 12	...	...	...
	Bulandshahr	16 8	25 0	7 0	11 0	12 0	12 0	...	16 0	24 8	20 8	20 0	160 0	13 0	...	...	...
	Aligarh	16 8	24 0	5 4	10 8	17 0	15 4	16 4	16 4	24 8	24 0	30 0	140 0	14 0	...	...	...
	Kumaun	14 0	14 0	11 0	12 0	...	...	17 0	20 0	13 0	...	10 0	200 0	8 0	...	...	...
	Garhwál	17 8	21 0	7 8	12 8	...	...	22 8	...	10 0	...	8 0	160 0	7 0	...	...	...
N.-W. Provinces.	Bijnor	15 8	23 14	11 4	12 6	12 6	...	...	...	...	19 11	...	23 10	135 0	11 15	...	...
	Moradabad	16 12	28 0	10 8	13 4	13 0	14 8	...	...	15 8	21 12	...	23 8	125 0	13 12	...	...
	Budaun	16 8	24 0	6 0	13 3	...	...	...	...	...	24 0	18 0	28 12½	192 0	12 0	...	...
	Bareilly	14 1	21 4	6 4	12 8	12 8	12 8	...	...	15 0	20 0	11 14	24 6	137 8	12 8	...	...
	Sháhjahánpur	17 0	24 0	10 0	14 0	14 0	20 0	27 0	20 0	23 0	...	23 0	140 0	10 9	...	...	...
	Tarái Pergunnahs	17 2	25 0	8 12	13 2	10 0	15 0	...	10 0	18 12	20 0	21 4	100 0	11 4	...	...	...
	Muttra	14 8	21 0	8 0	11 8	12 0	16 0	...	...	21 8	16 0	24 0	140 0	13 0	...	...	...
	Agra	15 0	20 0	6 0	11 0	15 0	16 0	...	16 0	20 8	...	14 0	100 0	13 0	...	...	...
	Farukhabad	14 12	18 8	6 8	11 0	...	...	...	...	21 0	...	24 8	140 0	12 0	...	...	...
	Mainpuri	15 8	20 0	4 8	9 8	...	...	...	35 0	17 4	...	23 0	160 0	13 0	...	...	...
	Etáwah	15 8	17 8	6 0	12 8	16 0	16 0	16 0	16 0	21 0	24 4	25 0	120 0	12 8	...	...	...
	Etah	16 12	23 4	7 0	12 11	...	15 8	...	...	29 8	...	19 4	160 0	12 8	...	...	...
	Jalaun	21 0	24 0	9 0	11 0	25 0	23 0	...	...	28 0	22 0	30 0	140 0	11 0	...	...	...
	Jhánsi	17 12	24 8	8 0	13 0	24 0	20 0	...	...	24 8	...	26 8	200 0	12 0	...	...	...
	Lalitpur	17 8	22 0	9 0	10 0	22 0	18 0	32 0	32 0	22 1	25 0	12 0	160 0	11 0	...	...	...
	Cawnpore	17 0	21 0	10 0	14 0	18 0	22 0	‡	25 0	24 8	‡	26 0	160 0	14 0	...	...	...
	Fatehpur	15 0	20 4	12 4	14 0	...	...	...	...	24 0	...	27 0	160 0	11 8	...	...	...
	Bánda	21 0	27 0	7 0	13 8	27 0	20 8	30 0	20 0	31 0	...	22 0	160 0	12 0	...	...	...
	Allahabad	14 4	21 12	8 0	13 0	18 8	17 8	...	20 0	26 12	...	20 0	120 0	11 8	...	...	...
	Hamirpur	20 15	...	8 0	12 10	...	...	...	...	27 12	...	31 9	140 0	12 10	...	...	...
	Jaunpur	12 8	16 0	6 0	10 0	16 0	...	...	10 0	22 0	13 0	20 0	120 0	12 0	...	...	...
	Gorákhpur	15 5	27 14½	9 14½	16 10½	...	...	...	22 8	28 13	...	19 13	140 0	12 0	...	...	...
	Basti	16 0	26 0	10 0	14 0	...	...	...	...	25 0	...	23 0	140 0	11 0	...	...	...
	Azamgarh	14 0	19 8	10 5	16 4	...	...	...	...	22 8	...	13 10	177 8	11 2	...	...	...
	Mirzapur	15 8	22 0	8 0	15 0	18 0	18 0	24 0	20 0	22 0	24 0	26 0	80 0	11 0	...	...	...
	Benares	14 1½	19 0	11 15	17 1	20 10	19 8	...	22 12	23 5	21 2	23 5	110 0	11 13	...	...	...
	Gházipur	17 6½	22 8½	7 1½	17 6½	14 2½	23 13½	36 1	18 0	27 11	...	24 7	154 8	11 9	...	...	...
	Balia	18 10	30 2	10 4	20 10	...	...	...	...	29 10	...	25 12	100 0	11 10	...	...	...
	Pilibhit	16 4	23 12	10 0	13 12	...	...	...	...	20 4	...	23 12	150 0	11 4	...	...	...
Oudh.	Sultánpur	15 0	22 0	9 0	15 0	25 0	20 8	40 0	20 0	26 0	26 0	28 0	160 0	12 0	...	...	...
	Partábgarh	16 4	21 5	13 5	14 11	...	...	...	...	24 2	...	18 11	180 0	11 8	...	...	...
	Fyzabad	14 10	24 0	10 0	15 0	10 0	17 0	...	14 0	23 0	22 0	22 0	100 0	11 8	...	...	...
	Kheri	18 0	27 0	8 0	14 0	28 0	24 0	36 0	26 0	26 0	29 0	18 0	120 0	12 0	...	...	...
	Lucknow	15 4	20 12	6 0	13 0	...	20 8	...	18 0	21 0	...	24 0	130 0	11 4	...	...	...
	Bára Banki	14 0	20 0	8 0	10 0	20 8	16 0	21 0	21 8	20 0	20 0	23 0	120 0	11 8	...	...	...
	Bahraich	16 0	30 0	13 0	17 0	28 0	20 0	...	...	29 0	29 0	25 0	160 0	12 0	...	...	...
	Rai Bareli	15 4	23 0	7 0	14 0	19 0	16 0	...	18 0	23 4	24 0	28 0	180 0	11 0	...	...	...
	Sitapur	17 8	23 0	8 0	14 0	16 0	16 0	18 0	13 0	24 0	...	23 0	160 0	12 0	...	...	...
	Gonda	17 0	28 0	14 4	15 12	18 2	20 0	28 0	10 8	27 6	24 8	26 8	200 0	12 0	...	...	...
	Unáo	16 0	20 0	9 0	14 0	20 0	20 0	...	22 0	22 0	22 0	18 0	160 0	12 0	...	...	...
	Hardoi	17 0	22 0	7 0	13 0	...	...	...	...	23 0	...	29 0	120 0	12 0	...	...	...
Punjab.	Hissar	16 0	20 0	...	10 0	22 0	18 0	...	...	25 0	18 0	...	120 0	12 8	...	...	...
	Rohtak	15 0	22 0	...	11 0	16 0	16 0	...	...	23 0	16 0	...	120 0	13 0	...	...	...
	Gurgaon	17 0	24 0	...	10 0	14 0	18 0	...	10 0	22 0	15 0	24 0	140 0	12 0	...	...	...
	Delhi	15 0	22 0	...	14 0	14 0	16 0	...	17 0	20 0	15 0	22 0	80 0	12 0	...	...	...
	Karnál	17 0	23 0	...	12 0	13 0	16 0	20 0	16 0	21 0	16 0	22 0	160 0	12 0	...	...	...
	Umballa	18 0	24 0	...	10 0	16 0	16 0	20 0	18 0	22 0	21 0	20 0	140 0	14 10	...	...	...
	Simla	13 0	15 0	...	8 0	13 0	8 0	16 0	11 0	15 0	14 0	11 0	70 0	10 0	...	...	...
	Kángra	15 0	22 0	...	12 0	14 0	19 0	20 0	10 0	15 0	16 0	13 0	120 0	11 0	...	...	...
	Hoshiárpur	19 0	24 0	...	10 0	14 0	16 0	24 0	16 0	21 0	21 0	15 0	120 0	14 8	...	...	...
	Jullundur	18 0	22 0	...	8 0	14 0	13 0	...	14 0	22 0	22 0	...	110 0	14 8	...	...	...
	Ludhiana	19 0	25 0	...	13 0	16 0	14 0	...	16 0	22 0	17 0	13 0	120 0	15 0	...	...	...

* Not sold. † Not procurable. ‡ No sales in market.

x In sub-divisions retail prices of salt per rupee were:—Sasseram 11-8 seers and Bhabooah 11 seers.
v In Madhubani sub-division retail price of salt 11 seers per rupee.
w In sub-divisions retail prices of salt per rupee were:—Hajeepore 12 seers and Seetamarhee 10 seers.
x In sub-divisions retail prices of salt per rupee were:—Sewan 11-8 seers and Gopalgunge 11-13 seers.
*x*1 In Bettiah sub-division retail price of salt 11-8 seers per rupee.
y In sub divisions retail prices of salt per rupee were:—Begusarai 11 seers and Jamui 11-4 seers.
z In sub-divisions retail prices of salt per rupee were:—Kissengunge 10 seers and Arrareah (at Raneegunge) 11-8 seers.
*z*1 In sub-divisions retail prices of salt per rupee were:—Deoghur, Pakour, and Rajmehal 12 seers and Godda 11 seers.
*z*2 In Bhuddruck sub-division retail price of salt 9-8 seers per rupee.
*z*3 In Giridi sub-division (at Kharagdiha) retail price of salt 11 seers per rupee.
*z*4 In Govindpore sub-division retail price of salt 12 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF JUNE 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
		Quantities per Rupee in seers of 80 tolas.													Average Wages per Month.		
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Baira or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chola, Kadalay or Sunaga (*Cicer arietinum.*)	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter, or Blacksmith.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	₹ a. p.	₹ a. p.	₹ a. p.
Punjab—*continued.*	Ferozepore	17 0	24 0	...	10 0	14 0	...	...	20 0	23 0	16 0	13 0	90 0	14 8	...	...	...
	Mooltan	15 0	20 0	...	10 0	16 0	16 0	...	16 0	19 0	16 0	...	90 0	15 0	...	...	...
	Jhang	14 0	20 0	...	10 0	8 0	16 0	12 0	8 0	18 0	10 0	10 0	160 0	14 0	...	...	...
	Montgomery	17 0	22 0	...	10 0	12 0	11 0	...	16 0	22 0	12 0	12 0	200 0	12 0	...	...	...
	Lahore	17 0	23 0	...	12 0	13 0	13 0	...	16 0	22 0	13 0	12 0	100 0	14 0	...	...	...
	Amritsar	18 0	25 0	...	11 0	14 0	12 0	15 0	16 0	22 0	14 0	16 0	100 0	15 0	...	...	...
	Gurdáspur	20 0	30 0	...	14 0	10 0	14 0	...	14 0	25 0	16 0	8 0	120 0	14 0	...	...	...
	Siálkot	17 0	26 0	...	13 0	13 0	17 0	22 0	16 0	20 0	17 0	12 0	130 0	15 0	...	...	...
	Gujrát	18 0	23 0	...	12 0	16 0	14 0	...	12 0	21 0	16 0	12 0	120 0	16 0	...	...	...
	Gujránwála	18 0	26 0	...	13 0	13 0	12 0	25 0	10 0	22 0	16 0	8 0	120 0	15 0	...	...	...
	Shahpur	15 0	19 0	...	10 0	13 0	14 0	20 0	14 0	18 0	15 0	10 0	240 0	16 0	...	...	...
	Jhelum	16 0	22 0	...	12 0	14 0	14 0	...	...	20 0	15 0	12 0	160 0	16 0	...	...	...
	Ráwalpindi	14 0	22 0	...	9 0	15 0	15 0	...	18 0	20 0	16 0	23 0	96 0	15 12	...	...	...
	Hazára	15 0	21 0	...	12 0	...	12 0	...	8 0	17 0	17 0	...	120 0	12 0	...	...	...
	Peshawar	14 0	22 0	...	10 0	11 0	15 0	...	18 0	17 0	18 0	22 0	90 0	41 0	...	...	...
	Kohát	13 0	21 0	...	11 0	11 0	16 0	...	15 0	16 0	18 0	...	80 0	55 0	...	...	...
	Bannu	17 0	26 0	...	10 0	15 0	13 0	7 0	7 0	17 0	20 0	13 0	80 0	40 0	...	...	...
	D. I. Khán	13 0	19 0	...	9 0	14 0	15 0	15 0	5 0	17 0	12 0	13 0	110 0	34 0	...	...	...
	D. G. Khán	14 0	17 0	...	9 0	17 0	16 0	12 0	12 0	15 0	15 0	11 0	125 0	21 0	...	...	...
	Muzaffargarh	14 0	19 0	...	16 0	14 0	14 0	...	12 0	17 0	...	11 0	100 0	14 0	...	...	...
Central Provinces.	Saugor	17 6	...	7 15	9 4	...	...	...	...	25 7	...	13 0	180 0	9 12	...	...	...
	Damoh	21 5	...	10 0	11 7	...	...	...	...	30 0	...	12 13	200 0	10 11	...	...	...
	Jubbulpore	15 12	...	9 0	13 0	18 0	...	...	...	21 0	...	14 0	120 0	11 0	...	...	...
	Mandla	22 0	...	...	13 0	...	...	...	...	32 0	...	13 0	256 0	10 8	...	...	...
	Seoni	19 8	...	8 0	10 15	...	...	...	...	20 6	...	12 7	200 0	10 11	...	...	...
	Narsinghpur	15 2	...	8 10	9 13	...	...	...	...	21 11	...	13 7	160 0	10 11	...	...	...
	Hoshangabad	15 0	...	7 0	9 0	...	...	...	...	19 0	...	13 0	200 0	10 14	...	...	...
	Nimár	15 1	...	7 8	11 14	20 11	...	...	...	18 9	...	12 3	120 0	11 15	...	...	...
	Betul	17 8	...	10 7	11 1	20 3	...	...	...	22 0	...	9 12	320 0	11 6	...	...	...
	Chhindwára	19 0	...	7 4	10 0	20 9	...	...	...	22 13	...	12 0	120 0	9 2	...	...	...
	Wardha	17 2	...	8 0	11 7	21 13	...	...	...	16 0	...	16 0	124 0	10 11	...	...	...
	Nágpur	15 10	...	8 2	12 3	19 11	...	...	...	17 3	...	13 2	109 0	10 14	...	...	...
	Chánda	16 3	...	...	12 3	20 0	...	...	...	14 6	...	9 0	675 0	11 3	...	...	...
	Bhandára	15 0	...	8 12	11 4	...	...	...	...	15 0	...	13 12	190 0	11 0	...	...	...
	Bálaghát	18 6	...	11 13	14 0	...	...	...	...	19 3	...	15 0	144 0	10 0	...	...	...
	Raipur	21 0	...	10 6	16 10	...	...	...	...	22 0	...	21 0	64 0	11 0	...	...	...
	Bilaspur	26 10	...	15 12	21 6	...	...	...	...	33 8	...	24 1	...	7 0	...	...	...
	Sambalpur	20 2	...	14 0	16 10	...	...	...	...	18 12	...	12 0	200 0	9 2	...	...	...
	Arakan Division.																
	Akyab	...	...	13 0	16 0	...	...	...	...	11 0	...	...	150 0	35 0	15-0 to 20-0	10-0 to 12-0	15-0 to 20-0
	Kyouk pyu	...	...	16 6	18 0	...	...	...	...	5 0	...	...	42 0	10 0 0	15 0 0	15 0 0	30 0 0
	Sandoway	...	...	26 13	30 13	...	...	...	...	...	...	...	469 11	37 5	15 0 0	0 0 0	30 0 0
Lower Burma.	*Pegu Division.*																
	Rangoon Town	11 2	...	12 3	14 2	...	...	...	...	15 2	*	...	250 0	22 5	30 0 0	12 0 0	35 0 0
	Pegu	...	...	10 15	15 12	...	...	...	...	11 2	22 8	...	135 0	26 15	26 0 0	12 0 0	30 0 0
	Tharrawaddy	...	...	11 14	14 5	...	...	...	...	11 1	...	...	535 11	29 12	22 8 0	15 0 0	30 0 0
	Prome	10 6	...	10 12	13 12	...	...	...	...	12 7	33 9	...	139 11	18 10	15 0 0	13 8 0	30 0 0
	Irrawaddy Division.																
	Bassein	...	...	14 2	15 14	...	...	...	...	10 12	...	...	250 7	24 13	15 0 0	14 0 0	40 0 0
	Henzada	...	...	11 15	15 10	...	...	...	...	...	...	...	183 8	35 8	15 0 0	12 0 0	22 0 0
	Thongwa	...	...	9 6	10 7	...	...	...	...	12 14	...	...	246 0	35 0	15 0 0	12 0 0	30 0 0
	Thayetmyo	9 4	...	8 12	11 5	...	...	...	...	11 1	28 3	...	367 8	18 15	15 0 0	12 0 0	30 0 0
	Tenasserim Division.																
	Moulmein Town and Amherst	9 0	...	10 8	12 2	...	...	...	...	12 2	15 3	...	220 0	30 8	25 0 0	12 0 0	25 0 0
	Tavoy	...	...	13 0	17 15	...	...	...	...	...	...	...	399 3	16 1	10 0 0	15 0 0	30 0 0
	Mergui	...	...	15 6	16 10	...	...	...	...	...	...	...	428 0	14 9	15 0 0	15 0 0	30 0 0
	Toungoo	...	...	9 14	11 10	...	...	...	...	9 7	...	...	27 0	18 12	15 0 0	12 0 0	45 0 0
	Shwaygyin	...	...	9 13	10 6	...	...	...	...	...	...	...	250 0	18 14	20 0 0	13 0 0	22 0 0
Hyderabad Assigned Districts.	Secunderabad	No return received.															
	Bolarum																
	Chadarghat																
	Amráoti	14 0	...	8 0	9 4	22 4	18 0	...	...	14 8	...	11 12	†	12 0	8 0 0	7 0 0	22 8 0
	Akola	14 0	...	7 0	10 0	20 0	17 0	...	...	14 0	...	15 0	†	11 0	6 0 0	8 0 0	22 8 0
	Ellichpur	14 0	8 0	7 0	10 0	21 0	15 0	...	...	14 0	...	11 0	†	11 0	6 0 0	7 0 0	20 0 0
	Buldana	17 0	...	8 0	11 0	24 0	22 0	...	...	18 0	...	10 0	†	10 0	5 10 0	7 8 0	22 8 0
	Wun	15 0	...	6 0	8 0	26 0	...	...	...	14 0	...	18 0	†	11 8	6 0 0	7 0 0	15 0 0
	Basim	17 7	...	7 2	10 12	26 10	30 0	...	...	15 12	5 8	17 8	†	10 0	5 0 0	7 0 0	15 0 0
Mysore.	Bangalore	10 4	11 5	9 9	10 9	27 1	...	36 9	...	12 14	...	17 8	96 0	11 0	...	...	...
	Kolar	...	12 0	12 8	15 0	...	...	40 0	...	12 0	...	...	144 0	10 0	...	...	...
	Tumkúr	12 8	11 8	12 0	13 8	32 0	...	48 0	...	13 0	...	20 0	340 0	10 0	...	...	...
	Mysore	9 12	10 0	10 8	13 4	40 0	32 0	38 0	...	13 4	...	16 4	84 0	9 12	...	...	...
	Hassan	...	12 0	13 0	16 0	...	...	46 0	16 0	14 0	...	18 0	96 0	9 0	...	...	...
	Shimoga	12 10	14 11	12 10	15 12	31 8	...	43 0	...	16 13	...	...	480 0	9 7	...	...	...
	Kadur	10 0	12 0	18 0	20 0	...	...	48 0	...	14 0	...	12 0	320 0	10 0	...	...	...
	Chitaldroog	14 0	15 0	10 8	13 0	48 0	32 0	55 0	60 0	14 0	...	20 0	320 0	9 0	...	...	...
Coorg	Coorg	9 8	9 0	13 0	15 8	...	...	35 0	...	24 8	...	...	110 0	9 8	7 8 0	8 0 0	22 8 0
Rajpootana.	Jeypore	14 0	23 0	5 0	8 12	19 0	19 0	‡	20 0	18 8	21 0	27 0	120 0	13 8	2-0 to 3-0	3-8 to 6-0	7-8 to 11-4
	Kishengurh	14 0	22 0	9 0	10 0	23 4	16 4	...	...	21 4	20 4	...	...	16 0	3-0 to 5-0	5-0 to 7-0	4-11 to 15-12
	Kerrowlee	13 12	19 6	10 0	11 4	18 12	16 4	...	21 4	17 8	...	25 0	200 0	12 13	...	...	...
	Ulwur	16 13	22 3	8 0	11 10	16 7	15 3	...	20 0	21 4	23 14	24 15	200 0	14 12	4-0 to 4-8	‖	8-0 to 15-0
	Bhurtpore (City)	16 0	23 3	7 4	8 4	15 12	15 4	...	13 0	20 8	22 0	22 1	220 0	12 4	...	...	...
	Ajmere	11 8	19 8	3 0	8 0	20 0	17 0	...	...	20 0	20 0	...	70 0	14 0	3-0 to 4-0	5-0 to 8-0	10-0 to 20-0
	Deoli Cantonment	15 0	21 8	5 8	10 0	21 4	18 0	...	...	19 6	...	...	220 0	13 12	...	...	...
	Erinpura	No return received.															
	Sirohee																
	Abu																
	Anadra																
	Bálmere																
	Jeysalmere																
	Hilly Tracts of Meywar	13 0	20 0	...	15 0	...	...	...	...	19 0	25 0	...	§	11 8	5 4 0	4 9 0	12-3 to 15-0
	Meywar (Oodeypore)	11 11½	17 3	9 6	9 12½	17 3	12 1½	...	12 8	13 10½	16 6½	10 2½	200 0	9 6	...	...	...
	Bánswára (Meywar Agency)	17 8	16 4	8 12	16 4	...	...	...	...	24 13½	21 4	...	...	11 1½	4 0 0	4 0 0	9-0 to 15-0
	Partábgarh (,,)	14 11	20 0	9 6	12 8	20 0	12 8	...	...	18 12	18 12	21 14	...	17 8	6 0 0	4 8 0	12-0 to 13-8
	Marwar (Jodhpore)	No return received.															

* None in market. † Firewood is sold by head-load, bullock-load, cart-load, and not by weight. ‡ Not in use. § Eight pies per bundle. ‖ ₹3 to 4-8 by Natives, ₹6 by English Officers.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF JUNE 1887—concluded.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.								AVERAGE WAGES PER MONTH.					
PROVINCES.	DISTRICTS.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Able-bodied agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter, or Blacksmith.	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	R a. p.	R a. p.	R a. p.	S. Ch.	S. Ch.	
RAJPOOTANA—*contd.*	Bikanir	10 3	...	3 15	9 13	...	16 2	...	...	4 4 3	4 14 9	7-9-4 to 9-15-5	100 0	14 0	
	Boondee	15 4	21 0	10 0	10 8	20 0	...	...	...	5 10 0	5 10 0	7-8 to 15-0	160 0	12 0	
	Kotah	15 0	15 0	7 8	10 0	17 0	12 0	...	...	4 0 0	4 0 0	7-8 to 8-0	240 0	12 4	
	Tonk	14 12	22 12	8 10	9 14	22 14	...	...	15 12	5 10 0	2-13 to 3-12	5-10 to 15-0	120 0	12 14	
	Jhallawar	15 7	17 14	7 1	10 4	22 2	18 4	...	...	4-0 to 5-0	4-0 to 7-0	5-0 to 30-0	160 15	11 2	
	Shahpoora	15 8	21 8	9 0	13 4	24 0	18 0	...	18 0	5 10 0	3 12 0	9 6 6	160 0	13 4	
	Dholpur	14 11	19 0	9 9	11 13	18 9	17 13	...	...	5 10 0	...	...	90 0	13 3	
CENTRAL INDIA.	Indore	13 5	16 0	8 9	10 0	20 13	19 3	*	*	6-0 to 7-0	6-0 to 7-0	15-0 to 25	100 0	11 0	
	Gwalior	14 6	19 8	7 2	9 1	17 11	17 4	14 8	*	4 11 0	5 0 0	10 0 0	135 15	11 6	
	Goona	19 0	24 0	9 0	9 8	24 0	18 0	*	*	4-0 to 5-0	4-0 to 5-0	12-0 to 15-0	200 0	11 0	
	Bagheikhand (Sutna)	20 0	32 0	8 0	15 0	18 0	16 0	*	*	3 8 0	4 8 0	12 5 0	160 0	12 0	
BALUCHISTAN.	Quetta	10 5	13 8	5 0	8 0	16 8	†	†	†	15 0 0	15 0 0	35-0 to 45-0	45 11	10 0	

† Not procurable. * Not sold.

J. WESTLAND,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

PREPARATION OF ANNUAL ADMINISTRATION AND DEPARTMENTAL REPORTS.

No. $\frac{28}{157}$.

Extract from the Proceedings of the Government of India in the Home Department (Public),—under date Simla, the 15th July, 1887.

Read the undermentioned papers:

Home Department Resolution No. $\frac{37A}{1392-406}$, dated 12th August 1885.

From the Government of Madras, No. 482C., dated 14th June 1886, and enclosures.

From the Government of Madras, No. 1456, dated 12th July 1886, and enclosures.

From the Government of Bombay, No. 991, dated 13th March 1886, and enclosures.

From the Government of Bombay, No. 1060, dated 22nd March 1886, and enclosures.

From the Government of Bengal, No. 634-20Mis., dated 19th February 1886, and enclosures.

From the Government of Bengal, No. 1529T.R., dated 3rd November 1886, and enclosure.

From the Government of Bengal, No. 3593, dated 30th December 1886.

From the Government of Bengal, No. 12J., dated 3rd January 1887.

From the Government of the North-Western Provinces and Oudh, No. $\frac{158}{111-783}$, dated 11th February 1886, and enclosure.

From the Chief Commissioner of the Central Provinces, No. $\frac{3681}{161}$, dated 19th September 1885, and enclosures.

From the Chief Commissioner of Burma, No. 533-148N., dated 25th September 1885, and enclosure.

From the Chief Commissioner of Assam, No. 5283, dated 27th August 1885.

From the Chief Commissioner of Coorg, No. $\frac{1107}{144}$, dated 19th September 1885.

From the Resident at Hyderabad, No. 18G., dated 22nd January 1886, and enclosures.

RESOLUTION.

The subject of discussion in the papers cited in the preamble is the preparation and printing of Annual Departmental Reports submitted to the Government of India in the Home Department. In a letter No. 392S., dated the 22nd June 1885, the Government of the Punjab solicited a reconsideration of the whole question of the preparation and treatment of Annual Reports, so far as that Province was concerned. The alterations suggested by Sir Charles Aitchison and the views provisionally held by the Government of India on the question are summarized in Home Department Resolution of the 12th August 1885. But as the subject was not one of merely local importance, the Governor General in Council desired, before coming to a final decision, to have a full expression of the opinions of Local Governments and Administrations upon the proposals of the Punjab Government, so far as they affected the reports which are submitted to the Home Department. The replies from Local Governments and Administrations, read in the preamble, contain their opinions on the matter.

2. The proposals of the Punjab Government were made with the double object (1) of removing the burden thrown upon District Officers, Heads of Departments, and Secretariat Establishments in connection with the preparation and reviewing of Annual Reports; and (2) of reducing the cost of printing the reports. These proposals have not been accepted in full by any Local Government or Administration, except by the Chief Commissioner of Burma; and Mr. Crosthwaite, the present Chief Commissioner of that Province, holds, as his reply from the Central Provinces shows, different views from those held by Sir Charles Bernard. The Governments of Madras, Bombay, and Bengal have, to some extent, accepted the proposals in question; and the Chief Commissioner of Coorg has expressed his opinion generally in favour of having statistical tables, accompanied by notes, for two years, and in the third year a set of comprehensive departmental reports.

3. The most adverse criticism of the proposals made by the Punjab Government proceeds from the Government of the North-Western Provinces and Oudh, from the Administrations of the Central Provinces and of Assam, and from the Resident at Hyderabad. The Lieutenant-Governor of the North-Western Provinces and Chief Commissioner of Oudh is of opinion that the presentation of evidence of departmental efficiency and the collection, in a convenient form, of information useful for administrative and other purposes cannot be secured under a system of triennial reporting, with intermediate statistical tables and brief explanatory notes. He considers that, as was suggested in paragraph 7 of Home Department Resolution of 12th August 1885, the brief notes would probably be of little practical value, while the triennial report would necessarily be prolix and involve much labour in its preparation. The latter, moreover, would be four years old before the orders of Government could be passed or any subsequent action taken upon it. Sir A. Lyall observes that the labour of scrutinizing statistics is little augmented by that of writing a report on them, and that a careful scrutiny and comparison of past and present returns is a necessary part of the duty of the Heads of Departments in administrating. But, while opposed to the general adoption of the proposals of the Punjab Government, Sir A. Lyall would meet them to some extent by doing away with reports on certain subjects, and by substituting for them statistical tables, accompanied every year by a brief commentary in the form of notes, such as is now supplied by the local High Courts of Judicature in reviewing the Criminal and Civil Justice Returns.

4. Mr. Crosthwaite, at the time Chief Commissioner of the Central Provinces, concurs in the views of the Government of the North-Western Provinces and Oudh in regard to the small amount of labour required to write a report, when once the relevant statistics have been systematically studied. He remarks that the system of writing reports is useful, inasmuch as it ensures that statistics have been scrutinized, and that it enables the Government to see how much care and intelligence have been devoted to this scrutiny. Reports moreover, in Mr. Crosthwaite's opinion, enable administrative officers to periodically survey the whole of their work and to judge of the effects of it, while they assist Government in seeing how far the recognized principles of administration have been applied, and how far errors require to be corrected. If for annual reports triennial reports were substituted, there is, he thinks, likely to be the disadvantage that the officer who had done the work would not ordinarily write the report, or, if he did, that his recollection of the facts regarding which he was writing would have grown dim with time. Under such a system, too, errors of administration could not be corrected at once. Mr. Crosthwaite admits that reports and reviews are often unnecessarily prolix and should be curtailed, and he suggests that the extended distribution of reports, which at present prevails, is unnecessary and expensive. He also deprecates the style of review, which merely repeats, in other and perhaps fewer words, what is stated in the report.

The Officiating Chief Commissioner of Assam considers that the proposals of the Punjab Government are unsuitable to that Province, and would lead to serious practical inconvenience. Mr. Ward is of opinion that the value of reports to departmental officers would be lost by triennial reports, while the labour of compiling the latter would be very great, particularly to officers who had held their charges only for a small portion of the three years.

The Resident at Hyderabad doubts if the proposed reform would have an useful effect, and argues that the review of the year's transactions by the Head of the Government affords an incentive to work. Praise or blame, in the Resident's opinion, loses its effect, if it relates to a time long passed away. The officer concerned may have left the locality, and it does not always happen that an officer remains at his post for the whole three years for which he would have to write the report.

5. The opinions briefly summarized above confirm the view taken by the Government of India in the Home Department, as expressed in the Resolution of the 12th August 1885, that it was not possible to go as far as was proposed by the Punjab Government in the direction of curtailing the preparation and submission of annual reports. After giving the subject full consideration

the Government of India agrees in the main with the remarks made by the Government of the North-Western Provinces and Oudh and the present Chief Commissioner of Burma regarding the usefulness of annual reports as a means of testing departmental efficiency and the judgment and energy of officers, and also of checking and correcting administrative mistakes. Applying this principle, the Governor-General in Council is of opinion that annual reports must be maintained in the two following cases:

(*a*) Where the reports deal with the application of administrative principles still open to modification, or the concrete working of which has to be watched.

(*b*) Where the reports contain statistics which, for administrative purposes, must be compiled and examined annually.

These two heads comprise so many of the reports now falling under the cognizance of the Home Department, that the conclusion to which His Excellency in Council has come is that, beyond insisting on brevity and methodical arrangement in the reports themselves, and on curtailment of reviews of them, it is impossible to afford much relief to Local Governments in the direction contemplated by this enquiry. The Government of India therefore desires that the Reports dealt with in the Home Department should, from 1887 onwards, be treated in the following manner:

(i) To be submitted annually as heretofore:

Report on General Administration.
Report on Municipal Administration.
Report on Local Boards' Administration.
Report on Education.
Report on Sanitation.
Report on Civil and Criminal Justice.
Report on Jail Administration.
Report on Police Administration.
Report on Lunatic Asylums.

(ii) To be submitted in full every third year, statistical returns and brief commentaries in the shape of notes being submitted in the intermediate years:

Report on Registration.
Report on Dispensaries.
Report on Lock Hospitals.
Report on Vaccination.
Report on Destruction of Wild Beasts and Snakes.

The notes to be submitted with the statistical returns in the years intermediate between the submission of the reports should give a clear, though brief, indication of the supervising or controlling officer's opinion as to the significance of the statistics.

6. The following special Reports should continue to be submitted as before:

Chemical Examiner's Report.
Report on Calcutta Medical Institutions.
Report of the Port Health Officer, Calcutta.
Report of the Commissi ners of the Town of Calcutta.
Report on Publications under Act XXV of 1867.
The Review of Publications.
The Report on Vernacular Newspapers.

The Government of India leaves to Local Governments who submit Reports on Legal Affairs and Criminal Tribes discretion to determine whether these reports shall be annually prepared as at present, or prepared every third year, with brief notes in the intermediate years.

7. The Governor-General in Council would desire to express his earnest hope that Local Governments and Administrations will insist on curtailment of reports to the utmost extent which is consistent with a proper examination

of the facts and figures presented in them. A reduction in the size of the reports on Jails, Police, Education, and Sanitation is especially necessary. In most Provinces these reports have become far too discursive.

Compression of reviews is not less called for than curtailment of reports: a review should contain only what is necessary to communicate the judgment of the reviewing authority regarding the salient features of the report. The Governor-General in Council attaches no value to reviews which merely repeat in abridged form what is set forth in the report reviewed.

8. While thus recognizing the need which exists for compression in the reports and reviews which reach the Government of India, His Excellency in Council is no less desirous that the same principles should be carefully followed as regards reports received by Local Governments and Administrations, but not forwarded to the Government of India. He fears that the time of administrative and executive officers is unnecessarily occupied as much by the preparation of reports and returns submitted for the information of the local authorities as by the preparation of those which reach the Government of India. He has therefore observed with satisfaction that the Government of Bengal has recently, in connexion with the Report of the Salaries Commission, directed its attention to this aspect of the case; and he trusts that all other Local Governments and Administrations will exercise a vigorous discretion not only in reducing the bulk of the reports and returns which are retained, but also in abolishing those that are not really required.

ORDER.—Ordered, that a copy of this Resolution be forwarded to all Local Governments and Administrations for information and guidance; and that a copy be forwarded to the other Departments of the Government of India for information and further necessary action, and that it be published in the Supplement to the *Gazette of India*.

A. P. MACDONNELL,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 21st JULY, 1887.

GENERAL REMARKS.—Except in the Punjab, good rain has fallen generally everywhere in the country during the week under notice.

The *kharif* sowings are progressing in all Provinces, though in some parts, notably in Bombay, the North-Western Provinces and Oudh, and the Punjab, more rain is wanted.

The agricultural outlook in Madras, Mysore and Coorg continues favourable.

The condition of the rice crop is good in Bombay, and sowing is going on in the Central Provinces. In Bengal the early rice is promising where not injured by floods, and the late variety is being transplanted. Of the four varieties of the crop being reaped in Assam, two—the *aus* and *ahu*—are yielding well. A fifth variety is being transplanted. In Burma ploughing, sowing, and transplanting continue. The Nepal rice crop promises well.

Cotton sowing has begun in Bombay; in the Central Provinces and Berar the crop has been damaged in places by rain.

Cholera is abating in the North-Western Provinces and Oudh; but the mortality from the disease is still high in parts of Bombay. Elsewhere the public health is generally satisfactory.

Prices show an upward tendency in the North-Western Provinces and Oudh, and are rising in four districts of the Punjab. Elsewhere they are fairly stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(July 20th)		
Bellary . . .	Average ·45	Standing crops good. Fever in one, cholera decreasing in seven and cattle-disease decreasing in three taluks.
Kurnool . . .	Average ·25	Standing crops good. Slight cholera. Small-pox in three, and cattle-disease decreasing in three taluks.
Ganjam . . .	Average last week since revised, 2·89; this week, 1·83.	Small-pox in four, fever in seven, and cattle-disease increasing in five divisions.
Kistna . . .	Average last week since revised, 2·88; this week, ·31.	Agricultural operations progressing. River 14 feet over Anicut. Slight fever. Cholera decreasing in two and cattle-disease decreasing in four taluks.
Chingleput (Madras) .	Average ·05	Standing crops fair. Small-pox in one, and cattle-disease decreasing in two taluks.
Coimbatore . . .	Average ·15	Standing crops generally good, but *cholum* affected by insects in parts of two taluks. Harvest *cholum* and *cumbu*, outturn about average. Fever in one taluk.
Tanjore . . .	Average ·14	Standing crops generally good. Harvest gingelly, outturn up to average. Cattle-disease in one taluk.
Madura . . .	Average ·03	Cattle-disease in one division.
Malabar . . .	Average 7·38	Agricultural operations over. Fever in two and slight small-pox in seven taluks.
Travancore . .	1·90	Paddy in ear and thriving. Small-pox and fever in places. *General Remarks.*—General prospects good.
Bombay—(July 20th)		
Karachi . . .	Rain for week ending 11th—in Jati, 2·70; in Thano Bula Khan, 1·30; average of four other stations, ·15; for week ending 18th—in Sakro, 3·40 and Karachi, 1·57.	River at Kotri on 18th, 15 feet 7 inches against 18 feet 5 inches on same date last year. *Kharif* crops injured by crabs in Ghorabari taluka and by crabs and turtles in Shahbandar. Fever in four and cattle-disease in one taluka. Wheat, red rice and *bajri* in Karachi 24, 32 and 32 and in Tatta 22, 38 and 34 pounds per rupee, respectively.
Hyderabad . . .	Rain in nine talukas	*Kharif* cultivation in progress. Fever, small-pox, and cattle-disease in one taluka. River at Kotri on 18th, 15 feet 7 inches against 18 feet 5 inches on same date last year. Wheat 24, *jowari* 40, *bajri* 36½, white rice 18, and red rice 28 pounds per rupee.
Ahmedabad . . .	5·0; total rainfall, 14·75.	Rain throughout the district. Young crops doing well. Transplantation of rice and sowing of cotton begun. Public health good. Wheat 28 and *bajri* 31 pounds per rupee.
Baroda . . .	5·72; total rainfall, 27·97.	Cholera still continues in city, 31 cases, 7 deaths. *Bajri* 28, wheat 18, and rice 23 pounds per rupee.
Surat	Rain in all talukas—maximum in Mandvi, 8·78 and minimum in Olpad, 3·57.	Sowing and transplantation in progress. Crops damaged in some talukas owing to heavy rain. Prospects good. Fever in Bardoli and cholera in Bulsar and Pardi towns. *Jowari* 34 and *nagli* 44 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Nasik . . .	Rain in Igatpuri, 2·07; Nasik, 2·46; Dindori, 3·50; Niphad, 1·77; Chandor, 2·90; Yeola, 1·85; Nandgaon, 2·07; Malegaon, 1·71; Baglan, 1·50; Kalwan, 3·46; and Peint, 10·38.	Sowing and transplantation going on. Cholera in Nasik, Yeola, Nandgaon, and Malegaon, 72 attacks, 45 deaths. Public health as regards other talukas good. Prices stationary.
Colaba (Bombay) . .	Rain every day; total of week, 1·44; total to date, 50·55, being 13·39 above average.	Abnormal temperature 1° cool on 14th and 15th, 1° warm on 19th, and *nil* on all other days. Vapour in air normal. Wind from west on 13th backed from west-north-west on 14th to north on 19th; strong on 17th.
Poona	Rain throughout the district—maximum 14·61 in Petha Ambegaon and minimum ·68 in Indapur taluka.	More rain wanted in parts of Indapur and Sirur talukas. Transplantation in progress in the *mawal* portion of the district. Sowing of *kharif* commenced in some talukas, in others retarded owing to excessive moisture. Public health is generally good. Small-pox in Haveli taluka. 67 cholera cases in Indapur, Purandhar, Bhimthari, and Haveli talukas, 31 fatal. *Bajri* 42 and *jowari* 54 pounds in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona city.
Ahmednagar . .	Akola, 2·70; Jamkhed and Sangamner, 1·74; Parner, 1·70; Karjat, 1·37; Shrigonda, 1·31; Newasa, 1·28; Sheogaon, 1·05; Rahuri, ·90; Nagar, ·78; and Kopargaon, ·34.	*Bajri* sowing in progress in nine talukas. Cholera—attacks 572, deaths 282. *Bajri* 30 and *jowari* 51 pounds per rupee.
Sholapur . . .	Maximum in Karmala, 1·61 and minimum in Sangola, ·70.	Sowing of *kharif* crops in progress. More rain wanted in Sangola and Malsiras talukas. Cholera—cases 641, fatal 282. Cattle-disease in Sholapur and Sangola talukas. *Jowari* 57¼ and *bajri* 50¼ pounds per rupee.
Dharwar . . .	Rain at all stations, except Mundargi, varying from ·10 in Nargund to 7·15 in Mugud.	Rice and minor crops good. Sowing of early *jowari* in progress throughout the district, except in Nawalgund and Gadag talukas and Nargund and Mundargi Pethas, where it is retarded for want of sufficient moisture. Public health good. *Jowari* 54 and rice 23 pounds per rupee.
Kanara . . .	Karwar, 7·74; total 80·84; Kumpta, 14·08; Yellapur, 19·01; and Haliyal, 6·95.	Transplanting continues. Crops thriving. Slight cattle-disease throughout the district, subsiding in Supa, in Haliyal 21 died. Common rice in Karwar 10 seers 40 tolahs, and district average 11½ seers per rupee.
Rajkot . . .	4·28; total rainfall, 16·67.	Public health good. Sowing operations in progress. Wheat 23, *bajri* 24 and *jowari* 31 pounds per rupee.
		General Remarks.—More or less rain throughout the Presidency, more still wanted in parts of Poona, Sholapur, Bijapur, and Dharwar. In Sind the river continued to rise during the week, but is still below the average height. *Kharif* sowing and transplantation of rice going on in several districts. Fever in parts of eight, small-pox in parts of seven, cattle-disease in parts of eleven, and cholera in parts of thirteen districts.
Bengal—(July 20th)		
Chittagong (July 19th)	·95	Weather variable. Ample rain in south, more rain wanted in other parts. Prospects of *aus* fair; *aman* being transplanted. Prices stationary. Cholera still reported.
Dacca	3·32	*Aman*, *aus*, and jute doing well. Prospects good. Public health generally good.
24-Pergunnahs (Calcutta).	2·95	Prospects favourable. Transplanting of *aman* continues. Public health generally good.
Khoolna . . .	·98	Weather hot. Transplanting of *aman* going on. More rain wanted. Prospects fair. Public health good.
Moorshedabad . .	1·91	Weather hot. Transplanting of *aman* going on. *Til*, sugarcane, and jute progressing. Public health good.
Pubna	·61	Weather seasonable. Prospects of crops good. Public health good.
Dinagepore . . .	·10	Slight rain. Weather hot. Prospects of *bhadoi* fair. Transplanting going on. Cholera and cattle-disease in one *thana*.
Rungpore . . .	1·39	Weather hot, but favourable to crops. Prices stationary. Public health fair.
Midnapore . . .	1·52	Prospects of crops excellent.
Burdwan . . .	·90	Prospects of crops fair. Public health good.
Bhagalpur . . .	1·44	*Bhadoi* prospects improving. Rice and *marua* doing well. Transplanting in progress. A little cholera still reported.
Purneah . . .	·99	Prospects favourable. Transplanting in progress. Public health fair. Rivers high.
Durbhanga . . .	·91	*Bhadoi* prospects favourable. Transplanting of paddy and *marua* in progress. Cholera abating.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Chumparun . . .	·77	*Bhadoi* crops coming up. Transplanting of paddy in slow progress for want of rain. Prices stationary. Public health fair.
Patna	·81	Maize, *kauni*, and paddy growing well. Sowing of *rahar* and *jowar* going on. Cholera reported from the interior.
Gya	·67	*Marua*, *makai* and sugarcane coming on well. Paddy being sown. Cholera still virulent in the mofussil. Fever and small-pox also reported.
Hazareebagh . .	. . . .	A break in the rains. Rice being transplanted. Prospects of *bhadoi* crops good. General health good.
Cuttack . . .	·61	Weather hot. Rice plants thriving, but require more rain. Price of rice unchanged. Scattered cases of cholera reported.
		General Remarks.—A strong monsoon easterly current blew at the beginning of the week and in the middle of the week a westerly current set in. Rainfall of the week generally slight. More rain is wanted in some of the central and eastern districts. Early rice and jute are generally promising, except where flooded in parts of the Rajshahye and Bhagalpur divisions. Prospects of *bhadoi* crops in Behar are favourable. Transplanting of late rice is going on. General health is good, but cholera is still prevalent in parts of Behar. Cattle-disease is spreading in Beerbhoom.
N.-W. Provinces and Oudh—(July 20th)		
Benares (July 19th)	Rainfall up to date only one-fourth of last year.	*Kharif* cultivation backward for want of sufficient rain. Supplies sufficient. Prices steady. Cholera still lingers in places. Some cattle-disease at Sadr.
Ballia („ 18th)	General rain averaging 2·80.	*Kharif* operations in progress. Prospects fair. Supplies ample. Cholera continues.
Gorakhpore („ „)	1·90 at Sadr	Prices stationary. Sporadic cholera continues.
Fyzabad („ 19th)	Averaging 1·10	*Kharif* sowings nearly finished. Supplies sufficient. Prices rising. Cholera in city and three tahsils and small-pox in one.
Lucknow („ 18th)	Averaging 1·30	*Kharif* crops and sugarcane progressing. Supplies sufficient. Prices stationary. Cholera prevailing in south-west of the district.
Rai Barelli („ „)	Averaging about ·60	*Dhan* suffering for want of rain. Markets well stocked. Prices rising. Cholera continues.
Partabgarh („ 19th)	Break in the rains	*Kharif* sowings completed. Prices stationary. Cholera continues.
Allahabad („ „)	Averaging 1·20	Weather hot. *Kharif* sowing continues. Markets well supplied. Prices steady. Cholera seems to be abating. Health otherwise good.
Cawnpore („ „)	General rain from ·60 to 5·70.	*Kharif* sowings in progress. Prices of wheat, *bajri*, and gram slightly risen. Cholera abating.
Farakhabad („ „)	Slight rain	More rain urgently wanted. *Kharif* sowings in progress. Earlier sowings germinating. Supplies ample. Prices fluctuating. Slight cholera and fever in ten tahsils, otherwise health good.
Sitapur („ „)	Rain in one tahsil only.	Rain is anxiously expected. Prices show a tendency to rise.
Bareilly („ „)	Fair amount of rain, more needed.	Sowings progressing moderately. Prices tending to rise. Health good.
Banda („ 18th)	Good and general rain early in week.	*Kharif* sowings in progress. Prices stationary. Cholera abating. Cattle-disease in one village.
Kumaon („ 19th)	. . . .	Crops doing well. Prices stationary. Cholera on the decrease, but 5 cases have occurred in Almora town. Cattle-disease in some *pattis*.
Agra („ 18th)	General rain averaging from 2·40 to 5·80.	*Kharif* operations in progress. Prices falling slightly. Cholera abating.
Jhansi („ „)	Good rain all over district.	*Kharif* sowings commenced. Slight fall in prices. Cholera abating.
Meerut („ 19th)	Weather cloudy, with occasional showers.	*Kharif* ploughings and sowings being actively carried on under favourable conditions. Prices stationary. Health good.
		General Remarks.—Rainfall heavy in Agra and Cawnpore, but lighter in other districts. More rain wanted for *kharif* sowings. Prospects promise well. Supplies ample, though prices show an upward tendency. Public health generally fair. Cholera abating.
Punjab—(July 20th)		
Hissar (July 19th) .	. . . .	Rain much wanted. Health good. Prices stationary.
Delhi . . .	2·97	Health good. Two more cases of sporadic cholera. Prices fluctuating. *Kharif* sowings commenced.
Umballa . . .	·07	Health fair. Prices stationary. *Kharif* sowings in progress.
Jullundur . . .	·90	Health good. Prices rising. *Kharif* sowings commenced.
Ferozepore . . .	. . . .	Rain greatly wanted. Health good. Prices rising.
Amritsar . . .	·10	Health good. Prices stationary. *Kharif* crops good.
Sialkot . . .	1·30	More rain wanted. Health good. Prices stationary. *Kharif* sowings below the average.
Lahore . . .	. . . .	Cases of cholera. Prices rising.
Multan . . .	. . . .	Rain wanted. Health good. Prices stationary. *Kharif* crops good on canal lands.
Rawalpindi . . .	1·90	Health good. Prices stationary. *Kharif* sowings in progress.
Shahpur . . .	. . . .	Rain urgently needed. Health good. Prices rising.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Dera Ismail Khan	. . . . .	Health good. Prices stationary. *Kharif* ploughings in progress.
Peshawar	. . . . .	Rain much wanted. Cholera prevalent. Prices slightly falling. *Kharif* sowings in progress.
		General Remarks.—Rain has fallen in Delhi, Umballa, Jullundur, Amritsar, Sialkot, and Rawalpindi, and is much needed in Hissar, Ferozepore, Multan, Shahpur, and Peshawar. More is needed in Sialkot. Health good in all districts, except Umballa, where it is fair. Cases of cholera in Delhi, Lahore, and Peshawar. Prices are stationary in Hissar, Umballa, Amritsar, Sialkot, Multan, Rawalpindi, and Dera Ismail Khan; fluctuating in Delhi; rising in Jullundur, Ferozepore, Lahore, and Shahpur; and slightly falling in Peshawar. *Kharif* sowings commenced in Delhi and Jullundur, and in progress in Umballa, Rawalpindi, and Peshawar. Sowings below average in Sialkot. Ploughings in progress in Dera Ismail Khan. Crops good in Amritsar and on canal lands in Multan. Fodder scarce in Sialkot and Shahpur
Central Provinces—(July 20th)		
Nagpur	6·79	Weather cloudy *Jowari* sowings in progress. Rice being transplanted. Prospects good. Health good. Prices stationary.
Jubbulpore	1·48	Sowings well advanced. Prospects favourable. Cholera decreasing. Prices steady.
Saugor	2·23	Weather cloudy. Ploughing and sowing in progress. Few cases of cholera. Fever prevalent. Prices rising.
Seoni	9·63	Weather cloudy and windy. Ploughing and sowing in progress. Prospects favourable. Cholera continues. Prices steady.
Hoshangabad	4·69	Weeding in progress. Prospects favourable. Fever prevalent. Isolated cases of cholera. Prices stationary.
Khandwa	4·11; continuous rain	Cotton somewhat damaged. Prospects otherwise good. Slight cholera. Prices stationary.
Bilaspur	4·03	Rice sowing continues. More rain wanted. Wet ploughing commenced. Health fair. Prices rising.
Raipur	3·28	Weather cloudy and close. Rice sowings completed. Second ploughing commenced. Plants thriving. Small-pox and cattle-disease in places. Prices steady.
Sambalpur	. . . . .	No report received.
		General Remarks.—Good rain has fallen during the week, and the prospects of the *kharif* harvest are favourable.
Burma—(July 20th)		
Akyab (July 15th)	14·56 (Total rainfall to date 62·41).	Ploughing progressing.
Bassein	11·09 (Total rainfall to date 45·33).	Slight cattle-disease
Rangoon	6·59 (Total rainfall to date 51·58).	
Amherst (Moulmein)	16·27 (Total rainfall to date 80·67).	Two deaths from cholera in jail. Ploughing and transplanting progressing.
Tavoy	16·07 (Total rainfall to date 88·57).	Slight cattle-disease. Ploughing and sowing nearly completed. Crops healthy.
Pegu	7·43 (Total rainfall to date 65·10).	
Henzada	6·51 (Total rainfall to date 32·91).	Ploughing progressing. Transplanting commenced.
Prome	2·67 (Total rainfall to date 15·35).	Slight cattle-disease.
Toungoo	5·38 (Total rainfall to date 30·17).	Ploughing progressing. Sowing commenced.
Thayetmayo	2·77 (Total rainfall to date 10·49).	Ploughing commenced everywhere.
Myingyan	·25 (Total rainfall to date 10·56).	Some cases of measles. Food-supply sufficient. Prices ordinary.
Minbu	·47 (Total rainfall to date 8·81).	Food-supply sufficient. Prices normal.
Mandalay	·56 (Total rainfall to date 15·85).	Reaping of *kaukkyi* crops continues. Food-supply sufficient. Prices rising.
		General Remarks.—Public health of Lower Burma good. Some cholera in Moulmein jail and in Shwegyin district. Slight cattle-disease in parts. Agricultural work well advanced. Ploughing interrupted by heavy floods in Sandoway. Reports received from three Upper Burma districts only.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Assam—(July 20th)		
Gauhati	·67	Weather hot, with occasional rain. Public health fair. Malaria fever still reported from Barpeta. Cattle-disease reported from Pattidarrang. Rain much wanted for transplanting *sâil*. *Aus* crop being reaped, reported abundant.
Sylhet	·96	State and prospects of crops good.
Cachar	3·21	Weather seasonable. About half of the *dumai* and *murali* crops reaped. Cultivation of *sâil* crops continues. Prospects of tea, and general health, good. Common rice 14 seers 8⅜ chittacks per rupee.
Dibrugarh	1·41	Weather seasonable. Reaping of *ahu* propressing, outturn good. Tea doing well. Public health fair.
Mysore and Coorg—(July 21st)		
Bangalore	Rainfall very good in Shimoga and in parts of Kadur and Hassan districts, slight in other parts, wanted in Bangalore and Tumkur districts and in the Kadur taluk.	Standing crops in good condition. Prospects of season favourable. Public health generally good. Fever, small-pox, and cattle-disease prevalent in parts. Prices stationary.
Mysore		
Mercara	7·41	Standing crops in good condition. Transplanting of rice in progress.
Berar and Hyderabad—(July 20th)		
Amraoti	8·14	Weather cloudy and rainy. Cotton plants slightly injured by excessive rain. *Jowari* sowings progressing. Cholera less prevalent. Wheat 15 and *jowari* 25 seers per rupee.
Akola	8·87	Weather cool, with abundant rain. *Kharif* sowings in progress. Cholera still prevalent. Cattle-disease continues.
Hyderabad	Average 1·09; total since 1st January, 8·29.	Cattle-disease prevalent in almost all talukas. Prices—wheat 12½, coarse rice 12¼, white *juar* 18¼, yellow *juar* 21, and *tur* 14½ seers per current sicca rupee.
Central India States—(July 20th)		
Indore	5·28	Constant rain, but clear the last two days.
Morar (Gwalior)	3·60	Two fatal cases of cholera in Lashkar. Prospects good. Weather seasonable.
Sutna	4·65	Cholera still lingers, otherwise health good.
Neemuch	4·37	Health good.
Goona	3·10	Health good.
Agar	2·50	Prospects good. Health fair.
Sehore	4·00	Weather seasonable. Crops and health good.
Nowgong	11·17	Weather cloudy. Prices rising. Cholera reported from Datia.
Bhopawar	4·39	Health good. Prices stationary.
Rajputana—(July 20th)		
Abu (July 20th)	11·17	Weather windy and overcast, but seasonable.
Sirohi („ 17th)	3·14	Tanks nearly full; wells good. Health good. Crops being sown. Weather overcast and cool.
Marwar („ 16th)	·93	Some water brought into Jodhpore city tanks. Health good in city, but districts unhealthy. Sowings general. Weather very cloudy. Rains general, but unusually little in city and very heavy in districts. Prices tending to fall.
Meywar („ „)	5·21	Water increasing in tanks and wells. Crops fair. Health fair. Prices stationary. Weather seasonable.
Pertabgurh („ „)	6·24	Water in tanks and wells increasing. Health good. Prices fluctuating. Weather cloudy.
Harowti („ „)	Deoli, 8·24; Tonk, 16·29; Shahpura, 3·45; previous week, 1·79	Weather rainy. Sowings progressing. Health good.
Jhallawar („ 17th)	8·91; good and general rain.	Health and prospects excellent.
Ajmere („ 19th)	Average 4·00	Weather cloudy. Four small tanks in Todgurh overflowed. Cattle, which suffered for want of fodder, are dying. Out of 17 fresh cholera cases in city, 9 fatal. Prices stationary.
Jeypore („ „)	. . . . .	Prospects favourable.
Kerowlee („ 16th)	10·96	Tanks and wells full. Cultivation in progress. Cholera decreasing. Prices steady. Weather seasonable.
Dholepore („ „)	Average 4·90	Tanks and wells filling. Sowing continues. Prospects good. Health good. Prices stationary. Weather seasonable.
Bhurtpore („ 19th)	2·70	Sowings in progress. Health good.
Ulwar („ „)	Average 2·89	Cholera decreasing.
Kotah („ 16th)	4·21	Health good. Crops germinating.
Kherwara („ 17th)	3·11	Tanks and wells not so low. Grass growing at last. Health good. Prices steady. Weather seasonable and excellent for crops.
Bickanir („ „)	·36; heavier in some districts.	Sowings continue. Health good. Prices stationary. Weather cloudy and stormy.
Nepal—(July 15th)		
Katmandu (July 14th)	2·61	Heavy showers and sultry weather in the intervals. The rice crops promise well at present.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 20th July, 1887.

For the first few days of the past week the weather over the greater part of India was largely dependent on the cyclonic storm, which traversed the country from East to West between the 13th and 17th. After the latter date there occurred a general recovery of pressure, and meteorological conditions underwent a sudden change, a break in the rains setting in over the Gangetic Plain and partially on the West Coast also.

On the 14th, on the West Coast, from Kurrachee as far south as Cochin, strong monsoon winds were blowing. In the South they passed inland right across the Peninsula; but in the North they were influenced by the low pressure area lying near Raipur, and on reaching the Central Provinces became merged in the circulation existing round that depression.

On the 15th comparatively little change was reported. In the South the monsoon current crossing the West Coast continued its course westward right across the Peninsula, while in the North it poured into the cyclonic vortex over the Central Provinces.

On the 16th, except on the Malabar Coast, the winds of Western India had become much more southerly. This southerly direction carried the current northward across the Berars up the Gangetic Plain; but on the following day there were indications of its growing lighter, while at the same time the rainfall due to it was diminishing. On the 16th the current from the Bay was practically interrupted, and the winds over Bengal were light and variable, with little or no rain. On the 17th, owing to a brisk barometric fall over Bengal and the head of the Bay, the normal south-easterly direction of the wind was reversed, and north-westerly breezes prevailed over the Lower Gangetic Plain and across Bengal. The chart of the 18th showed that, while the prevailing current over Bengal continued north-westerly, local eddies had been set up in different parts of Bengal, which had resulted in several moderate or heavy falls of rain. Variable winds and local showers of rain continued on the 19th; but on the 20th there occurred a change towards more normal conditions. The low pressure area, which had existed over the head of the Bay and which had deflected the monsoon current towards Arakan, showed signs of moving westward, leaving the way open to the monsoon to once more spread over Bengal.

In Upper India, and particularly in the Punjab, conditions during this week have not been altogether satisfactory. In the early part of the week a feeble current from the Bay passed up the northern side of the Gangetic Plain, giving slight rain to several places on or near the Central Provinces, &c., as far as the Gangetic Plain, where the wind backed to south-east, and so travelled north-westward across the Punjab to the Indus Valley. On the 17th similar conditions prevailed over the greater part of Western and North-Western India; but over the Central parts of the country the current had undergone a shift to west, and in some places even showed a tendency to veer towards north-west. On the 18th the chart showed that the whole of the current from the Arabian Sea had become more or less westerly. With this change had come a considerable decrease in its rainbearing properties, and a few showers only were reported from the more Western and Central stations. On the following day the westing in the wind's direction continuing strongly marked, the amount and the area of the rainfall still further diminished. On the 20th there were some indications of a change. The current crossing the West Coast had become stronger and more southerly, and the rainfall area larger; but the character of the fall was unchanged, rain occurring rather as local showers than as part of a general fall.

The Bay of Bengal branch of the monsoon current has been very irregular. On the 14th a fairly strong wind was blowing across the Bengal Coasts, and extending for some distance to the hills, but hardly affecting the weather in the Punjab. After the 17th, however, this current was cut off; and from this date until the last day of the period the plains of the North-Western Provinces had no rain, though a little was received by the north and east of the Punjab, derived from the Bombay current.

So far, then, the seasonal rainfall of Upper India has not improved at all during the past week, and, as will be seen from the following figures, the deficiency in some parts of the Punjab is now proportionately very large:

Stations.	Total Rainfall since June 1st, 1887.	Average Rainfall, June 1st to July 20th.	Difference.
Akyab ...	46·44	78·30	—31·86
Saugor Island ...	20·97	21·13	— 0·16
Calcutta ...	21·65	19·61	+ 2·04
Dhubri ...	36·09	35·81	+ 0·28
Purneah ...	21·02	21·55	— 0·53
Gya ...	9·59	12·15	— 2·56
Allahabad ...	7·94	10·36	— 2·42
Meerut ...	6·98	7·73	— 0·75
Delhi ...	10·40	7·96	+ 2·44
Lahore ...	3·34	5·25	— 1·91
Peshawar ...	.....	0·66	— 0·66
Cochin ...	43·63	48·25	— 4·62
Ratnagiri ...	67·06	56·29	+10·77
Bombay ...	50·47	36·15	+14·32
Poona ...	12·95	9·50	+ 3·45
Surat ...	21·61	17·88	+ 3·73
Khandwa ...	17·76	12·46	+ 5·30
Nagpur ...	24·66	16·40	+ 8·26

This table shows that there is a large deficiency on the Arakan Coast; that over Bengal and Assam the rainfall is about, or a little in excess of, the average, but that from Behar right up the Gangetic Plain as far as Peshawar, except about Delhi, the seasonal fall is deficient, the largest relative deficiency being in the Punjab. On the West Coast and over the Central Provinces the rainfall has been exceptionally heavy.

The Cyclonic Storm.—The storm mentioned above lay near Jessore on the morning of the 13th; on the 14th it had reached Raipur, on the 15th Hoshangabad, and on the 16th Hyderabad. By the 17th it had disappeared across the Indus into Baluchistan. It had been followed in its course across the country by a very rapid recovery of pressure, the rise in twenty-four hours at some stations in the rear of the storm amounting to as much as 0·25″.

The concluding table gives the total rainfall of the past week for the different Provinces:

Divisions.	No. of Stations.	Total Rainfall.
Burmah ...	6	43·57
Bengal and Assam ...	16	34·07
North-Western Provinces and Oudh ...	9	9·55
Punjab ...	4	3·23
Hill Stations ...	6	23·03
Ceylon ...	2	0·83
Malabar Coast ...	5	12·42
Bombay ...	9	27·02
Berars and Central Provinces ...	10	57·99
Guzerat and Central India ...	6	17·42
Sind—Rajputana ...	5	17·18
Madras ...	13	6·40

W. L. DALLAS,

SIMLA, *22nd July, 1887.* for *Meteorological Reporter to the Government of India.*

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XI OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 19th June, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 18th June, 1887. Total.	Per mile open.	Total Receipts from 1st April, 1886, to 19th June, 1886. Total.	Per mile open per week.	Total Receipts from 1st April, 1887, to 11th June, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
	Lines worked by Guaranteed Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
25th June, 1887	Oudh and Rohilkhand	680	1,20,522	177	686	1,07,921	157	18,32,376	236	17,01,852	220	...	1,30,524
First 2 days of July, 1887	Madras	861	1,50,869	175	831	1,48,477	179	17,37,156	177	17,98,431	192	61,275	...
Ditto	South Indian	654	1,03,237	158	654	1,02,233	156	11,32,579	158	11,43,471	155	10,892	...
Last 5 days of June, 1887	Great Indian Peninsula	1,497	5,59,105	374	1,497	8,47,579	567	1,13,95,067	666	1,25,91,943	745	11,96,876	...
2nd July, 1887	Bombay, Baroda and Central India	461	3,23,087	701	461	2,40,000	521	41,41,565	786	38,26,858	736	...	3,14,707
	TOTAL	4,153	12,56,820	303	4,129	14,46,210	350	2,02,38,743	426	2,10,62,555	452	8,23,812	...
	State Lines worked by Guaranteed Companies.												
First 9 days of July, 1887	East Indian	1,515	8,48,377	560	1,519	9,03,389	595	1,14,81,747	863	1,11,14,598	648	...	3,67,149
Ditto	Patna-Gya	57	9,795	171	57	8,196	143	1,15,687	177	1,06,932	166	...	8,755
Ditto	Dildarnagar-Ghazipur	12	1,074	90	12	772	64	15,796	115	12,985	96	...	2,811
Ditto	Sindia	75	7,766	104	75	9,170	123	86,516	102	1,00,697	119	14,181	...
2nd July, 1887	Rajputana-Malwa (*a*)	1,664	4,04,864	243	1,664	3,54,000	213	46,52,319	245	42,16,540	225	...	4,35,809
25th June, 1887	Southern Mahratta	315	30,154	114	674	70,034	105	4,01,680	111	7,30,106	105	3,28,426	...
First 9 days of July, 1887	Indian Midland	42	1,553	37	42	2,341	56	26,422	55	47,738	101	21,316	...
25th June, 1887	Lucknow-Sitapur-Sihramau	...	...	...	85	4,054	47	...	...	47,639	53	47,639	...
	TOTAL	3,680	13,09,583	356	4,128	13,52,856	328	1,67,80,197	399	1,63,77,235	356	...	4,02,962
	State Lines worked by Government.												
Last 12 days of June, 1887	Eastern Bengal (*b*)	666	1,26,350	208	645	1,20,700	187	15,61,017	225	15,22,188	200	...	38,829
First 9 days of July, 1887	Nalhati	27	2,491	91	27	1,615	59	21,383	09	21,201	00	...	182
Last 12 days of June, 1887	Tirhoot	240	30,623	124	240	35,754	144	3,84,087	137	4,17,202	148	33,115	...
First 9 days of July, 1887	Wardha Coal	45	10,087	357	45	13,093	291	1,82,161	334	1,93,859	382	11,698	...
Ditto	Nagpur and Chhattisgarh	149	20,283	139	149	16,441	110	4,68,092	275	4,69,564	279	1,472	...
Last 5 days of June, 1887	Burma	327	38,251	117	327	52,722	161	5,51,036	148	7,17,000	194	1,66,000	...
18th June, 1887	Cherra-Companyganj	...	...	...	7	21	3	...	..	538	7	538	...
Last 5 days of June, 1887	North-Western (*c*)	1,869	5,26,620	282	2,083	4,66,644	224	59,85,898	280	50,02,730	213	...	9,83,168
18th June, 1887	Bareilly-Pilibheet	36	3,205	92	36	1,932	54	24,659	60	22,424	55	...	2,235
Last 5 days of June, 1887	Jorhat	26	843	32	26	1,181	45	7,122	24	10,589	36	3,467	...
First 9 days of July, 1887	Bilaspur-Etawa (Kutni-Umaria Section)	...	...	...	38	1,402	37	...	...	17,203	40	17,203	...
	TOTAL	3,331	7,64,843	230	3,632	7,11,405	196	91,85,455	241	83,94,594	205	...	7,90,861
GRAND TOTAL (GUARANTEED AND STATE)		11,164	33,31,246	298	11,889	35,10,471	295	4,62,04,395	362	4,58,34,384	343	...	3,70,011
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	2,01,97,374	158	(*d*) 2,00,07,522	150	...	...
NET RECEIPTS		...	...	...	...	...	...	2,60,07,021	204	2,58,26,862	193	...	1,80,159
	Assisted Companies.												
Last 12 days of June, 1887	Bengal Central	125	14,209	114	125	11,550	92	1,35,206	95	1,36,494	97	1,288	...
18th June, 1887	Rohilkhand-Kumaon	67	8,072	120	67	5,589	83	84,324	110	82,999	110	...	1,325
25th ditto	Dibru-Sadiya (late Assam)	78	6,731	86	78	7,974	102	79,092	89	96,784	110	17,692	...
Last 12 days of June, 1887	Bengal and North-Western	303	48,566	160	376	38,710	103	5,06,771	146	5,66,189	132	59,418	...
First 9 days of July, 1887	Tarakessur	22	5,097	229	22	4,798	216	67,794	267	65,846	263	...	1,948
	TOTAL	595	82,665	139	668	68,621	103	8,73,187	128	9,48,312	126	75,125	...
	Native States.												
First 9 days of July, 1887	Bhavnagar-Gondal	193	21,970	113	193	14,463	75	3,27,694	148	3,34,035	153	6,341	...
25th June, 1887	Jodhpore	64	4,071	63	124	7,900	64	47,695	65	84,770	61	37,075	...
Last 12 days of June, 1887	Nizam's	208	25,460	122	208	24,036	116	2,70,736	110	3,67,837	157	91,101	...
Last 5 days of ditto	Mysore	140	9,330	66	140	10,324	73	95,480	60	1,07,624	68	12,144	...
25th June, 1887	Rajpura-Patiala	16	1,573	98	16	965	60	16,064	88	12,798	71	...	3,266
25th ditto	Morvi	24	1,806	35	68	1,957	29	16,187	59	46,690	61	30,503	...
	TOTAL	645	63,432	98	749	59,645	80	7,79,856	106	9,53,754	113	1,73,898	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Northern Bengal, Dacca, Kaunia-Dharlia, and Assam-Behar Railways.
(*c*) Includes the Amritsar-Pathankot Railway.
(*d*) Calculated on percentage used for the corresponding period of 1886.

SIMLA,
The 22nd July, 1887.

JAMES RAMSAY,
Offg. Under-Secretary.

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL BRANCH PRESS, *Simla.*

SUPPLEMENT TO

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No. 32.} CALCUTTA, SATURDAY, AUGUST 6, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

TRAFFIC RETURN OF THE GANGES AND AGRA CANALS FOR THE HALF-YEARS ENDING 31st MARCH, 1887 & 1886.

Comparative Return of Traffic carried on the Upper and Lower Ganges Canals for the half-years ending 31st March, 1887 and 1886.

	Demands.		Collections during current half-year.	Balance uncollected.	Same period of previous year.		Nature of Cargo.	Current half-year.			Corresponding period of previous year.			Tonnage.				Ton mileage.				Value of Goods.				Number of passengers.			
	Balance from previous half-year.	For current half-year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1887.			1886.	1887.		1886.		1887.		1886.		1887.		1886.	
														Local.			Local.	Local.		Local.		Local.		Local.		Local.		Local.	
														Upper Ganges Canal.	Lower Ganges Canal.	Through.	Upper Ganges Canal.	Upper Ganges Canal.	Lower Ganges Canal.	Upper Ganges Canal.	Lower Ganges Canal.	Upper Ganges Canal.	Lower Ganges Canal.	Upper Ganges Canal.	Lower Ganges Canal.	Upper Ganges Canal.	Lower Ganges Canal.	Upper Ganges Canal.	Lower Ganges Canal.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
Tollage.	₹	₹	₹	₹	₹	₹		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.																							
Private boats .	1,200	7,684	8,867	17	8,159	8,029	Grains .	124,771	46,522	171,293	29,579	151,391	180,970																						
Government boats	...	672	672	...	1,147	1,147	Cotton .	...	44,058	44,058	675	38,666	39,341																						
Rafts . .	...	221	221	...	994	994	Oilseeds .	2,193	990	3,183	4,716	1,965	6,681																						
Carrying operations.							Salt . .	3,290	7,918	11,208	1,952	6,007	7,959																						
Boating (Government).	...	1,422	1,422	...	740	740	Metals . .	4,546	12,283	16,829	36,174	7,620	43,794																						
Fines and sundries.	...	39	39	...	10	10	Building materials.	508,467	136,683	645,150	366,496	450,282	816,778	17,907	20,134	10,256	32,342	16,864	10,366	828,799	486,273	2,544 891	1,417,572	234 091	2,458,055	R 4,54,211	R 3,79,018	R 11,01,869	R 6,43,386	R 4,44,839	R 11,95,062	38*	445	364	2,584	196	1,938
Ground rent .	...	473	473	...	647	647	Miscellaneous goods.	97,825	83,328	181,153	69,074	74,380	143,454																						
							Firewood .	6,196	138,290	144,486	27,535	173,725	201,260																						
Total .	1,200	10,511	11,694	17	11,697	11,567	Bamboos .	1,040	41,376	42,416	584	77,293	77,877																						
							Timber .	866	46,082	46,948	1,055	95,055	96,110																						
Upper Ganges Canal.	621	5,270	5,882	9	7,064	6,997	Miscellaneous Timber.	31	8,046	8,077	92	7,442	7,534																						
Lower Ganges Canal.	579	5,241	5,812	8	4,633	4,570																													
Total .	1,200	10,511	11,694	17	11,697	11,567	Total .	749,225	565,576	1,314,801	537,932	1,083,826	1,621,758	48,297			59,572			3,859,963			4,109,718			19,35,098			22,83,287			847			4,718	

* Includes 25 goats.

ALLAHABAD,
The 22nd June, 1887.

H. W. CONDUITT,
Asst. Secy. to Govt. N. W. P. & Oudh, P. W. D., I. B.

Comparative Return of Traffic carried on the Upper and Lower Ganges Canals for the years ending 31st March, 1887 and 1886.

	Demands.		Collections during current year.	Balance uncollected.	Corresponding period of previous year.		Nature of Cargo.	1886-87.			1885-87.			Tonnage.				Ton mileage.				Value of Goods.				Number of Passengers.			
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1886-87.			1885-86.	1886-87.		1885-86.		1886-87.		1885-86.		1886-87.		1885-86.	
														Local.			Local.	Local.		Local.		Local.		Local.		Local.		Local.	
														Upper Ganges Canal.	Lower Ganges Canal.	Through.	Upper Ganges Canal.	Upper Ganges Canal.	Lower Ganges Canal.	Upper Ganges Canal.	Lower Ganges Canal.	Upper Ganges Canal.	Lower Ganges Canal.	Upper Ganges Canal.	Lower Ganges Canal.	Upper Ganges Canal.	Lower Ganges Canal.	Upper Ganges Canal.	Lower Ganges Canal.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
Tollage.	₹	₹	₹	₹	₹	₹		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.																							
Private boats .	558	13,124	13,667	15	13,496	13,077	Grains .	141,928	96,806	238,734	60,595	187,297	247,892																						
Government boats.	...	1,171	1,171	...	1,884	1,884	Cotton .	...	64,672	64,672	675	50,850	51,525																						
Rafts . .	...	2,108	2,108	...	2,546	2,546	Oilseeds .	3,739	24,365	28,104	7,373	17,068	24,441																						
Carrying operations.							Salt . .	5,396	13,972	19,368	4,639	17,041	21,680																						
Boating (Government).	...	1,530	1,530	...	878	878	Metals .	10,914	22,350	33,264	57,777	8,600	66,377																						
Fines and sundries.	...	52	52	...	47	47	Building materials.	669,091	626,332	1,295,423	469,604	749,688	1,319,292	52,228	32,847	13,970	55,844	33,977	16,028	1,937,208	779,159	3,513,822	2,349,922	486,839	3,886,287	R9,80,187	R6,44,645	R16,17,688	R11,70,567	R6,45,894	R17,98,612	722	1,096	1,005	8,683	971	2,423
Ground rent .	...	1,293	1,293	...	1,595	1,595	Miscellaneous goods.	120,187	132,283	252,470	83,035	177,380	260,415																						
							Firewood .	19,770	277,391	297,161	39,095	307,738	346,833																						
Total .	558	19,278	19,821	15	20,446	20,027	Bamboos .	1,199	246,109	247,308	1,184	255,090	256,274																						
Upper Ganges Canal.	289	10,896	11,177	8	12,677	12,460	Timber .	3,258	196,551	199,809	3,099	269,231	272,330																						
Lower Canges Canal.	269	8,382	8,644	7	7,769	7,567	Miscellaneous timber.	428	19,545	19,973	1,060	13,443	14,503																						
Total .	558	19,278	19,821	15	20,446	20,027	Total .	975,910	1,720,376	2,696,286	628,136	2,053,426	2,881,562	99,045			105,849			6,230,189			6,723,048			32,42,520			36,15,103			2,823			12,077	

ALLAHABAD;
The 22nd June, 1887.

H. W. CONDUITT,
Asstt. Secy. to Govt., N. W. P. and Oudh, P. W. D., I. B.

Comparative Return of Traffic carried on the Agra Canal for the half-years ending 31st March, 1887 and 1886.

	Demands.		Collected during current half-year.	Balance uncollected.	Same period of previous year.		Nature of cargo.	Current half year.			Corresponding period of previous year.			Tonnage.		Ton mileage.		Value of goods.		Number of passengers.	
	Balance from previous half year.	For current half-year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1887.	1886.	1887.	1886.	1887.	1886.	1887.	1886.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	₹	₹	₹	₹	₹	₹		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.								
Tollage.																					
Private boats . .	...	1,936	1,936	...	2,023	2,023	Grains . . .	6,565	72,831	79,396	140	146,302	146,442								
Government boats .	...	308	308	...	480	480	Cotton . . .	...	6,474	6,474	...	1,597	1,597								
							Oilseeds . . .	700	1,226	1,926	...	875	875								
Rafts . . .	...	...	...	...	22	22	Salt . . .	90	...	90	100	50	150								
							Metals . . .	3,291	291	3,582	6,075	...	6,075								
Carrying operations.							Building materials .	203,128	14,080	217,208	84,640	1,700	86,340	15,106	9,762	886,693	900,250	₹303,116	₹276,284	214	172
							Miscellaneous goods .	5,188	4,997	10,185	2,262	5,288	7,550								
Boating Government .	...	3,632	3,632	...	1,203	1,203	Firewood . .	57,442	27,081	84,523	13,900	300	14,200								
Fines and Sundries .	...	...	...	...	...	...	Bamboos . .	...	...	...	...	...	...								
Ground rent . .	...	...	...	...	...	...	Timber . . .	...	5,900	5,900	...	1,560	1,560								
							Miscellaneous timber	18	1,950	1,968	1	973	974								
Total .	...	5,876	5,876	...	3,728	3,728	Total .	276,422	134,830	411,252	107,118	158,645	265,763	...	...	...	...	...	...	...	...

Allahabad;
The 22nd June, 1887.

H. W. CONDUITT,
Asst. Secy. to Govt., N.-W. P. and Oudh, P. W. D., I. B.

Comparative Return of Traffic carried on the Agra Canal for the years ending 31st March, 1887 and 1886.

	Demands.		Collected during current year.	Balance uncollected.	Same period of previous year.		Nature of Cargo.	1886-87.			1885-86.			Tonnage.		Ton mileage.		Value of goods.		Number of passengers.	
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1886-87.	1885-86.	1886-87.	1885-86.	1886-87.	1885-86.	1886-87.	1885-86.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	₹	₹	₹	₹	₹	₹		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.					₹	₹		
Tollage.							Grains . . .	6,765	202,561	209,326	515	204,086	204,601								
Private boats . .	...	3,963	3,963	...	3,431	3,431	Cotton . . .	...	6,642	6,642	...	1,597	1,597								
Government boats .	...	658	658	...	781	781	Oilseeds . . .	700	2,408	3,108	...	2,617	2,617								
							Salt . . .	90	...	90	200	50	250								
Rafts . . .	...	1,155	1,155	...	50	50	Metals . . .	15,541	291	15,832	6,075	...	6,075								
							Building materials .	454,179	59,880	514,059	175,187	4,550	179,737								
Carrying Operations							Miscellaneous goods .	6,738	20,822	27,560	3,802	35,563	39,365								
Boating (Government)	...	5,957	5,957	...	1,413	1,413	Firewood . .	80,120	40,176	120,296	14,650	3,200	17,850	34,528	16,867	1,918,296	1,594,266	7,16,305	4,72,839	495	172
							Bamboos . .	...	...	...	...	...	...								
Fines and sundries .	...	...	...	...	...	...	Timber . . .	...	7,650	7,650	...	5,610	5,610								
Ground rent . .	...	...	...	...	...	...	Miscellaneous Timber	18	35,425	35,443	1	1,483	1,484								
Total .	...	11,733	11,733	...	5,675	5,675	Total .	564,151	375,855	940,006	200,430	258,756	459,186	...	...	...	...	...	...	...	...

Allahabad,
The 22nd June, 1887.

H. W. CONDUITT,
Asst. Secy. to Govt., N. W. P. and Oudh, P. W. D., I.B.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

IRRIGATION OPERATIONS, NORTH-WESTERN PROVINCES, FOR THE RABI SEASON 1886-87 (1st OCTOBER TO 31st MARCH.)

No. A21. RABI STATEMENT.

IRRIGATION OPERATIONS OF FASL RABI, 1886-87.

Comparative Statement of Irrigation and Rainfall in Canal Districts of the North-Western Provinces.

ZILA.	Area in acres.	Culturable acres.	AREAS IRRIGATED. Rabi, 1885-86.	Rabi, 1886-87.	1886-87 AS COMPARED WITH 1885-86. Increase	Decrease.	RAINFALL FOR SIX MONTHS, OCTOBER TO MARCH, 1886-87. October. 1885.	October. 1886.	November. 1885.	November. 1886.	December. 1885.	December. 1886.	January. 1886.	January. 1887.	February. 1886.	February. 1887.	March. 1886.	March. 1887.	TOTAL. 1885-86.	TOTAL. 1886-87.
			Acres.	Acres.	Acres.	Acres.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.
Shaharanpur	1,425,920	1,093,101	48,812	38,825	...	9,987	...	...	...	...	·8	...	1·6	2·3	1·0	...	·8	...	4·2	2·3
Muzaffarnagar	1,072,000	908,497	111,138	90,262	...	20,876	...	·4	...	...	·9	·1	1·3	1·9	...	...	·9	...	3·1	2·4
Meerut	1,507,840	1,334,209	179,057	144,254	...	34,803	...	·6	...	...	·6	·2	1·2	2·4	...	...	1·2	...	3·0	3·2
Bulandshahr	1,214,080	1,084,407	89,728	58,926	...	30,802	...	·4	...	..	1·9	...	1·9	2·5	...	...	1·4	...	5·2	2·9
Aligarh	1,251,392	1,041,512	88,236	76,416	...	11,820	...	·4	...	...	·4	...	1·1	2·0	...	...	·9	...	2·4	2·4
Muttra	932,480	862,096	45,797	26,735	...	19,062	...	·3	...	...	·5	...	·3	·8	...	...	1·1	...	1·9	1·1
Agra	1,187,844	958,205	27,922	17,859	...	10,063	...	·2	...	...	·5	...	·3	·1	...	...	·2	...	1·0	0·3
Etah	1,112,960	894,829	48,439	45,227	...	3,212	...	...	...	...	·3	...	·5	1·7	...	...	2·7	·1	3·5	1·8
Mainpuri	1,086,080	764,575	62,499	63,400	901	...	1·0	...	...	...	·8	...	·3	·4	...	...	·3	...	2·4	0·4
Farukhabad	1,100,160	864,792	27,933	25,152	...	2,781	·3	2·9	...	...	...	...	·3	1·4	...	...	·5	...	1·1	4·3
Etawah	1,084,160	795,233	80,239	91,824	11,585	...	...	·9	...	...	1·4	·2	·3	·2	...	...	·2	·1	1·9	1·4
Cawnpore	1,514,368	1,103,465	96,293	68,585	...	27,708	·3	4·1	...	...	2·6	·4	1·9	1·0	...	...	·3	...	5·1	5·5
Delhi	805,120	525,440	150	186	36	...	...	1·8	...	...	·6	·5	1·6	1·8	·1	...	·8	...	3·1	4·1
Gurgaon	1,240,320	993,280	39,754	27,900	...	11,854	...	·7	...	...	1·4	...	·7	1·3	·1	...	·5	...	2·7	2·0
Dehra Dun	764,544	385,285	6,882	6,588	...	294	...	4·3	...	...	3·1	·9	3·0	3·0	1·8	...	2·6	·1	10·5	8·3
Bijnour	1,195,520	1,024,539	3,360	2,155	...	1,205	...	·2	...	...	1·2	...	1·5	2·4	...	...	2·4	...	5·1	2·6
Tarai	590,720	560,856	2,189	10,781	8,592	...	...	...	...	...	5·7	...	·2	1·9	...	...	...	...	5·9	1·9
Pilibhit	878,720	709,334	4,354	5,783	1,429	...	...	1·5	...	...	6·9	...	1·7	2·9	...	...	3·2	...	11·8	4·4
Bareilly	1,018,240	911,423	30,101	24,018	...	6,083	...	·4	...	...	3·0	...	·8	2·3	...	...	2·4	·1	6·2	2·8
Jhansi	1,002,752	724,553	1,102	261	...	841	·5	2·9	...	...	3·0	·5	·2	...	...	...	·5	·2	4·2	3·6
Hamirpur	1,464,704	1,230,803	1,262	421	...	841	...	3·1	...	...	4·4	1·6	...	·9	...	...	1·1	...	5·5	5·6
Jalaun	995,200	777,868	12,166	5,929	...	6,237	...	3·5	...	...	1·2	·3	...	1·0	...	...	...	...	1·2	4·8
Kumaun Bhabar	(Not known).	(Not known).	(Not reported).	56,608	56,608	...	...	...	...	...	...	...	1·7	5·0	...	...	4·7	...	6·4	5·0
	24,445,124	19,548,302	1,007,413	888,095	79,151	198,469	...	...	...	...	...	...	...	...	...	...	...	...	...	...

NET DECREASE 119,318

ALLAHABAD,
The 8th July, 1887.

H. W. CONDUITT,
Asst. Secy. to Govt., N. W. P. and Oudh, P. W. D., I. B.

No. B21.—RABI STATEMENT.

IRRIGATION OPERATIONS OF FASL RABI, 1886-87.

Statement in acres of crops irrigated in Canal Districts.

NATURE OF CROPS.	Saharanpur.	Muzaffarnagar.	Meerut.	Bulandshahr.	Aligarh.	Muttra.	Agra.	Etah.	Mainpuri.	Farukhabad.	Etawah.	Cawnpore.	Delhi.	Gurgaon.	Dehra Dun.	Bijnour.	Tarai.	Pilibhit.	Bareilly.	Jhansi.	Hamirpur.	Jalaun.	Kamaun Bhabar.	TOTAL.
Gardens and Orchards	608	519	1,114	457	582	99	77	162	73	49	71	268	...	67	408	...	...	9	40	4	...	1,012	206	5,825
Sugarcane	11	26	54	40	5	...	...	...	...	3	3	2	...	...	...	...	560	1	14	...	...	...	111	830
Cereals — Wheat	33,093	27,720	109,773	37,150	37,661	8,291	7,586	25,553	35,442	12,443	46,275	33,897	17	4,860	4,084	1,436	8,686	2,580	12,843	168	99	2,944	26,959	529,560
Cereals — Barley	1,028	1,022	3,067	2,829	7,813	2,713	1,546	5,067	5,878	9,158	2,204	24,689	...	2,761	405	42	908	...	240	...	126	221	5,164	76,881
Cereals — Oats	...	1	463	66	5	...	...	...	2	...	...	...	...	...	718	...	...	...	...	...	...	...	6,446	1,255
Cereals — China	...	...	...	232	842	5	13	335	182	...	3	...	...	...	...	...	...	...	...	3	...	...	...	8,061
Other grains	753	254	6,315	14,402	27,235	5,997	5,430	12,564	17,073	178	34,424	7,142	134	12,900	...	511	376	2,655	8,159	52	162	932	...	157,648
Pulses — Gram	305	1,479	2,517	203	580	9,216	2,439	518	473	68	1,182	226	34	7,099	23	123	68	145	778	23	20	89	331	27,939
Pulses — Peas	790	6,289	17,009	1,873	3	...	347	10	335	96	484	199	...	...	84	3	...	35	71	...	...	...	243	27,871
Pulses — Arhar	...	...	...	3	189	87	4	10	4	7	12	1	...	2	...	...	...	20	28	...	...	19	...	386
Pulses — Masur	226	244	642	164	11	3	...	4	...	3	...	...	...	1	171	32	30	131	449	11	...	...	1,909	4,531
Fodder crops	387	269	847	311	521	...	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,542
Fibres—cotton, &c.	16	236	567	152	39	4	...	13	...	...	...	...	...	38	...	...	...	...	...	...	...	...	...	1,065
Dyes—Indigo, &c.	...	1	31	392	...	2	...	1	...	7	...	...	...	5	...	...	...	...	...	...	...	...	...	439
Drugs—Opium, &c.	13	1	12	62	245	99	48	411	3,311	2,929	6,357	1,357	...	4	408	...	4	6	120	...	1	247	518	16,153
Oilseeds	528	100	2	...	...	...	...	17	81	...	...	...	...	...	287	6	121	160	874	...	...	1	14,434	16,611
Miscellaneous	867	1,601	1,841	590	685	219	368	556	546	211	809	804	1	163	...	2	28	41	402	...	13	464	287	10,498
TOTAL RABI, 1886-87	38,825	90,262	144,254	58,926	76,416	62,735	17,859	45,227	63,400	25,152	91,824	68,585	186	27,900	6,588	2,155	10,781	5,783	24,018	261	421	5,929	56,608	888,095
TOTAL RABI, 1885-86	48,812	111,138	179,057	89,728	88,236	45,797	27,922	48,439	62,499	27,933	80,239	96,293	150	39,754	6,882	3,360	2,189	4,354	30,101	1,102	1,262	12,166	(Not reported.	1,007,413

ALLAHABAD,
The 8th July, 1887.

H. W. CONDUITT,
Asst. Secy. to Govt., N. W. P. and Oudh, P. W D., I. B.

No. C21.—RABI STATEMENT.

IRRIGATION OPERATIONS OF FASL RABI, 1886-87.

Statement in acres of crops irrigated by Canals in Canal Divisions.

Nature of crops.	Upper Ganges Canal.						Lower Ganges Canal.						Eastern Jumna Canal.	Agra Canal.	Betwa Canal.	Rohilkhand Canals.	Bijnour Canals.	Dun Canals.	Tarai Canals.	Bhabar Canals.	Bundelkand Irrigation Works.		Grand Total.
	Northern.	Anupshahr.	Meerut.	Bulandshahr.	Aligarh.	Total.	Narora.	Mainpuri.	Cawnpore.	Etawah.	Bhognipur.	Total.									Jhansi Lakes.	Hamirpur Lakes.	
Gardens and Orchards	453	402	489	322	846	2,512	34	9	241	112	43	439	962	233	1,012	49	...	408	...	206	4	...	5,825
Sugarcane	16	6	11	63	...	96	...	.	3	5	...	8	40	...	...	15	...	...	560	111	...	...	830
Cereals — Wheat	39,665	32,119	56,870	33,391	57,605	219,650	13,069	11,173	29,101	58,254	23,871	135,468	94,926	19,717	2,946	16,104	1,436	4,084	8,005	26,959	166	99	529,560
Cereals — Barley	669	2,234	262	2,277	12,644	18,086	1,614	4,348	35,441	1,455	...	42,858	1,819	7,012	221	262	42	405	886	5,164	...	126	76,881
Cereals — Oats	...	...	429	101	7	537	...	...	...	...	...	...	...	...	...	...	...	718	...	...	...	...	1,255
Cereals — China	...	...	...	6	1,565	1,571	...	18	1	4	4	27	...	14	...	...	...	..	...	6,446	3	...	8,061
Other grains	173	10,556	27	8,728	43,444	62,928	674	325	6	39,161	16,802	56,968	1,012	23,893	932	11,190	511	...	...	...	52	162	157,648
Pulses — Gram	887	256	985	259	1,053	3,440	6	117	87	560	1,148	1,918	2,196	18,785	89	962	123	23	29	331	23	20	27,939
Pulses — Peas	2,985	2,483	11,996	2,573	...	20,037	...	117	219	663	116	1,115	5,936	347	...	106	3	84	...	243	...	...	27,871
Pulses — Arhar	...	2	...	...	201	203	1	...	10	...	12	23	...	93	19	48	...	...	...	...	...	...	386
Pulses — Masur	323	...	109	262	...	694	7	...	...	...	...	7	1,096	1	...	607	32	171	3	1,909	11	...	4,531
Fodder crops	38	64	379	228	632	1,341	...	...	...	...	...	...	1,201	...	...	...	...	...	...	...	...	...	2,542
Fibres—cotton, &c.	16	4	42	204	50	316	...	...	...	...	...	...	707	42	...	...	...	...	...	...	...	...	1,065
Dyes—Indigo, &c.	...	394	5	20	...	419	..	...	7	...	...	7	6	7	...	...	...	...	...	...	...	...	439
Drugs—Opium, &c.	1	7	11	21	382	422	435	1,186	4,576	7,370	701	14,268	12	147	247	130	...	408	...	518	...	1	16,153
Oilseeds	95	2	...	...	...	97	...	98	...	...	...	98	553	...	1	1,155	6	287	...	14,434	...	...	16,611
Miscellaneous	1,275	956	508	538	1,318	4,595	39	189	891	622	533	2,274	1,670	722	464	461	2	...	10	287	...	13	10,498
Total rabi, 1886-87	46,596	49,485	72,123	48,993	119,747	336,944	5,879	17,580	70,583	108,206	43,230	255,478	112,116	71,013	5,931	31,089	2,155	6,588	9,493	56,608	259	421	888,095
Total rabi, 1885-86	61,882	84,578	97,089	62,444	136,991	442,984	17,106	16,957	79,970	107,699	48,845	270,577	120,734	111,702	12,356	36,644	3,360	6,822	(Not reported.)		912	1,262	1,007,413

ALLAHABAD,
The 8th July, 1887.

H. W. CONDUITT,
Asst. Secy. to Govt. N. W. P. and Oudh, P. W. D., I. B.

No. A21.—ANNUAL STATEMENT.

IRRIGATION OPERATIONS OF THE YEAR 1886-87.

Comparative Statement of Irrigation and Rainfall for years 1885-86 and 1886-87 in Canal Districts of the North-Western Provinces.

Zilla.	Area in acres.	Culturable area in acres.	Area Irrigated. Kharif, 1886-87. Total area.	Kharif, 1886-87. In comparison with Kharif, 1885-86. Increase.	Kharif, 1886-87. In comparison with Kharif, 1885-86. Decrease.	Rabi, 1886-87. Total area.	Rabi, 1886-87. In comparison with Rabi, 1885-86. Increase.	Rabi, 1886-87. In comparison with Rabi, 1885-86. Decrease.	Whole year, 1886-87. Total area.	Whole year, 1886-87. In comparison with 1885-86. Increase.	Whole year, 1886-87. In comparison with 1885-86. Decrease.	Whole year, 1886-87. Percentage of increase or decrease.	Rainfall. 1885-86.	Rainfall. 1886-87.	Rainfall. Percentage of increase or decrease.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
			Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.		Inches.	Inches.	
Saharanpur	1,425,920	1,093,101	46,355	2,351	...	38,825	...	9,987	85,180	...	7,636	—8·9	38·9	38·0	—2·3
Muzaffarnagar	1,072,000	908,497	77,384	...	2,554	90,262	...	20,876	167,646	...	23,430	—13·9	32·5	29·6	—8·9
Meerut	1,507,840	1,334,209	109,669	...	8,813	144,254	...	34,803	253,923	...	43,616	—17·2	30·2	33·6	+11·2
Bulandshahr	1,214,080	1,084,407	46,263	...	26,978	58,926	...	30,802	105,189	...	57,780	—54·9	52·2	43·4	—16·8
Aligarh	1,251,392	1,041,512	32,301	...	22,654	76,416	...	11,820	108,717	...	34,474	—31·7	38·2	36·7	—3·9
Muttra	932,480	862,096	26,825	...	1,413	26,735	...	19,062	53,560	..	20,475	—38·2	30·5	26·0	—14·7
Agra	1,187,844	958,205	13,265	...	383	17,859	...	10,063	31,124	...	10,446	—33·6	31·2	29·2	—6·4
Etah	1,112,960	894,829	20,718	...	13,623	45,227	...	3,212	65,945	...	16,835	—25·5	35·0	28·1	—19·7
Mainpuri	1,086,080	764,575	18,413	...	20,775	63,400	901	...	81,813	...	19,874	—24·3	46·6	30·3	—13·5
Farukhabad	1,100,160	864,792	10,945	...	10,619	25,152	...	2,781	36,097	...	13,400	—37·1	55·4	43·1	—22·2
Etawah	1,084,160	795,233	35,134	...	23,365	91,824	11,585	...	126,958	...	11,780	—9·3	40·5	25·6	—36·8
Cawnpore	1,514,368	1,103,465	34,368	...	25,328	68,585	...	27,708	102,953	...	53,036	—51·5	46·1	34·0	—26·2
Delhi	805,120	525,440	69	...	52	186	36	...	255	...	16	—6·3	31·2	30·5	—2·2
Gurgaon	1,240,320	993,280	11,709	...	12,394	27,900	...	11,854	39,609	...	24,248	—61·2	39·4	20·3	—48·5
Dehra Dún	764,544	385,285	5,884	460	...	6,588	...	294	12,472	166	...	+1·3	113·7	86·0	—24·4
Bijnor	1,195,520	1,024,539	2,028	...	1,200	2,155	...	1,205	4,183	...	2,405	—57·5	41·6	26·8	—35·6
Tarai	590,720	560,856	27,239*	21,797	...	10,781	8,592	...	38,020	30,389	...	+79·7	68·0	50·3	—26·0
Pilibhít	878,720	709,334	6,970	1,593	...	5,783	1,429	...	12,753	3,022	...	+23·7	72·6	56·6	—22·0
Bareilly	1,018,240	911,423	35,750	3,290	...	24,018	...	6,083	59,768	...	2,793	—4·7	49·8	42·9	—13·8
Jhánsi	1,002,752	724,553	50	...	33	261	...	841	311	...	874	—281·0	37·4	34·0	—9·1
Hamirpur	1,464,704	1,230,803	300	74	...	421	...	841	721	...	767	—106·2	43·9	31·4	—28·5
Jalaun	995,200	777,868	2,677	2,677	...	5,929	...	6,237	8,606	...	3,560	—41·4	39·9	31·1	—22·0
Kumaun Bhabar	(Not known.)	(Not known.)	25,592	25,592	...	56,608	56,608	...	82,200	82,200	...	...	74·1	79·5	+7·3
Total	24,445,124	19,548,302	589,908	57,834	170,184	888,095	79,151	198,469	1,478,003	115,777	347,445	—15·7	...	...	...
			Net decrease		112,350	Net decrease		119,318	Net decrease		231,668				

* Includes 22,494 acres irrigated by the Tarai Canals.

ALLAHABAD,
The 8th July, 1887.

H. W. CONDUITT,
Asst. Secy. to Govt., N.-W. P. and Oudh, P. W. D., I. B.

NO. B.21.—ANNUAL STATEMENT.

IRRIGATION OPERATIONS OF THE YEAR 1886-87.

Statement in acres of crops irrigated in Canal Districts.

NATURE OF CROPS.	Saharanpur.	Muzaffarnagar.	Meerut.	Bulandshahr.	Aligarh.	Mutra.	Agra.	Etah.	Mainpuri.	Farukhabad.	Etawah.	Cawnpore.	Delhi.	Gurgaon.	Dera Dun.	Bijnor.	Tarai.	Pilibhit.	Bareilly.	Jhansi.	Hamirpur.	Jalaun.	Kumaun Bhabar.	TOTAL.
Gardens and orchards	1,517	1,102	2,095	1,105	1,097	190	214	423	152	60	135	463	...	137	726	...	...	9	72	8	...	1,024	436	10,965
Sugarcane	14,559	42,677	65,860	8,046	919	684	1,134	2,177	3,124	3,705	6,918	4,245	...	559	1,020	1,461	1,701	958	8,534	9	270	993	400	169,953
Cereals — Rice	27,394	25,007	10,046	160	827	...	1	276	198	23	143	2,987	...	...	4,442	557	26,018	5,966	26,394	12	11	3	20,767	151,232
Cereals — Bajra	2	2	31	13	39	27	7	26	13	...	6	...	...	76	...	...	...	...	...	...	...	...	...	242
Cereals — Juar	...	...	111	538	616	620	328	410	253	33	267	388	...	491	...	..	...	...	...	...	...	7	...	4,062
Cereals — Maize	134	1,299	7,639	1,162	1,416	31	68	462	747	53	118	145	...	27	...	...	...	...	...	...	...	...	628	13,929
Cereals — Wheat	33,093	77,720	109,773	37,150	37,661	8,291	7,586	25,553	35,442	12,443	46,275	33,897	17	4,860	4,084	1,436	8,686	2,580	12,843	168	99	2,944	26,959	529,560
Cereals — Barley	1,028	1,022	3,067	2,829	7,813	2,713	1,546	5,067	5,878	9,158	2,204	24,689	...	2,761	405	42	908	...	240	...	126	221	5 164	76,881
Cereals — Oats	...	1	463	66	5	...	...	...	2	...	...	...	...	...	718	...	...	...	...	...	...	...	...	1,255
Cereals — China	...	...	...	232	842	5	13	335	182	...	3	...	...	...	...	...	...	...	...	3	...	...	6,446	8,061
Other grains	1,037	500	6,522	14,672	27,360	6,083	5,485	13,044	17,746	281	35,252	7,206	134	12.930	...	512	392	2,659	8,167	53	167	2,272	2,204	164,678
Pulses (kharif)	49	400	508	27	20	86	12	7	1	...	...	...	...	65	...	...	...	...	...	...	...	137	416	1,728
Pulses (rabi) — Gram	305	1,479	2,517	203	580	9,216	2,439	518	473	68	1,182	226	34	7.099	23	123	68	145	778	23	20	89	331	27,939
Pulses (rabi) — Peas	790	6,289	17,009	1,873	3	...	347	10	335	96	484	199	...	...	84	3	...	35	71	...	...	...	243	27,871
Pulses (rabi) — Arhar	...	...	...	3	189	87	4	10	4	7	12	1	...	2	...	...	...	20	28	...	...	19	...	386
Pulses (rabi) — Masur	226	744	642	164	11	3	...	4	...	3	...	...	...	1	171	32	30	131	449	11	...	...	1,909	4,531
Fodder crops	797	1,226	4,497	1,623	555	...	1	29	...	..	4	...	...	1	...	...	...	2	...	...	...	...	222	8,957
Fibres—Cotton, &c.	433	1,935	7,044	7,121	4,103	11,217	2,156	1,859	1,573	71	141	67	11	4,909	...	2	8	...	...	10	...	...	599	43,259
Dyes—Indigo, &c.	782	2,501	11,802	24,549	22,003	13,472	8,638	12,760	10,371	5,661	24,683	23,435	55	5,014	...	...	...	...	297	...	...	94	...	166,117
Drugs—Opium, &c.	266	89	228	119	261	101	50	428	3.355	2.991	6,371	1.370	...	4	512	...	5	13	124	...	1	251	518	17.057
Oilseeds	528	100	2	...	2	...	...	26	130	...	...	...	...	...	287	6	121	160	874	...	...	1	14,434	16.671
Miscellaneous	2,240	3,553	4.067	3,534	2,395	734	1,095	2,521	1,834	1.444	2,760	3,635	4	673	...	9	83	75	897	14	27	551	524	32,669
TOTAL YEAR 1886-87	85,180	167,646	253,923	105,189	108,717	53,560	31,124	65.945	81,813	36,097	126,958	102,953	255	39,609	12,472	4,183	38,020	12,753	59,768	311	721	8,606	82,200	1,478,003
TOTAL YEAR 1885-86	92,816	191,076	297,539	162,969	143,191	74,035	41,570	82,780	101,687	49,497	138,738	155.989	271	63,857	12,306	6,588	7.631	9,731	62,561	1,185	1,488	12,166	(Not reported.)	1,709,671

ALLAHABAD,
The 8th July, 1887.

H. W. CONDUITT,
Asst. Secy. to Govt., N. W. P. and Oudh, P. W. D., I. B.

NO. C21. ANNUAL STATEMENT.

IRRIGATION OPERATIONS OF THE YEAR 1886-87.

Statement in acres of crops irrigated by Canals in Canal Divisions.

NATURE OF CORPS	UPPER GANGES CANAL.						LOWER GANGES CANAL.						Eastern Jumna Canal.	Agra Canal.	Betwa Canal.	Rohilkhand Canals.	Rijnor Canals.	Dun Canals.	Tarai Canals.	Bhabar Canals.	BUNDELKHAND IRRIGATION WORRS		GRAND TOTAL.
	Northern.	Anupshahr.	Meerut.	Bulandshahr.	Aligarh.	TOTAL.	Narora.	Mainpuri.	Cawnpore.	Etawah.	Bhognipur.	TOTAL.									Jhansi lakes.	Hamirpur lakes.	
Gardens and orchards,	824	751	959	886	1,765	5,185	36	14	432	186	84	752	2,249	504	1,024	81	...	726	...	436	8	...	10,965
Sugarcane	22,592	25,140	34,171	6,575	2,175	90,653	1,849	1,232	6,257	7,245	2,289	18,872	42,736	2,346	993	10,092	1,461	1,020	1,101	400	9	270	169,653
Cereals — Rice	22,099	2,644	7,081	393	1,100	33,317	23	93	149	2,591	495	3,351	30,394	...	3	6,495	557	4,442	21,883	20,767	12	11	151,232
Cereals — Bajra	3	54	...	...	56	113	...	...	...	10	9	19	...	110	...	...	...	...	...	...	...	...	242
Cereals — Juar	...	...	...	546	1,240	1,786	25	107	91	358	283	864	...	1,405	7	...	...	...	...	...	...	...	4,062
Cereals — Maize	...	330	3,117	1,260	1,902	6,609	29	322	161	472	53	1,037	5.530	125	...	...	...	...	..	628	...	..	13,929
Cereals — Wheat	39,665	32,119	56,870	33,391	57,605	219,650	13,069	11,173	29,101	58,254	23,871	135,468	94,926	19,717	2,946	16,104	1,436	4,084	8,005	26,959	166	99	529,560
Cereals — Barley	669	2,234	262	2,277	12,644	18,086	1,614	4,348	35,441	1,455	...	42,858	1,819	7,012	221	262	42	405	886	5,164	...	126	76,881
Cereals — Oats	..	...	429	101	7	537	...	...	...	...	...	...	...	...	...	...	..	718	...		...	...	1,255
Cereals — China	...	...	...	6	1,565	1,571	...	18	1	4	4	27	...	14	...	...	...	...	...	6.446	3	...	8,061
Other grains	301	10,728	89	8,843	43,977	63,938	855	615	187	40,257	16,816	58,730	1,521	24,063	2,272	11.202	512	...	16	2,204	53	167	164,678
Pulses (kharif)	243	262	52	...	13	570	...	...	...	...	...	...	442	163	137	...	...	...	...	416	...	...	1,728
Pulses (rabi) — Gram	887	256	985	259	1,053	3,440	6	117	87	560	1,148	1,918	2,196	18,785	89	962	123	23	29	331	23	20	27,939
Pulses (rabi) — Peas	2,985	2,483	11,996	2,573	...	20,037	...	117	219	663	116	1,115	5,636	347	...	106	3	84	...	243	..	...	27,871
Pulses (rabi) — Archar	...	2	...	...	201	203	1	...	10	...	12	23	...	93	19	48	...	...	...	...	...	...	386
Pulses (rabi) — Masur	323	...	109	262	...	694	7	...	...	...	...	7	1,096	1	...	607	32	171	3	1,909	11	...	4,531
Fodder crops	401	1,633	2,189	1,143	634	6,000	...	...	...	...	4	4	2,728	1	...	2	...	...	...	222	...	...	8,957
Fibres—cotton, &c.	436	1,163	2,510	7,665	7,012	18,186	219	560	68	729	180	1,756	4,482	18,216	...	...	2	...	...	599	10	...	43,259
Dyes—Indigo, &c.	697	12,031	6,370	19,487	31,232	69,817	4,969	2,176	19,612	24,388	15,521	66,666	2,654	26,589	94	297	...	...	...	...	...	...	166,117
Drugs—opium, &c.	2	31	174	99	395	701	449	1,218	4,652	7.393	701	14,413	368	151	251	142	...	512	...	518	...	1	17,057
Oilseeds	95	2	...	...	3	100	...	155	...	...	...	155	533	...	1	1,155	6	287	...	14,434	...	...	16,671
Miscellaneous	2,720	2,673	1,738	2,227	3,890	13,248	1,959	441	3,274	2,611	2,683	10,968	3,819	2,454	551	999	9	...	56	524	14	27	32,669
TOTAL YEAR 1886-87	94,942	94,536	129,101	87,393	168,469	574,441	25,110	22,706	99,742	147,176	64,269	359,003	203,429	122,096	8,608	78,554	4,183	12,472	31,987	82,200	309	721	1,478,003
TOTAL YEAR 1885-86	109,773	139,262	155,823	122,357	214,421	741,636	34,602	41,153	125,689	173,451	87,407	462,302	215,356	176,721	12,356	79,923	6,588	12,306	(Not reported).	(Not reported).	995	1,488	1,709,671

ALLAHABAD,
The 8th July, 1887.

H. W. CONDUITT,
Asst. Secy. to Govt., N. W. P. and Oudh, P. W. D., I. B.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 4th AUGUST, 1887.

GENERAL REMARKS.—Rain was reported throughout the country; and in the Punjab the fall has been better than has been recorded for some weeks.

The prospects of the *kharif* are generally very satisfactory in all Provinces, though rain is wanted here and there, and a break would be beneficial in the Central Provinces and in one or two places in Central India and Rajputana.

In Madras the crops need rain in four districts, otherwise prospects are fair. In Mysore and Coorg the outlook is good.

In Bombay the rice crop is good, and the prospects of the early variety in Bengal, which is being harvested, are also favourable. In the latter Province the late rice is being transplanted, and transplantation is also in progress in the North-Western Provinces and Oudh, the Central Provinces, and Burma. In Assam more rain would help the cultivation of the *sáil*. In Nepal rain is also wanted for rice.

Cotton sowings have been damaged by wet weather in Bombay and Berar, and a break would be good for the crop in the Central Provinces.

Cholera shows no signs of abating in the affected districts in Bombay, and is also prevalent in several places in the North-Western Provinces and Oudh. Elsewhere the public health continues satisfactory.

Prices are rising in the districts of the Punjab. Otherwise they are generally stationary in all Provinces.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Aug. 3rd)		
Bellary	Average ·11	Standing crops generally good, but young early crops withering in parts for want of rain. Cholera decreasing in four, and cattle disease increasing in four taluks.
Kurnool	Average last week since revised, ·71; this week, ·25.	Standing crops good. Small-pox in three, and cattle-disease increasing in five taluks. Slight cholera.
Ganjam	Average last week since revised, 1·79; this week, 1·04.	Small-pox in four, fever in seven, and cattle-disease decreasing in four divisions. Slight cholera.
Kistna	Average last week since revised, ·67; this week, ·56.	More rain wanted. Agricultural operations progressing. River 7 feet over Anicut. Slight fever. Cholera increasing in two, and cattle-disease decreasing in five taluks.
Chingleput (Madras)	Average ·85	More rain wanted in three taluks. Standing crops fair. Harvest wet and dry crops, outturn below average. Small-pox in one, and cattle-disease increasing in five taluks.
Coimbatore	Average ·21	More rain wanted in parts. Standing crops generally good, but *cholum* affected by insects in one taluk. Harvest *cholum* and *cumbu*, outturn about average. Fever in one, and slight small-pox in two taluks. Slight cattle-disease in one taluk.
Tanjore	Average ·10	Standing crops are generally good. Harvest gingelly, outturn below average. Cattle-disease in two taluks.
Madura	Average last week since revised, ·08; this week ·23.	Cattle-disease increasing in one division.
Malabar	Average 4·37	First crop paddy cultivation good. Slight small-pox in six taluks, and cattle-disease in one.
Travancore	1·01	Paddy ripening. Small-pox and fever in places. *General Remarks.*—General prospects fair.
Bombay—(Aug. 3rd)		
Karachi		Weather cool. Rain still threatening. River at Kotri on 1st, 17 feet 4 inches against 19 feet 7 inches on same date last year. Heavy rain at Sakro has injured *kharif* crops. Fever in three and cattle-disease in one taluka. Wheat, red rice and *bajri* in Karachi 22, 30 and 32 and in Sehwan 28, 38 and 40 pounds per rupee, respectively.
Hyderabad	Rain in one taluka on 26th July.	*Kharif* cultivation in progress. Fever in one taluka. River at Kotri on 1st, 17 feet 4 inches against 19 feet 7 inches on same date last year. Wheat 24, *jowari* 40, *bajri* 36, white rice 18, and red rice 29 pounds per rupee.
Ahmedabad	2·42; total 19·57	Rain in all talukas. Overmoisture has retarded the sowings of cotton in Dhandhuka, and slightly injured young crops in Gogo, Daskroi, and Dholka talukas. Break in weather desirable. Public health good. Wheat 28 and *bajri* 30 pounds per rupee.
Baroda	4·25; total 36·80	Cholera still continues in city, 11 deaths. Sowing operations going on in Naosari division. Sowing of *jowari*, *bajri*, and cotton stopped on account of excessive rain. Young plants thriving. *Bajri* 24, wheat 18, and rice 18 pounds per rupee.
Surat	Rain in all talukas—maximum in Bulsar, 20·01 and minimum in Olpad, 4·33.	Break much needed. *Jowari* and cotton seed rotten in places. Sowing and resowing retarded. Transplantation completed. Cattle healthy. Cholera abating in Bulsar and Pardi. *Jowari* 34 and *nagli* 43 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Nasik . . .	Igatpuri, 18·10; Peint, 15·98; Dindori, 4·03; Chandor, 2·74; Nasik, 2·69; Kalwan, 2·29; Niphad, 2·03; Sinnar, 1·53; Yeola, ·82; Nandgaon, ·78; Baglan, ·67; and Malegaon, ·47.	Transplanting and sowings in progress. Standing crops healthy. Sowing operations retarded in Igatpuri and other parts in consequence of heavy rain. Break in weather desirable. Cholera in Niphad, Yeola, Nasik, Nandgaon, Malegaon, and Baglan talukas, total attacks 122 and deaths 55. Slight dysentery in Sinnar. Cattle-disease in Dindori, small-pox in Yeola, and fever and ague in Peint.
Colaba (Bombay) .	Rain every day, except on 30th; total of week, 1·89; total to date, 56·09, being 9·11 above average.	Abnormal temperature 1° cool on 29th, 1° warm on 31st, 2° cool on 2nd, and *nil* on all other days. Vapour in air normal. Wind normal.
Poona	Rain throughout district—maximum 5·08 in Petha Mulshi and minimum ·09 in Bhimthari taluka.	More rain wanted in Indapur and Sirur talukas. Sowing of *kharif* in progress. Transplantation continues in Petha Mulshi. Crops little damaged in Khed taluka by excessive moisture. General health good. Small-pox in Haveli taluka. 207 cholera cases in Indapur, Khed, Purandhar, Bhimthari, and Haveli talukas, 90 fatal; in Poona city 64 attacks, 26 deaths. *Bajri* 41 and *jowari* 53 pounds in the district, and *bajri* 37 and *jowari* 44 pounds per rupee in Poona city.
Ahmednagar . .	Sangamner, ·85; Akola, ·79; very slight elsewhere.	*Kharif* sowing in progress, where there has been sufficient rain. Cholera attacks 428, deaths 229. *Bajri* 36 and *jowari* 51 pounds per rupee.
Sholapur . . .	Sholapur, ·16; Barsi, ·44; Madha, 33; Karmala, ·42; and Pandharpur, ·59.	Sowing of *kharif* crops almost completed. More rain wanted. Cholera more or less in all talukas, except Pandharpur, cases 342, fatal 177. Cattle-disease in Sholapur and Pandharpur talukas. *Jowari* 58½ and *bajri* 51½ pounds per rupee.
Dharwar . . .	Hangal, 1·30; Mugud, ·71; Kalghatgi and Bankapur, ·58; Kod and Hubli, ·29; and Dharwar and Ron, ·20; none in other talukas.	Rice and minor crops good in western talukas. Heavy rain urgently required in eastern talukas, both for sowing *jowari* crops and those already sown. Slight cattle-disease in one village in Dharwar taluka. Public health good. *Jowari* 54 and rice 24 pounds per rupee.
Kanara . . .	Karwar, 3·38; total 91·91; Kumpta, 3·21; and Sirsi, 3·82.	Crops doing well. Cattle-disease subsiding. Slight fever in Sirsi and Sidapur. Common rice in Karwar 10 seers, district average 12 seers per rupee.
Rajkot . . .	4·13; total 22·02	Weather windy and cloudy. Break in rain much needed. Public health generally good. Wheat 24, *bajri* 24, and *jowari* 30 pounds per rupee.
		General Remarks.—More or less rain throughout the Presidency, more still wanted in parts of five districts. *Kharif* sowing and transplanting not yet finished in some districts. Young crops slightly injured by excessive moisture in parts of Guzerat, Khandesh, Poona, and Karachi. In Sind the river continues rising. Fever and small-pox in parts of eight, cattle-disease in parts of eleven, and cholera in parts of fourteen districts.
Bengal—(Aug. 3rd)		
Chittagong (Aug. 2nd)	10·72	Weather seasonable. *Aman* transplanted. Prices steady. General health good, notwithstanding a few sporadic cases of cholera.
Dacca	2·93	Jute and early rice being harvested. Prospects of *aman* good. Some early rice lost by rapid rise of rivers. Public health good.
24-Pergunnahs (Calcutta).	2·70	Prospects favourable. All agricultural operations in progress. Public health generally good.
Khoolna . . .	3·83	Weather cloudy, with rain. *Aus* paddy ripening. Transplanting of *aman* going on. Prospects fair. Public health good.
Moorshedabad . .	2·19	Weather very hot, rain at intervals. Transplanting of *aman* proceeding. *Til*, sugarcane, and jute progressing. Public health good.
Pubna	1·29	More rain wanted. Prospects of crops and general health good.
Dinagépore . . .	2·72	Both *bhadoi* and *haimanti* paddy suffering from want of rain; present rainfall beneficial as far as it goes, but scanty.
Rungpore . . .	2·39	Planting of *aman* going on. Prospects of crops fine. Prices rising. Public health good.
Midnapore . . .	1·57	Heavy downpour since 31st July. Rivers swollen. Prospects of crops excellent.
Burdwan . . .	2·18	Prospects of crops fair. Some cholera, but public health generally good.
Bhagalpur . . .	4·88	Transplantation going on. *Marua* and early rice in good condition. *Makai* can scarcely be more than a half crop. Cholera still about.
Purneah . . .	2·02	Rain has done much good, and cause for present anxiety is removed. Transplantation of *aghani* rice going on. Public health fair. Rivers low.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Durbhanga . . .	2·01	Prospects of *bhadoi* continue favourable. More rain wanted for transplantation of paddy. Indigo manufacture in progress. Public health generally good.
Chumparun . . .	1·57	Weather hot and cloudy, with occasional showers. *Bhadoi* crops look healthy. Rain much wanted for rice crop. Prices stationary. Deaths from cholera again increasing.
Patna	2·76	*Bhadoi* crops growing well. Rain will facilitate paddy transplantation. Cholera reported from the interior.
Gya	1·94	Paddy transplantation going on. *Bhadoi* getting on well. Heavy shower of rain wanted. Cholera almost everywhere. Fever also reported.
Hazareebagh . .	Incessant rain	All crops doing well, and agricultural prospects very favourable. Cholera and fever reported from several *thanas*.
Cuttack . . .	·97	*Beali* rice in ear. *Sarad* rice doing well. Price of rice unchanged. Sporadic cholera prevails almost everywhere.
		General Remarks.—Weather has been of ordinary monsoon character throughout the week, and good general rain is reported in all districts. More rain is wanted in some of the Central Bengal districts and in North Behar. Transplanting of late rice seedlings is now generally going on well. Prospects of early rice, jute, and *bhadoi* crops are favourable. In some districts harvesting of early rice and jute has begun. Cholera prevalent in the Patna division and Cuttack, and fever in Beerbhoom. Elsewhere general health good.
N.-W. Provinces and Oudh—(Aug. 3rd)		
Benares (Aug. 2nd)	Averaging 2·00	More rain wanted. Prospects improved. Supplies ample. Prices falling slightly. Cholera has decreased since rain fell, otherwise health good. Cattle-disease abating.
Ballia („ 1st)	Slight rain	Weather cloudy. *Kharif* prospects fair. Sugarcane doing well. Transplantation of rice begun. Market well supplied. Prices rising. Cholera prevailing.
Gorakhpore („ „)	2·20 at Sadr	More rain needed. Prices rising. Cholera continues.
Fyzabad („ 2nd)	Averaging about 2·10	Prospects fair. Supplies sufficient. Cholera in city and three tahsils, and small-pox in one.
Lucknow („ 1st)	Rain still insufficient	Weeding in progress. *Bajri* and *mash* being sown in places. Prices almost stationary. Cholera still prevailing in the district.
Rai Barelli („ „)	From ·70 to 2·30	Markets full. Prices stationary. Cholera continues.
Partabgarh („ 2nd)	Heavy rain	Sky cloudy. Prices steady. Health of men and cattle fair.
Allahabad („ „)	Averaging 2·80	*Bajri, jowari* and rice sowings in progress. Supplies sufficient. Prices stationary. Cholera continues.
Cawnpore („ „)	General rain from 1·80 to 5·80.	*Kharif* flourishing. Prices stationary. Cholera prevailing.
Farakhabad („ „)	Abundant rain	Prospects good. Supplies ample, but prices are rising. Cholera in three tahsils.
Sitapur („ „)	Good rain at all tahsils, but Biswan, where it is much wanted.	Prices steady. Cholera on the increase.
Bareilly („ „)	Fair amount of rain	Crops progressing. Rice still behind hand. Market steady. Health good.
Banda („ 1st)	Good rain	*Kharif* sowings have germinated well. Weeding in progress. Prices stationary. Cholera continues slightly. Cattle-disease in one pergunnah.
Kumaon („ 2nd)	Rainfall good	Crops flourishing. Prices stationary. Cholera in Ranikhet and Almora, but has ceased for the last three days in the latter place.
Agra („ 1st)	Heavy rain during week.	Crops making progress. Prices rising slightly. Cholera continues.
Jhansi („ „)	Varying from 7·60 to 14·20.	Rain has interfered with weeding on black soil. *Kharif* crops germinating well. Prices unchanged. Cholera decreasing.
Meerut („ 2nd)	Good general rain from ·80 to 2·30.	*Kharif* crops flourishing. Prices stationary. Health good.
		General Remarks.—Rainfall in all districts; but more is wanted in Benares, Gorakhpur, Lucknow, Sitapur, and Moradabad. Crops are flourishing; supplies are ample and prices remain steady. There is still cholera in several districts, but the general health of the population is good.
Punjab—(Aug. 3rd)		
Hissar (Aug. 2nd) .	Good rain	Prices stationary. *Kharif* sowings in progress.
Delhi	·30	Health good. Two sporadic cases of cholera. Prices fluctuating. *Kharif* sowings completed.
Umballa . . .	1·30	Health fair. Prices rising. *Kharif* sowings completed.
Jullundur . . .	3·80	Health good. Prices stationary. *Kharif* sowings in progress.
Ferozepore . . .	·80	A few cases of cholera, otherwise health good. Prices falling.
Amritsar . . .	1·0	Health good. Prices rising. *Kharif* crops good.
Siakot	3·80	Health good. Prices stationary. *Kharif* crops expected to be above average.
Lahore . . .	2·90	Cholera in district. Prices stationary.
Multan	Slight rain	Health good. Prices stationary. *Kharif* crops improving.
Rawalpindi . . .	·20	Health good. Prices stationary. *Kharif* prospects good.
Shahpur . . .	1·0	More rain wanted. Health good. Prices stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Dera Ismail Khan	. . . .	Health good. Prices steady. *Kharif* ploughings in progress.
Peshawar	·90	Rain much wanted. Cholera prevalent. Prices almost stationary. *General Remarks.*—Rain has fallen in all districts, except Dera Ismail Khan; more wanted in Shahpur and Peshawar. Health good, except in Umballa, where it is fair; cases of cholera in Delhi, Ferozepore, Lahore, and Peshawar. Prices stationary in Hissar, Jullundur, Sialkot, Lahore, Multan, Rawalpindi, and Shahpur; steady in Dera Ismail Khan; fluctuating in Delhi; rising in Umballa and Amritsar; falling in Ferozepore; and almost stationary in Peshawar. *Kharif* sowings in progress in Hissar and Jullundur; completed in Delhi and Amballa; ploughings in progress in Dera Ismail Khan; and prospects good in Rawal Pindi. Crops good in Amritsar, and expected to be above average in Sialkot. Fodder scarce in Shahpur.
Central Provinces— (Aug. 3rd)		
Nagpur	1·99	Weather rainy; break wanted. *Jowari* and cotton being damaged. Slight cholera. Prices stationary.
Jubbulpore	. . . .	No report received.
Saugor	6·89	Weather rainy. Ploughing continues. Cholera slightly prevalent. Prices unchanged.
Seoni	4·32	Weather rainy. Transplanting of rice commenced. Weeding in progress. Prospects good. Slight cholera. Prices steady.
Hoshangabad	5·60	Weeding in progress. Fever prevalent. Cholera in parts. Prices stationary.
Khandwa	·60	Weather cloudy and showery. Prospects good, except cotton and *til* suffering from too much moisture. Cholera 32 cases, deaths 12. Prices unchanged.
Bilaspur	2·32	Weather wet. *Ploughing continues.* Cotton and sugarcane doing well. Wheat and gram being exported to Sambalpur. Prospects good. Prices slightly fallen.
Raipur	4·04	Weather cool and cloudy. Second ploughing progressing. Weeding commenced. Small-pox and cattle-disease in Simga tahsil. Prices steady.
Sambalpur	. . . .	No report received. *General Remarks.*—A break in the rains is wanted for all crops, except rice. Prospects, however, continue favourable.
Burma—(Aug. 3rd)		
Akyab (July 30th)	7·69 (Total rainfall to date 81·52).	Slight cholera in district. Sowing progressing.
Bassein	2·08 (Total rainfall to date 52·65).	Slight cattle-disease. Ploughing far advanced. Transplanting progressing.
Rangoon	5·56 (Total rainfall to date 67·21).	
Amherst (Moulmein)	12·89 (Total rainfall to date 112·89).	One death from cholera in jail. Ploughing and transplanting progressing.
Tavoy	8·08 (Total rainfall to date 103·17).	Ploughing and sowing completed. Crops healthy.
Pegu	7·09 (Total rainfall to date 80·53).	
Henzada	6·78 (Total rainfall to date 43·38).	
Prome	1·03 (Total rainfall to date 19·73).	Slight cattle-disease.
Toungoo	4·82 (Total rainfall to date 38·99).	Ploughing not completed. Sowing progressing.
Thayetmayo	1·92 (Total rainfall to date 14·49).	Ploughing continues.
Yamethen	1·25 (Corrected total rainfall to date 12·76).	Food-grains insufficient. Ploughing begun. Price of paddy Rs. 170.
Myingyan	·59 (Total rainfall to date 11·31).	Food-supply sufficient. Price of paddy Rs. 125.
Minbu	·37 (Total rainfall to date 10·15).	Pice of paddy Rs. 110.
		General Remarks.—Health of Lower Burma good. Slight cattle-disease here and there. Agricultural operations proceeding. Prospects satisfactory. Reports from five Upper Burma districts. Public health good. Price of rice high.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Assam—(Aug. 3rd)		
Gauhati (Aug. 2nd)	2·63	Weather hot. Rain much wanted. *Sáil* cultivation retarded in parts for want of sufficient rain. Public health fair. Malarial fever still continues in Barpetta. Reaping of *aus* crop almost finished.
Sylhet	11·97	State and prospects of the crops good.
Cachar	3·57	Weather last two days rainy. Transplanting of *sáil* crops commenced. Reaping of *dumai* and *murali* crops continues. Common rice 16 seers per rupee. Health good. Weather too dry for tea.
Dibrugarh	4·13	Weather seasonable. Reaping of *ahu* and transplanting of *sáil* progressing. Prospect of tea and sugarcane good. Public health fair. More rain wanted for *sáil*.
Mysore and Coorg— (Aug. 3rd)		
Bangalore	Slight rain in parts	Rain wanted in Mysore, Tumkur, and Kolar districts. Standing crops in good condition. Public health generally good. Cattle-disease prevalent in parts. Prospects of season continue favourable. Prices stationary.
Mysore		
Mercara	3·76	Standing crops in good condition. Health good.
Berar and Hyderabad— (Aug. 3rd)		
Amraoti	1·95	*Jowari* sowings completed. Cotton plants damaged by continuous rain. Weeding continues. Cholera still prevalent. Prices—wheat 15 and *jowari* 25 seers per rupee.
Akola	3·27	Weather warm and cloudy. *Jowari* sowings delayed, but completed in places. Cotton promising well. Isolated cases of cholera in three taluks. Fever prevalent.
Hyderabad	. . . .	No report received.
Central India States— (Aug. 3rd)		
Indore	1·18	Cloudy and wet weather injuring *kharif* crops.
Gwalior	6·48	Cholera in Lashkar increasing. Prospects of crops good.
Neemuch	2·38	Health good. Weather cool.
Goona	7·88	A few cases of small-pox in Bajrangarh district, otherwise health good.
Sutna	3·25	
Agar	6·36	Health and prospects good.
Sehore	8·21	Continuous rain; break wanted. Health good. Crops fair.
Nowgong	9·95	Cholera in Sarila and Alipura.
Bhopawar	2·18	Crops in Manpur damaged by excessive rain. Health good. Prices stationary.
Rajputana—(Aug. 3rd)		
Abu (Aug. 3rd)	18·81	Heavy rain; break needed. Weather overcast, but seasonable.
Sirohi (July 31st)	1·35	Tanks nearly full. Wells good. Health good. Crops being sown. Weather overcast.
Marwar („ 30th)	1·12	Two months' water brought into Jodhpore city tanks by week's rain. Health good in city, and improving in district. Crops thriving. Weather cloudy. Prices stationary.
Meywar („ „)	1·21	Water in tanks and wells increasing. Crops fair. Health fair. Prices stationary. Weather seasonable.
Pertabgurh („ „)	4·67	Health good. Prices steady. Weather occasionally cloudy.
Harowti („ „)	Deoli, 4·13; Tonk, 3·78	Weather misty. Health good. Prospects good. Prices risen.
Jhallawar („ 31st)	5·28	Health good. Prospects good.
Ajmere (Aug. 2nd)	1·35; rain throughout district.	Weather cloudy. Weeding continues. Cholera still in district, of 23 fresh cases in city, 11 fatal. Cattle-disease in Todgarh abating. Prices stationary.
Jeypore („ „)	Continuous rain	Cultivation retarded. Some cholera.
Kerowlee	. . . .	No report received.
Dholepore (July 30th)	5·75	Tanks and wells full. Weeding continuing. Prospects good. Health good. Prices stationary. Weather seasonable.
Bhurtpore (Aug. 2nd)	5·80	Crops good. Health good.
Ulwar („ „)	Average 3·50	Prospects good. Cholera increasing in city. Prices steady.
Kotah (July 30th)	4·74	Health good. Weather cloudy, with frequent rain; break wanted.
Kherwara („ 31st)	2·43	Tanks and wells slightly rising. Rain insufficient for general rice sowings. Health good. Prices still unchanged. Weather seasonable.
Bickanir („ 30th)	Drops; more in districts.	Sowings continue. Health good. Prices stationary. Weather cloudy.
Nepal—(July 29th)		
Katmandu (July 28th)	3·46	Heavy showers and sultry weather. More rain needed for the rice.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 3rd August, 1887.

The pressure distribution and wind circulation during the past week have both been abnormal over a large part of India, but more particularly in the East. Over Bengal there has been a steady deficiency of pressure, which has been accompanied by a very unsteady and intermittent wind current from the Bay, and a strong current across the Peninsula from the Arabian Sea. The Bombay monsoon has, on the contrary, been exceptionally strong and steady, and has extended to almost all parts of the country.

On July 28th an exceptionally strong westerly wind, varying from 9 to 23 miles an hour, was blowing from the Arabian Sea across the West Coast of India, and thence passing on—in the South right across the Peninsula, and in the North into Rajputana and the Central parts of the country. Though very humid and carrying with it much cloud, it gave but little rain generally. Mount Abu, lying in the direct line of the wind, received 3 inches, and Jhansi, owing to some local peculiarity in the pressure distribution, 2½ inches; but elsewhere the amounts were much smaller. On the following day there was little or no change in the West; but over the Central parts of the country the monsoon current, instead of continuing its course westward, poured into a large shallow depression, which had advanced to that position from Bengal, and ascensional movement being thereby developed, very heavy rainfall occurred. Jubbulpore received 13 inches, Nowgong 6 inches, and Saugor 5 inches of rain; while several stations had between 1 and 3 inches. On the 30th the chart still showed traces of the shallow depression, and the rainfall, though less heavy than on the preceding day, was yet considerable all over the Central parts of the country. In the West Coast districts strong westerly winds and moderate or light rain continued. By the 31st the disturbance had entirely disappeared, the monsoon current had resumed its horizontal movement, and the only rainfalls of any importance were at Mount Abu and Goona. On the 1st of August very little rain fell either over the West Coast districts or over the Central Provinces, the monsoon current apparently passing on into the Gangetic Valley, where moderate precipitation occurred. The 2nd saw the establishment of almost normal pressure and wind conditions over India. Moderate rain was falling all over the West Coast districts and the Central parts of the country, with a large local fall at Morar. On the 3rd similar conditions prevailed; but the heaviest rainfall was reported from Mount Abu and Jeypore.

The monsoon current from the Bay of Bengal has been, except at quite the close of the week, very unsteady, and at times apparently entirely suspended. On the 28th a fairly strong monsoon current was blowing over the head of the Bay and across the Bengal Coasts. At False Point and Saugor Island the direction of the wind was south-westerly; but in East Bengal it was south-easterly, and in Central and North Bengal easterly. The current only extended as far as Behar, to the west of which Province the wind was westerly. The only place at which any heavy rain was recorded was Saugor Island, where 4 inches were measured. On the 29th both the extent and the velocity of the monsoon crossing the Bengal Coasts had increased, while the current had extended north-westward as far as Oudh. At the same time the amount of rainfall had considerably increased, more particularly so in North Bengal and Behar. These conditions did not however last long. On the 30th the wind had veered to south-west over the greater part of Bengal, the velocity had decreased, and the amount of rain had fallen off very quickly and largely. In North Bengal one or two stations reported amounts of about 1 inch, but in other parts of the Province the falls were generally under ½ inch. On the 31st the veering of the wind had increased, and westerly winds prevailed at almost all stations. With this change the amount of rainfall still further decreased. On the 1st August a small depression formed between Calcutta and Burdwan. This disturbance occasioned some rainfall in its immediate vicinity; but it prevented the ingress of the monsoon current from the Bay, and the principal rainfall over Bengal was in Chutia Nagpur and Behar, and was largely due to moisture brought from the Arabian Sea by the Bombay current. On the 2nd the chart showed that the small depression had travelled north-westward to the neighbourhood of Benares.

This movement, combined with other changes, had occasioned the formation of a trough of low pressure along the Gangetic plain, and the establishment of almost normal conditions over India. In consequence, during this and the following day a strong steady monsoon current entered Bengal from the Bay, backed from south to south-east and east in North Bengal, and passed up the northern side of the Gangetic plain as far as the Punjab. With this change moderate but general rainfall occurred all over Bengal, the North-Western Provinces, &c.

In Upper India very little rain fell on the 28th; but on the 29th the North-Western Provinces and the east of the Punjab received moderate falls. On the 30th Rawalpindi received nearly 4 inches; but elsewhere the rainfall of Upper India was slight and scattered. On the 31st there was no change, except that there was no rain at Rawalpindi. On the 1st rain fell all over the north of the Punjab as far as Murree; and on the 2nd 5 inches of rain were reported from Mussoorie and 4 from Sialkot. On the 3rd, for the second time this season, rain extended to Peshawar, but only as a slight shower.

The following table shows the rainfall up to date:

Stations.	Total Rainfall since June 1st, 1887.	Average Rainfall, June 1st to August 3rd.	Difference.
Akyab ...	71·56	101·03	—28·07
Saugor Island ...	30·51	28·55	+ 1·96
Calcutta ...	27·05	26·51	+ 0·54
Dhubri ...	29·47	40·44	—10·97
Purneah ...	24·25	28·55	— 4·30
Gya ...	17·14	19·58	— 2·44
Allahabad ...	14·16	18·38	— 4·22
Meerut ...	10·21	11·92	— 1·71
Delhi ...	17·10	11·80	+ 5·30
Lahore ...	5·80	7·29	— 1·49
Peshawar ...	0·86	2·34	— 1·48
Cochin ...	49·34	58·91	— 9·57
Ratnagiri ...	71·11	67·64	+ 3·47
Bombay ...	56·16	45·80	+10·36
Poona ...	15·12	15·53	— 0·41
Surat ...	31·84	22·70	+ 9·14
Khandwa ...	19·87	16·70	+ 3·17
Nagpur ...	29·94	22·34	+ 7·60

The variations are generally the same as those shown last week. Saugor Island, Calcutta, the Konkan Coasts, and the Central parts of the country have all had more than their average amounts, while elsewhere there is a greater or less deficiency. In most places this deficiency is not large, but at Dhubri it amounts to 25 per cent. of the total.

There have been no storms of any importance during the week.

The concluding table gives the total rainfall of the past week for the different Provinces:

Divisions.	No. of Stations.	Total Rainfall.
Burmah ...	6	37·02
Bengal and Assam ...	16	75·78
North-Western Provinces and Oudh ...	9	34·33
Punjab ...	8	23·38
Hill Stations ...	5	16·00
Ceylon ...	1	0·29
Malabar Coast ...	5	9·51
Bombay ...	9	12·11
Berars and Central Provinces ...	10	61·87
Guzerat and Central India ...	6	18·83
Sind—Rajputana ...	4	31·21
Madras ...	10	2·47

SIMLA, *5th August, 1887.*

W. L. DALLAS,
for Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XIII OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 3rd July, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 2nd July, 1887. Total.	Per mile open.	Total Receipts from 1st April, 1886, to 3rd July, 1886. Total.	Per mile open per week.	Total Receipts from 1st April, 1887, to 2nd July, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
	Lines worked by Guaranteed Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
16th July, 1887	Oudh and Rohilkhand	680	1,03,026	151	686	1,04,806	153	20,40,719	223	19,20,690	211	...	1,20,029
Ditto	Madras	861	1,48,598	172	831	1,50,772	181	20,58,891	178	21,19,691	192	60,800	...
Ditto	South Indian	654	1,34,622	207	654	1,27,805	195	13,70,644	156	13,67,871	157	...	2,773
Ditto	Great Indian Peninsula	1,497	5,14,693	344	1,496	6,22,935	416	1,24,25,124	618	1,38,93,341	699	14,68,217	...
Ditto	Bombay, Baroda and Central India	461	2,18,254	473	461	1,78,000	386	45,94,020	742	42,46,712	693	...	3,47,308
	TOTAL	4,153	11,19,193	269	4,128	11,84,318	287	2,24,89,398	403	2,35,48,305	429	10,58,907	...
	State Lines worked by Guaranteed Companies.												
23rd July, 1887	East Indian	1,515	7,98,480	527	1,519	7,86,500	517	1,31,08,668	644	1,26,85,025	628	...	4,23,643
Ditto	Patna-Gya	57	7,132	125	57	7,894	138	1,29,819	170	1,22,538	162	...	7,281
Ditto	Dildarnagar-Ghazipur	12	849	71	12	784	65	17,584	109	14,553	91	...	3,031
Ditto	Sindia	75	6,135	82	75	7,877	105	98,925	98	1,16,795	117	17,870	...
16th July, 1887	Rajputana-Malwa (*a*)	1,664	2,92,735	176	1,664	3,27,000	196	53,98,617	242	48,88,201	221	...	5,10,416
Ditto	Southern Mahratta	315	30,671	97	674	69,824	104	4,67,816	111	8,63,769	103	3,95,953	...
23rd July, 1887	Indian Midland	42	569	14	42	2,790	66	26,794	47	53,369	96	26,575	...
16th July, 1887	Lucknow-Sitapur-Sihramau	...	...	...	85	4,075	48	...	...	56,492	52	56,492	...
	TOTAL	3,680	11,36,571	309	4,128	12,06,744	292	1,92,48,223	390	1,88,00,742	347	...	4,47,481
	State Lines worked by Government.												
16th July, 1887	Eastern Bengal (*b*)	606	1,44,080	238	645	1,37,736	213	18,84,821	232	18,08,295	211	...	76,526
Ditto	Nalhati	27	1,556	57	27	1,888	70	24,882	69	25,109	70	227	...
Ditto	Tirhoot	246	29,698	121	249	31,904	128	4,60,120	139	4,81,838	145	21,718	...
Ditto	Wardha Coal	45	7,900	176	45	12,489	277	2,02,403	335	2,19,792	307	17,389	...
Ditto	Bengal-Nagpur (late Nagpur-Chhattisgarh)	149	18,441	124	149	12,165	82	5,07,792	254	4,94,111	249	...	13,681
9th July, 1887	Burma	327	39,553	121	327	48,466	148	6,27,105	143	8,15,041	187	1,87,936	...
16th July, 1887	Cherra-Companyganj	...	...	...	7	36	5	...	..	620	7	620	...
Ditto	North-Western (*c*)	1,869	4,72,689	253	2,083	4,36,325	209	69,26,598	276	58,44,518	211	...	10,82,080
Ditto	Bareilly-Pilibheet	36	2,713	75	36	1,593	44	30,683	63	26,309	55	...	4,374
2nd July, 1887	Jorhat	26	576	22	26	942	36	8,730	25	12,341	36	3,611	...
23rd July, 1887	Bilaspur-Etawa (Kutni-Umaria Section)	...	...	...	38	979	26	...	...	19,452	39	19,452	...
	TOTAL	3,331	7,17,206	215	3,632	6,84,523	188	1,06,73,134	239	97,47,426	202	...	9,25,708
	GRAND TOTAL. (GUARANTEED AND STATE)	11,164	29,72,970	266	11,888	30,75,585	259	5,24,10,755	349	5,20,96,473	331	...	3,14,282
	GROSS ESTIMATED EXPENSES.	...	...	...	...	...	...	2,35,74,636	157	(*d*) 2,34,23,826	149	...	...
	NET RECEIPTS	...	...	...	...	...	...	2,88,36,119	192	2,86,72,647	182	...	1,63,472
	Assisted Companies.												
16th July, 1887	Bengal Central	125	18,311	146	125	12,499	100	1,79,196	107	1,67,319	101	...	11,877
Ditto	Rohilkhand-Kumaon	67	6,474	97	67	7,213	108	97,956	109	99,272	111	1,316	...
9th July, 1887	Dibru-Sadiya (late Assam)	78	5,529	71	78	8,823	113	89,874	86	1,13,594	110	23,720	...
16th July, 1887	Bengal and North-Western	303	48,016	158	376	44,534	118	6,07,937	149	6,52,500	131	44,563	...
23rd July, 1887	Tarakessur	22	3,888	177	22	5,360	244	74,824	253	76,390	261	1,566	...
	TOTAL	595	82,218	138	668	78,429	117	10,49,787	131	11,09,075	125	59,288	...
	Native States.												
16th July, 1887	Bhavnagar-Gondal	193	13,248	69	193	13,602	70	3,54,331	137	3,60,603	141	6,272	...
Ditto	Jodhpore	64	4,043	63	124	8,100	65	54,956	64	99,870	61	44,914	...
Ditto	Nizam's	208	25,981	125	208	32,619	157	3,31,723	119	4,40,161	158	1,08,438	...
Ditto	Mysore	140	11,290	81	140	9,569	68	1,15,072	61	1,29,628	70	14,556	...
Ditto	Rajpura-Patiala	16	968	60	16	1,051	66	18,213	85	14,796	70	...	3,417
Ditto	Morvi	24	296	12	68	2,145	32	16,866	52	50,832	56	33,966	...
	TOTAL	645	55,826	87	749	67,086	90	8,91,161	103	10,95,890	110	2,04,729	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla, and Assam-Behar Railways.
(*c*) Includes the Amritsar-Pathankot State Railway.
(*d*) Calculated on percentage used for the corresponding period of 1886.

SIMLA,
The 4th August, 1887.

JAMES RAMSAY,
Offg. Under-Secretary.

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SUPPLEMENT TO

The Gazette of India.

No. 33.} CALCUTTA, SATURDAY, AUGUST 13, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF JUNE 1887 PUBLISHED IN PAGES 970, 971, 972, 973, 974 AND 975 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 23rd JULY 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
		Quantities per Rupee in seers of 80 tolas.													Average Wages per Month.		
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kákun, millet (*Setaria italica*).	Chenna, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thár Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Able-bodied Agricultural Labourer.	Syce or Horse keeper.	Common Mason, Carpenter or Blacksmith.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	₹ a. p.	₹ a. p.	₹ a. p.
Bombay.	Broach	...	...	...	...	...	...	...	...	...	...	...	...	...	6 0 9	8 0 0	16 0 0
	Tanna (Salsette)	...	...	...	...	...	...	...	...	...	...	...	...	...	7 8 0	9 0 0	18-12 to 22-8
	Colába (Alibag)	...	...	...	...	...	...	...	...	...	...	...	...	...	6 0 0	10 0 0	15 0 0
	Poona (City)	...	...	...	...	...	...	...	...	...	...	...	...	...	7 8 0	10 0 0	15-0 to 22-0
	Satara	...	...	...	...	...	...	...	...	...	...	...	...	...	5 0 0	6 0 0	13-0 to 15-0
	Pánch Mahás (Godhra)	...	...	...	...	...	...	...	...	...	...	...	...	...	7 8 0	12 0 0	15-0 to 22-8
	Aden	8 0	...	6 3	8 0	11 3	10 3	...	...	11 3	...	5 9	65 5	32 5	...	10 0 0	30-0 to 37-8
	Asirgarh Cantonment	...	...	...	...	...	...	...	...	...	...	...	...	...	6 0 0	6 0 0	15 0 0
	Nimach Cantonment	...	...	...	...	...	...	...	...	...	...	...	...	...	5 10 0	7 0 0	12-0 to 13-0
	Western Districts.																
Bengal.	Bankoora	...	...	...	...	...	...	...	...	...	...	...	...	...	6-0 to 16-0	5-0 to 8-0	8-0 to 16-0
	Central Districts.																
	Jessore	...	...	...	...	...	...	...	...	...	...	...	...	...	7 8 0	6-0 to 7-0	15 0 0
	Rungpore	...	...	...	...	...	...	...	...	...	...	...	...	...	7 8 0	6-0 to 7-0	12-0 to 15-0
	Eastern Districts.																
	Chittagong	...	...	...	...	...	...	...	...	...	...	...	...	...	9-0 to 11-0	7-0 to 8-0	8-0 to 12-0
	Tipperah	...	...	...	...	...	...	...	...	...	...	...	...	...	6-0 to 9-0	6-0 to 7-0	7-0 to 16-0
	Behar.																
	Shahabad	...	...	...	...	...	...	...	...	...	...	...	...	...	5 0 0	5-0 to 6-0	6-0 to 7-8
	Mozufferpore	...	...	...	...	...	...	...	...	...	...	...	...	...	3-0 to 5-0	4-0 to 5-0	5-0 to 8-0
	Chumparun	...	...	...	...	...	...	...	...	...	...	...	...	...	6 8 0	4 0 0	7 8 0
	Chota Nagpore.																
	South-Western Frontier Agency.																
	Manbhoom	...	...	...	...	...	...	...	...	...	...	...	...	...	4 3 6	4 0 0	10-5 to 13-2
Punjab.	Hissar	...	...	...	...	...	...	...	...	...	...	...	...	...	5 8 0	5 0 0	10 0 0
	Rohtak	...	...	...	...	...	...	...	...	...	...	...	...	...	5 0 0	5 0 0	10 0 0
	Gurgaon	...	...	...	...	...	...	...	...	...	...	...	...	...	5 0 0	5 0 0	11 10 8
	Delhi	...	...	...	...	...	...	...	...	...	...	...	...	...	5 10 0	6 0 0	12 3 0
	Karnál	...	...	...	...	...	...	...	...	...	...	...	...	...	5 8 0	4 12 0	11 2 0
	Umbálla	...	...	...	...	...	...	...	...	...	...	...	...	...	8 8 0	5 0 0	11 4 0
	Simla	...	...	...	...	...	...	...	...	...	...	...	...	...	7 0 6	6 8 0	20 10 0
	Kángra	...	...	...	...	...	...	...	...	...	...	...	...	...	4 8 0	5 0 0	10 0 0
	Hoshiárpur	...	...	...	...	...	...	...	...	...	...	...	...	...	5 0 0	6 0 0	10 0 0
	Jullundur	...	...	...	...	...	...	...	...	...	...	...	...	...	5 5 0	6 0 0	10 0 0
	Ludhiána	...	...	...	...	...	...	...	...	...	...	...	...	...	5 5 0	6 0 0	10 10 8
	Ferozepore	...	...	...	...	...	...	...	...	...	...	...	...	...	4 11 0	5 8 0	13 0 0
	Mooltan	...	...	...	...	...	...	...	...	...	...	...	...	...	4 8 0	6 0 0	17 8 0
	Jhang	...	...	...	...	...	...	...	...	...	...	...	...	...	6 6 0	7 0 0	15 0 0
	Montgomery	...	...	...	...	...	...	...	...	...	...	...	...	...	6 6 0	6 0 0	14 0 0
	Lahore	...	...	...	...	...	...	...	...	...	...	...	...	...	7 8 0	6 0 0	16 14 0
	Amritsar	...	...	...	...	...	...	...	...	...	...	...	...	...	7 6 0	6 0 0	12 10 8
	Gurdáspur	...	...	...	...	...	...	...	...	...	...	...	...	...	5 10 0	5 0 0	15 0 0
	Siálkot	...	...	...	...	...	...	...	...	...	...	...	...	...	5 6 0	6 0 0	15 0 0
	Gujrát	...	...	...	...	...	...	...	...	...	...	...	...	...	5 5 0	4 0 0	12 0 0
	Gujránwála	...	...	...	...	...	...	...	...	...	...	...	...	...	5 5 0	6 8 0	14 8 0
	Shahpur	...	...	...	...	...	...	...	...	...	...	...	...	...	5 5 0	5 0 0	10 5 4
	Jhelum	...	...	...	...	...	...	...	...	...	...	...	...	...	5 10 0	7 0 0	15 0 0
	Rawalpindi	...	...	...	...	...	...	...	...	...	...	...	...	...	6 0 0	8 0 0	11 5 4
	Hazára	...	...	...	...	...	...	...	...	...	...	...	...	...	7 8 0	7 0 0	18 0 0
	Peshawar	...	...	...	...	...	...	...	...	...	...	...	...	...	10 0 0	6 8 0	27 0 0
	Kohat	...	...	...	...	...	...	...	...	...	...	...	...	...	9 0 0	7 0 0	15 0 0
	Bannu	...	...	...	...	...	...	...	...	...	...	...	...	...	7 12 0	6 0 0	17 0 0
	D. I. Khán	...	...	...	...	...	...	...	...	...	...	...	...	...	5 0 0	6 0 0	21 4 0
	D. G. Khán	...	...	...	...	...	...	...	...	...	...	...	...	...	4 0 0	6 0 0	15 0 0
	Muzaffargarh	...	...	...	...	...	...	...	...	...	...	...	...	...	7 0 0	7 0 0	16 2 8
H. A. Districts.	Secunderabad	18 [illegible]	...	6 13	10 14	18 13	...	...	...	13 13	...	11 4	115 0	9 13	5-0 to 7-0	5-0 to 7-0	13-0 to 26-0
	Bolarum	12 [illegible]	...	6 7	9 3	21 3	...	...	...	14 12	...	...	116 14	10 4	...	6-0 to 8-0	11-4 to 30-0
	Chadarghat	15 [illegible]	...	7 0	9 8	19 0	20 0	...	...	13 8	...	11 0	120 0	9 8	7 8 0	8 0 0	15 0 0
Rajpootana.	Meywar (Oodeypore)	...	...	...	...	...	...	...	...	...	...	...	...	...	4-0 to 5-0	5-8 to 6-0	20-0 to 30-0

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

J. WESTLAND,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF JULY 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Baira or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Madras.	Ganjam	10 5	...	14 10	15 8	...	...	29 5	...	...	...	...	215 13	13 13	
	Vizagapatam	14 0	...	9 0	10 3	23 13	23 13	19 3	...	...	...	...	93 5	12 14	
	Godavery	9 8	...	13 14	15 0	21 2	19 6	27 5	...	...	...	...	243 0	12 8	
	Kistna	8 14	...	14 13	16 8	19 0	...	31 5	...	...	...	...	145 13	15 0	
	Nellore	9 0	...	12 14	14 0	26 14	...	29 2	...	...	...	...	93 5	14 13	
	Cuddapah	11 13	...	13 3	14 14	23 11	...	28 8	...	...	...	...	140 0	14 6	
	Anantapur	11 8	...	12 13	15 2	31 14	22 10	32 0	...	...	...	...	77 13	13 2	
	Bellary	15 6	...	12 13	14 0	27 13	25 6	34 14	...	...	...	...	97 3	13 2	
	Kurnool	12 11	...	12 2	12 14	30 2	25 0	...	...	...	...	...	114 6	13 5	
	Madras	10 10	...	11 3	13 0	23 0	23 2	27 6	...	...	...	...	86 5	14 10	
	Chingleput	...	...	13 8	15 14	...	21 2	26 11	...	...	...	...	106 14	14 0	
	North Arcot	10 3	...	14 0	15 0	...	...	34 3	...	...	...	...	140 0	13 5	
	South Arcot	9 6	...	13 14	15 5	...	24 10	25 6	...	...	...	...	201 11	14 6	
	Tanjore	10 5	...	14 14	...	...	26 2	29 6	...	...	...	...	166 3	13 13	
	Trichinopoly	...	...	14 0	14 8	...	25 6	27 8	...	...	...	...	133 10	14 10	
	Madura	10 8	...	13 6	13 14	29 3	...	27 14	...	...	...	...	131 3	15 6	
	Tinnevelly	9 10	...	12 5	12 13	...	...	...	...	...	...	...	70 0	16 8	
	Coimbatore	13 2	...	13 8	14 8	22 10	25 6	27 14	...	...	...	...	121 8	12 11	
	Nilgiris	10 11	...	11 3	12 0	21 10	16 13	20 14	...	...	...	...	161 13	10 2	
	Salem	11 14	...	13 2	14 2	32 13	26 3	30 13	...	...	...	...	186 10	15 5	
	South Canara	8 2	...	13 10	16 0	...	...	21 13	...	...	...	...	123 6	16 3	
	Malabar	9 0	...	13 13	14 10	...	...	22 10	...	...	...	...	155 8	13 2	
Bombay.	Bombay	10 9	16 10	7 2	11 6	18 14	14 11	17 3	14 12	15 3	18 5	9 0	67 1	14 6	
	Daskrohi	12 0	20 0	6 8	11 0	20 0	16 0	...	20 0	15 0	20 0	10 0	80 0	16 0	
	Kaira	11 0	21 4	8 8	11 6	16 12	13 2	18 4	...	16 0	...	10 0	80 0	16 0	
	Surat	12 0	16 0	8 0	10 0	15 0	14 0	...	...	14 0	...	10 0	80 0	16 0	
	Broach	12 6	...	8 0	10 6	16 0	14 0	...	...	14 0	...	16 0	120 0	14 2½	
	Tanna (Salsette)	9 12	...	8 3	10 0	16 13	14 6	...	...	12 5	...	8 0	71 2	15 4	
	Colába (Alibag)	8 9	...	7 4	11 4	...	13 0	...	...	12 7	...	8 2	90 0	14 0	
	Khandesh (Dhulia)	13 8	...	7 8	9 6	20 10	16 12	...	14 8	15 3	...	10 8	131 0	12 4	
	Násik	13 12	...	10 8	12 0	...	17 14	22 8	...	17 14	...	9 10	106 8	16 8	
	Ahmednagar	12 6	...	8 1	9 1	24 10	15 8	...	...	19 1	...	15 10	83 14	14 4	
	Poona (City)	11 8	9 0	9 3	10 7	23 15	18 6	16 6	...	17 4	...	14 10	60 13	13 14	
	Sholápur	14 15	19 8	10 0	10 6	24 2	21 7	...	21 2	20 1	...	15 2	80 0	13 0	
	Bijapur	15 6	13 2	7 1	9 12	27 0	28 10	...	...	18 11	...	18 9	80 0	12 0	
	Satara	12 0	...	9 9	11 7	20 0	20 11	...	...	19 8	...	15 2	116 8	14 9	
	Belgaum	16 0	11 0	10 8	11 0	21 8	22 0	27 0	...	16 0	...	15 0	64 0	13 0	
	Dharwar (Hubli)	16 0	...	10 0	11 0	23 0	21 0	38 0	...	19 0	...	12 0	80 0	9 0	
	Ratnágiri	9 4	...	10 11	12 0	15 10	14 11	16 7	...	15 6	...	10 14	120 0	12 15	
Bom.	Karwar	11 0	...	7 0	10 8	17 0	16 0	18 0	12 0	14 0	...	11 8	213 5½	11 0	
	Pánch Mahals (Godhra)	10 0	...	8 0	10 0	...	16 0	20 0	...	18 0	23 0	10 0	160 0	16 0	
	Aden	8 0	...	6 3	8 0	11 3	10 3	...	...	11 3	...	5 9	65 5	32 0	
	Asirgarh Cantonment	13 8	...	9 0	11 0	17 6	22 0	...	19 0	17 0	...	10 0	160 0	11 0	
	Baroda Camp (Sadar Bazar)	9 2	14 4½	6 13½	8 9	14 4½	13 2½	15 7	...	13 2½	...	10 13½	80 0	13 2½	
	Disa Cantonment	11 12	...	8 0	9 2	19 4	18 2	...	...	15 12	...	10 4	150 0	14 0	
	Nimach Cantonment	13 8	18 0	8 0	10 0	23 0	14 0	...	...	18 0	22 0	13 0	180 0	14 0	
	Nasirabad Cantonment	14 5½	19 1	7 0	8 0	21 6½	16 0	...	10 0	19 10½	21 0	12 8	90 0	15 8	
	Rajkot Station	11 8	...	6 8	9 0	14 0	11 8	...	...	11 8	...	7 8	80 0	40 0	
	Upper Sind Frontier	12 0	16 0	10 0	15 0	23 0	22 0	...	...	12 0	...	11 8	160 0	13 0‖	
	Karachi	11 8	17 0	8 0	14 0	18 0	15 0	‡	‡	15 0	13 0	8 0	85 0	16 0	
	Haidarabad (Gidu Bunder)	11 8	15 8	7 8	7 8	21 8	17 8	...	...	15 8	...	...	140 0	14 8	
	Shikarpur	11 8	17 8	10 0	14 8	18 0	23 0	...	...	15 0	...	9 8	140 0	13 0	
	Sukkur	13 8	18 0	11 0	14 8	20 0	20 0	...	...	15 8	...	10 8	120 0	14 8	
	Thar & Parkar (Umarkot)	16 0	...	...	15 0	...	20 0	...	...	...	...	...	160 0	14 12	
Bengal.	*Western Districts.*														
	Burdwan	12 12	...	16 8	20 1	...	...	...	...	26 0	...	27 0	120 0	13 5*a*	
	Bankoora	15 8	20 0	17 8	22 8	...	...	...	...	19 8	30 0	20 0	280 0	12 8*b*	
	Beerbhoom	18 0	...	18 0	22 8	...	...	...	...	26 8	...	15 0	160 0	12 12*c*	
	Midnapore	16 0	...	21 0	23 8	...	...	...	...	22 0	...	13 0	155 0	13 0*d*	
	Hooghly	15 0	...	10 0	18 0	...	...	...	...	20 0	...	14 0	120 0	13 8*e*	
	Howrah	...*	...	13 12	18 4	...	...	...	...	21 0	...	13 4	95 0	12 0	
	Central Districts.														
	Calcutta	14 4	20 0	9 6	19 2	21 0	15 8	...	16 4	19 12	19 0	18 4	80 0	13 0	
	24-Pergunnahs	14 0	25 0	8 0	18 13	...	...	...	20 0	22 8	...	19 0	90 0	12 8*f*	
	Nuddea	16 0	32 0	15 4	20 5	...	...	...	...	29 0	...	20 0	...	11 10½*g*	
	Khoolna	...	...	18 0	21 0	...	...	...	...	16 0	...	...	160 0	10 8*h*	
	Jessore	16 0	...	17 0	22 12	...	...	...	...	26 8	...	23 0	100 0	10 12*i*	
	Moorshedabad	15 0	...	15 0	22 0	...	...	...	...	30 0	40 0	20 0	130 0	12 0*j*	
	Dinagepore	12 0	22 0	17 0	21 0	...	...	...	...	24 0	...	11 0	160 0	12 8*k*	
	Rajshahye	16 8	45 0	16 14	18 12	...	...	...	...	28 2	...	16 8	240 0	12 0*l*	
	Rungpore	18 12	...	15 3	18 12	...	...	...	...	20 0	...	8 10	120 0	10 5*m*	
	Bogra	17 4	...	13 8	21 0	...	...	...	...	20 4	...	...	90 0	12 0	
	Pubna	18 12	...	8 0	20 0	...	...	...	...	32 0	...	20 0	200 0	12 0*n*	
	Darjeeling	9 0	11 0	5 0	13 0	...	...	12 0	...	11 0	27 0	8 0	120 0	9 0*o*	
	Jalpáiguri	13 0	20 0	13 0	22 0	...	...	...	...	16 10	20 0	12 0	128 0	11 0*p*	
	Eastern Districts.														
	Dacca	14 8	26 0	16 0	19 0	...	...	...	...	20 0	...	18 0	120 0	12 0*q*	
	Furreedpore	22 0	26 0	17 0	19 0	...	...	...	...	24 0	...	20 0	160 0	12 0*r*	
	Backergunge	...	...	16 8	19 8	...	...	...	...	16 0	...	14 0	120 0	12 0*s*	
	Mymensingh	12 0	...	12 0	16 0	...	...	...	...	16 0	...	20 0	...	12 0*t*	
	Chittagong	16 0	...	12 0	17 0	...	...	...	...	16 0	...	9 0	80 0	10 0*u*	
	Noakholly	...	...	18 0	20 0	...	...	...	...	13 0	...	...	...	9 0*v*	
	Tipperah	11 7	...	17 8½	19 14	...	...	...	...	16 0	...	9 12	...	11 0*w*	
	Chittagong Hill Tracts	...	...	11 7	12 5	...	...	...	...	...	...	...	320 0	8 0	
	Hill Tipperah	12 0	...	10 0	15 0	...	...	...	...	12 0	...	16 0	...	11 0	

* Wheat is not ordinarily sold in Howrah, but may be had if ordered.

† This is the occasional and not the permanent rate.

‡ Not procurable.

‖ In common use.

In the prices current statement for the fortnight ending 31st May 1887, published at page 877 of the Supplement to the *Gazette of India*, of 25th June 1887, against Howrah in column 3 "wheat" for 12 seers read 15 seers.

a In sub-divisions retail prices of salt per rupee were:—Culna 12 seers, Cutwa 13 seers, and Raneegunge 12-2 seers.

b In Bishenpore sub-division retail price of salt 12 seers per rupee.

c In Rampore Haut sub-division retail price of salt 12-8 seers per rupee.

d In sub-divisions retail prices of salt per rupee were:—Tumlook 11 seers, Ghattal 13-4 seers.

e In sub-divisions retail prices of salt per rupee were:—Serampore 12 seers, and Jehanabad 13-8 seers.

f In sub-divisions retail prices of salt per rupee were:—Baraset 12 seers, Bussirhat 13 seers, Diamond Harbour (at Magrahat) 10-8 seers, Barrackpore 12-12 seers, and Dum-Dum 11 seers.

g In sub-divisions retail prices of salt per rupee were:—Kooshtea and Meherpore 12 seers, Chooadanga 11-8 seers, and 10-10 seers.

h In Satkhira and Bagirhat sub-divisions retail price of salt 11 seers per rupee.

i In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, Magoora 10-12 seers, and Bongong 13 seers.

j In sub-divisions retail prices of salt per rupee were:—Lalbagh 13 seers, Jungipore and Kandi 12-8 seers.

k In Thakurgaon sub-division retail price of salt 10 seers per rupee.

l In Nattore sub-division retail price of salt 12 seers per rupee.

m In sub-divisions retail prices of salt per rupee were:—Kurigram 12 seers, Nilphamari 13 seers, and Gaibanda 9-12 seers.

n In Serajgunge sub-division retail price of salt 12 seers per rupee.

o At Silliguri retail price of salt 10 seers per rupee.

p In Alipore sub-division (at Fallacotta) retail price of salt 10 seers per rupee.

q In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers and Munshigunge 10-12 seers.

r In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers and Madaripore 12-8 seers.

s In sub-divisions retail prices of salt per rupee were:—Patuakhali 9-9 seers, Perozepore 11 seers, and Bhola 10-8 seers.

t In sub-divisions retail prices of salt per rupee were:—Kishoregunge 9-2 seers, Attea 12 seers, Jamalpore 10-10 seers, Sherpore 10 seers and Netrokona 10-4 seers.

u In Cox's Bazar sub-division retail prices of salt 12 seers per rupee.

v In Fenny sub-division (at Panchgatchia) retail price of salt 9 seers per rupee.

w In Chandpore sub-division retail price of salt 11-8 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF JULY 1887—*continued*.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, millet Italian (*Setaria italica*).	Gram, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
Bengal—*continued*.	*Behar.*	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
	Patna	18 0	28 0	11 8	21 0	26 0	26 0	26 0	24 0	29 0	25 0	25 0	120 0	11 12	
	Gya	16 0	31 0	9 8	18 8	...	...	...	17 0	28 0	...	23 0	100 0	11 0	
	Shahabad	16 0	29 0	8 0	16 0	...	...	...	...	30 0	...	16 0	140 0	12 8*x*	
	Durbhunga	17 9	30 12	12 0	18 10	...	...	31 13	...	27 7	28 9	22 0	176 0	11 8*y*	
	Mozufferpore	20 0	30 0	12 0	20 0	...	...	30 0	...	26 0	27 0	22 0	120 0	12 0*z*	
	Sarun	15 0	27 0	8 0	20 0	...	...	26 0	14 0	26 0	29 8	26 0	160 0	12 0*z*1	
	Chumparun	20 0	35 0	7 8	16 0	...	...	...	...	31 0	31 0	22 0	160 0	12 0*z*2	
	Monghyr	18 9	33 8	13 14	16 12	13 14	...	...	31 8	30 8	27 12	23 1	126 0	12 9*z*3	
	Bhágalpur	17 10	35 5	17 10	20 3	...	...	...	...	27 12	35 5	21 7	151 8	12 10*z*4	
	Purneah	16 0	...	16 0	18 0	...	...	20 0	20 0	20 0	†	16 0	160 0	10 8*z*5	
	Maldah	16 0	...	13 0	20 0	...	...	...	...	24 0	...	...	120 0	11 8	
	Santhal Pergunnahs	13 0	...	17 0	25 0	...	...	...	...	22 0	36 0	25 0	200 0	11 8*z*6	
	Orissa.														
	Cuttack	15 12	...	11 13	19 11	...	...	...	...	17 1	...	14 7	80 0	13 0	
	Pooree	10 8	...	13 2	22 5	...	...	...	...	13 2	...	14 7	70 0	14 7*z*7	
	Balasore	15 0	13 0	15 0	25 0	...	...	...	...	15 0	...	10 0	160 0	10 8*z*8	
	Chota Nagpore. *South-Western Frontier Agency.*														
	Hazáribágh	17 0	18 0	10 0	17 8	*	...	32 0	*	20 0	25 0	19 0	320 0	10 0*z*9	
	Lohardugga	22 0	26 0	17 9	22 0	...	...	36 0	...	22 0	...	28 0	120 0	9 12	
	Singbhoom	20 0	32 0	20 0	28 0	...	...	...	...	16 0	...	20 0	320 0	9 0	
	Manbhoom	18 0	38 0	17 0	26 0	...	...	...	...	16 0	...	21 0	...	10 10*z*10	
Assam.	Sylhet	11 0	...	12 4	17 8	...	...	...	...	17 12	...	12 4	108 0	11 12	
	Cáchár	8 14½	...	8 0	12 4½	...	...	...	...	13 5⅗	...	10 5	80 0	11 2⅕	
	Goálpará	20 0	...	8 0	16 0	...	...	...	...	16 0	...	11 0	80 0	11 0	
	Garo Hills	8 0	...	6 0	13 0	...	...	...	...	10 0	...	9 0	160 0	8 0	
	Kámrup	10 0	...	8 0	19 8	...	...	...	...	14 0	...	11 8	160 0	11 7	
	Darrang	7 0	...	12 0	16 0	...	...	...	...	13 0	...	10 0	150 0	10 0	
	Nowgong	8 0	...	8 0	16 0	...	...	...	...	9 0	...	10 0	120 0	10 0	
	Sibságar	...	...	12 0	14 0	...	...	...	...	14 0	...	10 0	120 0	9 0	
	Lakhimpur	9 0	...	8 0	13 0	...	...	...	...	15 0	8 0	10 0	160 0	9 0	
	Khási and Jaintiá Hills	...	...	6 0	20 0	...	...	...	...	8 8	16 0	7 0	90 0	8 0	
	Nága Hills	...	...	3 6	8 0	...	...	...	...	...	...	=	60 0	3 8	
N.-W. Provinces.	Dehra Dún	14 8	22 8	6 0	10 8	18 0	12 0	18 0	...	17 0	18 0	16 0	160 0	11 0	
	Saháranpur	16 11	22 9	8 9½	11 13	10 12	10 12	21 8	21 8	20 7	17 3	18 4½	150 8	12 5	
	Muzaffarnagar	17 10	26 6	6 9	12 2	11 2	13 4	15 6	14 5	21 0	17 10	14 5	110 0	13 4	
	Meerut	15 12	23 0	6 0	14 0	19 0	16 0	18 0	18 0	21 0	...	24 8	100 0	13 8	
	Bulandshahr	16 8	25 8	7 0	11 0	16 0	13 0	...	16 0	24 0	20 0	18 0	160 0	13 0	
	Aligarh	15 4	22 8	6 0	11 8	20 0	15 0	18 0	20 0	24 0	25 8	29 0	140 0	13 0	
	Mainpuri	14 0	14 0	11 0	12 0	...	...	...	20 0	13 0	...	10 0	200 0	8 0	
	Etawah	16 12	21 0	7 8	12 0	25 0	...	...	...	10 8	...	8 0	180 0	7 8	
	Bijnor	15 12	25 5	11 4	12 2	10 2	...	...	...	18 9	...	...	135 0	11 13	
	Moradabad	16 14	24 0	10 8	13 8	18 12	15 8	...	14 8	21 0	...	25 8	125 0	13 6	
	Budaun	16 12½	25 3	6 0	13 3	9 0	...	...	...	23 6½	12 0	28 12½	192 0	12 0	
	Bareilly	14 6	20 0	6 4	11 14	12 8	12 8	...	15 0	19 6	12 13	23 12	137 8	12 8	
	Sháhjahánpur	17 0	25 8	10 0	14 8	13 0	20 0	...	20 0	23 0	...	23 8	140 0	12 8	
	Tarái Pergunnahs	17 8	25 0	8 12	12 8	10 0	15 0	...	8 12	18 12	17 8	22 8	100 0	11 4	
	Muttra	15 0	20 8	8 0	12 0	14 0	16 0	...	...	21 0	16 0	24 8	120 0	13 0	
	Agra	15 0	20 0	6 0	11 0	15 0	16 0	...	16 0	20 12	...	15 0	100 0	13 0	
	Farukhabad	14 5	18 0	6 8	11 8	...	...	...	...	20 10	...	23 8	140 0	12 4	
	Mainpuri	15 4	20 4	4 8	9 8	...	...	...	35 0	21 1	...	23 2	160 0	12 12	
	Etáwah	15 4	18 0	6 0	12 8	18 4	18 4	16 0	16 0	20 8	24 0	24 0	120 0	12 0	
	Etah	17 12	23 12	7 0	12 10	...	16 8	...	16 0	30 8	...	18 12	160 0	13 12	
	Jalaun	21 0	24 0	9 0	11 0	25 0	23 0	...	15 0	28 0	22 0	30 0	140 0	11 0	
	Jhánsi	17 11	24 8	8 0	13 0	24 0	20 4	...	...	23 15½	...	25 8	200 0	12 0	
	Lalitpur	17 0	22 0	9 0	10 0	21 0	17 0	32 0	32 0	22 4	24 0	11 8	160 0	10 4	
	Cawnpore	16 0	21 0	10 0	14 0	18 0	21 0	‡	25 0	23 8	‡	26 0	150 0	14 0	
	Fatehpur	14 4	20 0	12 4	14 0	...	...	...	...	24 0	...	27 0	160 0	11 8	
	Bánda	20 0	26 0	8 0	10 8	27 0	19 0	26 0	18 0	30 0	...	22 0	160 0	12 0	
	Allahabad	14 0	22 0	8 0	13 0	18 0	17 0	...	20 0	26 4	...	20 0	120 0	11 8	
	Hamírpur	20 11	...	8 0	12 10	23 0	...	...	...	26 4	...	34 8	140 0	12 6	
	Jaunpur	14 0	17 12	7 0	12 8	...	...	...	...	18 12	...	21 0	140 0	12 0	
	Gorakhpur	15 5	26 1½	9 14½	16 10½	...	...	...	22 8	27 14½	...	19 13	140 0	12 6½	
	Basti	15 0	..	10 0	13 0	...	...	...	...	24 0	...	...	140 0	11 0	
	Azamgarh	15 2	19 9	10 5	17 11	...	...	...	...	22 8	...	13 10	177 8	11 2	
	Mirzapur	14 0	20 0	8 0	15 0	17 0	17 0	22 0	22 0	20 0	22 0	25 0	80 0	11 0	
	Benares	14 10	20 5	11 6	16 0	20 1	19 8	§	22 12	21 2	21 2	23 5	110 0	11 13	
	Gházipur	17 8½	22 8½	7 1½	17 12	19 5	22 8½	38 10	14 2½	28 5	...	24 7	128 12	10 15½	
	Balia	18 0	27 0	10 4	21 0	...	...	...	...	29 8	...	25 12	100 0	12 0	
	Pilibhít	15 10	27 8	7 0	13 8	10 0	...	...	...	20 0	...	25 0	140 0	11 4	
Oudh.	Sultánpur	15 0	22 0	9 0	15 0	25 0	20 8	40 0	20 0	26 0	26 0	28 0	160 0	12 0	
	Partábgarh	16 2	21 2½	13 0	14 0	...	...	...	...	24 5	...	18 5	180 0	11 8	
	Fyzabad	14 8	25 0	10 4	15 0	10 12	17 0	...	14 0	23 4	22 0	22 0	100-0	11 8	
	Kheri	17 4	26 0	8 0	13 0	22 0	24 0	36 0	24 0	21 4	24 0	18 0	120 0	12 0	
	Lucknow	15 4	21 4	6 0	12 8	22 0	18 8	...	18 0	21 6	24 0	24 0	120 0	11 4	
	Bára Banki	14 0	20 0	8 0	10 0	20 8	16 0	21 0	21 0	20 0	20 0	23 0	120 0	11 8	
	Bahraich	16 0	27 0	13 0	17 0	26 0	20 0	...	...	27 0	27 0	25 0	160 0	12 0	
	Rai Bareli	14 8	21 0	7 0	13 8	17 0	16 0	...	18 0	23 0	24 0	26 8	180 0	10 8	
	Sítapur	16 12	24 8	8 0	14 0	17 0	17 0	16 0	16 0	23 0	18 0	26 0	160 0	12 8	
	Gonda	16 8	24 8	14 0	14 14	16 0	19 8	28 0	16 0	25 12	14 4	27 4	200 0	12 4	
	Unáo	15 8	19 0	9 0	13 0	16 0	18 0	...	22 0	22 0	18 0	18 0	160 0	12 0	
	Hardoi	18 0	23 0	7 0	13 0	...	...	...	...	23 8	...	28 0	120 0	12 0	
Punjab.	Hissar	16 0	20 0	...	10 0	22 0	17 0	...	...	25 0	18 0	...	100 0	12 8	
	Rohtak	16 0	20 0	...	11 0	12 0	15 0	...	...	24 0	14 0	...	120 0	12 0	
	Gurgaon	16 0	22 0	...	9 0	16 0	19 0	...	16 0	21 0	16 0	21 0	140 0	13 0	
	Delhi	15 0	20 0	...	14 0	12 0	16 0	...	16 0	21 0	12 0	23 0	80 0	12 0	
	Karnál	17 0	23 0	...	12 0	12 0	14 0	20 0	16 0	21 0	14 0	21 0	160 0	12 0	
	Umballa	19 0	23 0	...	12 0	15 0	10 0	20 0	16 0	23 0	17 0	22 0	140 0	14 0	
	Simla	12 0	15 0	...	8 0	13 0	7 0	16 0	10 8	14 0	14 0	11 0	70 0	9 8	
	Kángra	15 0	22 0	...	12 0	11 0	10 0	18 0	8 0	16 0	16 0	12 0	120 0	11 0	
	Hoshiárpur	18 0	23 0	...	11 0	10 0	16 0	...	16 0	20 0	20 0	13 0	120 0	14 8	
	Jullundur	18 0	22 0	...	8 0	13 0	13 0	...	14 0	21 0	21 0	...	110 0	14 0	
	Ludhiána	18 0	23 0	...	12 0	13 0	13 0	...	17 0	20 0	17 0	13 0	120 0	15 0	

* Not procurable. † Not sold. ‡ No sales in market. § Marua not procurable in market. ‖ Not given by the Deputy Commissioner.

x In sub-divisions retail prices of salt per rupee were:—Sasseram 12 seers, Buxar 12-8 seers, and Bhabooah 11 seers.

y In sub-division retail price of salt per rupee were:—Madhubani 11 seers and Tajpore 12 seers.

z In sub-divisions retail prices of salt per rupee were:—Seetamarhee 11 seers and Hajeepore 12 seers.

*z*1 In sub-divisions retail prices of salt per rupee were:—Sewan 11-8 seers and Gopalgunge 11-13 seers.

*z*2 In Bettiah sub-division retail price of salt 11-8 seers per rupee.

*z*3 In sub-divisions retail prices of salt per rupee were:—Beguserai 11 seers and Jamui 11-8 seers.

*z*4 In Banka, Soopole, and Muddehpura sub-divisions retail prices of salt 11 seers per rupee.

*z*5 In sub-divisions retail prices of salt per rupee were:—Kishoregunge 10 seers and Arrareah (at Raneegunge) 11-8 seers.

*z*6 In sub-divisions retail prices of salt per rupee were:—Godda 11 seers, Rajmehal 12 seers.

*z*7 In Khoorda sub-division retail prices of salt 14 seers per rupee.

*z*8 In Bhuddruck sub-division retail price of salt 9 seers per rupee.

*z*9 In Giridi sub-division retail price of salt 11 seers per rupee.

*z*10 In Govindpore sub-division retail price of salt 12 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF JULY 1887 —*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Channa, Chola, Kadalay or Sunaga (*Cicer arietinum*.)	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Punjab—*continued.*	Ferozepore	17 0	23 0	...	8 0	14 0	...	...	20 0	22 0	16 0	13 0	90 0	14 8	
	Mooltan	14 0	19 0	...	10 0	16 0	15 0	...	16 0	17 0	16 0	...	90 0	14 0	
	Jhang	14 0	18 0	...	10 0	8 0	14 0	12 0	7 0	18 0	6 0	10 0	200 0	14 0	
	Montgomery	17 0	22 0	...	10 0	12 0	11 0	...	16 0	21 0	12 0	12 0	200 0	12 0	
	Lahore	16 0	22 0	...	11 0	13 0	13 0	...	16 0	19 0	13 0	12 0	90 0	14 0	
	Amritsar	17 0	23 0	...	11 0	14 0	14 0	14 0	16 0	20 0	14 0	16 0	90 0	15 0	
	Gurdáspur	19 0	28 0	...	14 0	10 0	14 0	...	14 0	23 0	12 0	8 0	120 0	14 0	
	Siálkot	17 0	25 0	...	12 0	13 0	13 0	22 0	16 0	20 0	13 0	12 0	130 0	15 0	
	Gujrát	17 0	22 0	...	12 0	14 0	14 0	...	12 0	20 0	15 0	12 0	120 0	16 0	
	Gujránwála	18 0	25 0	...	14 0	13 0	10 0	25 0	10 0	20 0	16 0	8 0	120 0	15 0	
	Shahpur	14 0	20 0	...	10 0	13 0	15 0	20 0	14 0	18 0	15 0	10 0	240 0	16 0	
	Jhelum	16 0	23 0	...	12 0	14 0	16 0	...	...	20 0	16 0	12 0	160 0	16 0	
	Ráwalpindi	16 0	23 0	...	8 0	8 0	16 0	...	...	19 0	15 0	22 0	100 0	15 12	
	Hazára	15 0	22 0	...	12 0	...	12 0	...	8 0	16 0	16 0	...	120 0	12 0	
	Pesháwar	14 0	21 0	...	10 0	10 0	15 0	...	18 0	17 0	17 0	21 0	105 0	41 0	
	Kohát	13 0	20 0	...	13 0	12 0	14 0	...	15 0	14 0	17 0	...	80 0	56 0	
	Bannu	16 0	24 0	...	9 0	10 0	15 0	8 0	8 0	18 0	19 0	11 0	60 0	40 0	
	D. I. Khán	12 0	18 0	...	9 0	14 0	11 0	15 0	5 0	16 0	12 0	13 0	119 0	35 0	
	D. G. Khán	14 0	15 0	...	9 0	18 0	16 0	12 0	12 0	15 0	15 0	...	125 0	21 0	
	Muzaffargarh	14 0	18 0	...	12 0	12 0	12 0	...	...	16 0	17 0	11 0	100 0	14 0	
Central Provinces.	Saugor	17 6	...	7 15	9 4	...	...	...	...	22 12	...	13 0	160 0	8 0	
	Damoh	21 5	...	10 0	11 7	...	...	...	...	30 0	...	12 13	200 0	9 13	
	Jubbulpore	15 12	...	8 12	12 0	17 0	...	...	...	20 0	...	14 0	120 0	11 0	
	Mandla	22 0	...	...	13 0	...	...	...	...	32 0	...	13 0	256 0	10 0	
	Seoni	19 8	...	8 0	10 11	...	...	...	...	20 6	...	12 7	200 0	10 11	
	Narsinghpur	16 0	...	9 3	10 4	...	...	...	...	21 11	...	13 7	140 0	10 11	
	Hoshangabad	15 0	...	7 0	9 0	...	...	...	...	18 0	...	13 0	200 0	10 14	
	Nimár	15 1	...	7 8	11 14	20 11	...	...	...	16 2	...	12 3	120 0	11 15	
	Betúl	17 8	...	10 7	11 1	20 3	...	...	...	22 0	...	9 12	320 0	11 6	
	Chhindwára	17 9	...	7 4	9 10	19 10	...	...	...	25 5	...	12 0	160 0	9 2	
	Wardha	17 2	...	8 0	11 7	21 13	...	...	...	16 0	...	16 0	124 0	10 11	
	Nágpur	15 10	...	8 7	12 3	19 11	...	...	...	17 3	...	13 2	100 0	10 14	
	Chánda	16 3	...	...	12 3	20 0	...	...	...	14 6	...	9 0	675 0	11 3	
	Bhandára	16 4	...	...	12 8	...	...	...	...	16 4	...	13 12	180 0	10 8	
	Bálaghát	15 12	...	11 13	12 12	...	...	...	...	16 13	...	13 12	144 0	10 0	
	Raipur	21 0	...	9 0	16 10	...	...	...	...	21 0	...	21 0	64 0	9 0	
	Bilaspur	26 10	...	15 12	30 4	...	...	...	...	31 6	...	24 1	128 0	7 0	
	Sambalpur	20 2	...	14 0	16 10	...	...	...	...	18 12	...	11 0	200 0	9 3	
	Arakan Division.														
	Akyab	...	...	13 0	16 0	...	...	...	...	11 0	...	...	150 0	35 0	
	Kyoukpyu	...	...	15 3	17 2	...	...	...	...	5 0	...	...	50 0	42 0	
	Sandoway	...	...	26 13	30 13	...	...	...	...	...	...	...	469 11	22 13	
Lower Burma.	*Pegu Division.*														
	Rangoon Town	9 10	...	11 2	12 4	...	...	...	...	12 4	22 2	...	250 0	29 2	
	Pegu	...	...	10 15	15 12	...	...	...	...	11 2	22 8	...	135 0	26 15	
	Tharrawaddy	...	...	11 14	14 5	...	...	...	...	11 1	...	...	535 11	29 12	
	Prome	10 6	...	11 3	13 12	...	...	...	...	12 7	33 9	...	167 9	18 10†	
	Irrawaddy Division.														
	Bassein	...	...	13 13	15 9	...	...	...	...	10 15	7 15	...	228 7	23 8	
	Henzada	...	...	11 15	15 10	...	...	...	...	...	...	...	183 8	35 8	
	Thongwa	...	...	9 6	10 9	...	...	...	...	12 14	...	...	246 0	35 0	
	Thayetmyo	9 4	...	10 3	12 7	...	...	...	...	12 5	...	...	367 8	18 15	
	Tenasserim Division.														
	Moulmein Town and Amherst	9 0	...	11 8	12 2	...	...	...	...	10 2	12 2	...	220 0	30 18	
	Tavoy	...	...	13 0	17 15	...	...	...	...	...	...	...	399 3	16 1	
	Mergui	...	...	15 6	16 10	...	...	...	...	...	...	...	428 0	14 9	
	Toungoo	...	...	9 14	11 10	...	...	...	...	9 7	...	...	27 0	18 12	
	Shwaygyin	...	...	9 13	10 6	...	...	...	...	...	...	...	200 0	18 14	
Hyderabad Assigned Districts.	Secunderabad	11 8	...	6 13	10 14	18 4	20 1	...	...	13 8	...	12 3	115 0	9 13	
	Balarum	12 3	...	6 7	9 10	20 13½	...	...	...	14 12	...	...	116 14	10 4	
	Chadarghat	10 0	...	7 0	10 0	19 0	22 0	...	...	13 8	...	12 0	120 0	9 8	
	Amráoti	14 0	...	7 8	8 8	22 4	16 8	...	...	14 2	5 4	10 8	‡	12 0	
	Akola	14 0	...	7 0	10 0	20 0	17 0	...	...	14 0	...	15 0	‡	11 0	
	Ellichpur	14 4	8 0	7 0	10 0	21 4	15 2	...	...	14 0	...	11 2	‡	11 0	
	Buldana	17 0	...	8 0	11 0	24 0	22 0	...	...	18 0	...	10 0	‡	10 0	
	Wun	15 0	...	6 0	8 0	24 0	...	...	...	13 0	...	16 0	‡	11 8	
	Básim	17 0	...	6 13	10 5	26 5	...	...	...	16 0	7 0	17 8	‡	9 10	
Mysore.	Bangalore	No return received.													
	Kolar														
	Tumkúr														
	Mysore														
	Hassan														
	Shimoga														
	Kadur														
	Chitaldroog														
Coorg	Coorg	10 0	9 0	13 8	15 8	...	...	30 0	...	25 0	...	...	110 0	10 0	
Rajpootana.	Jeypore	18 0	23 0	5 0	8 12	18 0	19 0	5	20 0	18 4	21 0	27 0	110 0	14 8	
	Kishengurh	13 0	22 8	9 0	10 0	22 8	15 8	...	...	21 8	20 0	...	...	16 0	
	Kerrowlee	14 3	18 12	10 0	11 4	18 2	16 4	21 4	...	16 4	...	25 0	200 0	12 14	
	Ulwur	19 1	21 3	8 0	11 10	16 8	16 4	20 0	...	19 12	23 0	26 0	200 0	14 12	
	Bhurtpore (City)	15 8	20 15	7 4	8 4	12 14	12 8	13 4	...	19 0	21 0	22 0	200 0	12 4	
	Ajmere	11 8	20 0	3 0	8 0	20 0	12 0	...	...	19 8	20 0	...	70 0	14 0	
	Deoli Cantonment	14 8	20 4½	5 8	10 0	21 8	18 0	...	...	18 2½	...	...	230 0	13 12	
	Erinpura	No return received.													
	Sirohee														
	Abu														
	Anadra														
	Bálmere														
	Jeysalmere														
	Hilly Tracts of Meywar	12 0	22 0	...	14 0	...	...	...	...	19 0	26 0	...	‖	11 8	
	Meywar (Oodeypore)	12 8	16 12½	8 15½	9 6	16 12½	12 15	...	14 1	14 1	17 3	10 2½	200 0	10 2½	
	Bánswára (Meywar Agency)	12 4	18 0	8 12	15 0	...	...	...	...	23 2	21 4	...	...	11 4	
	Partábgarh (,,)	14 8	18 [illegible]	10 0	12 8	20 0	18 [illegible]	...	...	18 12	19 6	25 0	...	18 15½	
	Marwar (Jodhpore)	No return received.													

* 8 annas per 100 cobs. † Arhar 7-4. ‡ Firewood is sold by [illegible]-load, cart-load, and not by weight. § Not in use. ‖ Eight pies per bundle.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF JULY 1887—*concluded.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
			QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.												
	DISTRICTS.		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Channa, Chola, Kadalay or Sunnga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thar Caljan Pea (*Cajanus indicus*).	Firewood.	Salt.	REMARKS.
			S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
CENTRAL INDIA.	RAJPOOTANA—*contd.*	Bikanir	10 12	...	3 15	9 13	...	15 4	...	...	13 9½	...	...	100 0	14 0	
		Boondee	15 8	21 0	10 0	10 8	20 0	...	...	...	18 0	...	...	160 0	12 0	
		Kotah	15 8	15 0	7 8	10 0	18 0	12 0	...	...	19 8	...	12 8	240 0	11 4	
		Tonk	14 0	21 4	8 6	9 6	21 4	...	...	...	21 3	...	...	110 0	12 12	
		Jhalawar	15 7	17 7	7 1	10 4	22 6	18 4	...	15 12	16 13½	22 2	10 4	160 15	11 1	
		Shahpoora	15 4	21 4	9 0	13 4	23 0	17 0	...	...	18 8	23 8	...	160 0	13 4	
		Dholpur	14 6	18 0	9 9	11 13	17 9	17 9	...	18 0	19 14	...	22 8	100 0	13 3	
		Indore	12 15	17 0	8 9	10 0	21 14	19 3	...	...	16 0	20 0*	15 8	100 0	11 4	
		Gwalior	13 10	19 8	7 2	9 9	17 4	16 9	...	...	16 13	24 0*	20 3	131 7	11 6	
		Goona	18 4	20 0	9 0	9 8	24 0*	18 0*	...	...	25 0	...	13 0	200 0	11 0	
		Baghelkhand (Sutna)	20 0	30 0*	8 0*	15 0	...	...	...	...	26 0	...	33 12	160 0	12 0	
BALUCHISTAN.		Quetta	10 11½	12 0	5 0	10 0	14 0	†	†	†	11 10	†	†	45 11	9 0	

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

J. WESTLAND,
Offg. Secretary to the Government of India.

† None in market.

* Not sold.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Civil Works Irrigation.

IRRIGATION OPERATIONS OF THE RABBI CROP OF 1886-87 IN THE PUNJAB.

STATEMENT No. I.

Comparative Abstract of Irrigation and Rainfall in Canal Districts of the Punjab.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
DISTRICTS.	Area in acres.	Cultivated area in acres.	AREA IRRIGATED.		COMPARISON WITH LAST CROP.		RAINFALL IN RABBI MONTHS.													
							October.		November.		December.		January.		February.		March.		TOTAL.	
			Rabi, 1886-87.	Rabi, 1885-86.	Increase.	Decrease.	1886.	1885.	1886.	1885.	1886.	1885.	1887.	1886.	1887.	1886.	1887.	1886.	1886-87.	1885-86.
Umballa	1,644,849	951,890	733	737	...	4	0·22	...	...	...	1·01	1·7	3·47	3·0	...	0·2	...	2·9	4·7	7·8
Karnál	1,533,990	680,319	42,934	25,925	17,009	...	0·24	...	...	...	0·28	0·9	1·33	0·6	...	0·2	...	1·1	1·85	2·8
Rohtak	1,159,350	906,022	39,530	13,296	26,234	...	0·9	...	...	...	...	1·6	1·25	0·8	...	...	...	0·9	2·15	3·3
Delhi	804,933	525,676	34,428	3,291	31,137	...	1·8	...	...	...	0·5	1·2	1·7	1·6	...	0·1	...	0·6	4·0	3·5
Hissar	2,265,428	1,161,761	36,303	21,200	15,103	...	0·5	...	...	...	...	5·4	0·5	1·1	...	...	...	7·5	1·0	14·0
Jind	...	...	28,268	23,198	5,070	...	0·3	...	...	...	...	...	1·4	...	...	...	...	...	1·7	...
Bikanir	...	...	212	344	...	132	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kalsia State	...	...	194	242	...	48	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL WESTERN JUMNA CANAL	7,408,550	4,225,668	182,602	88,233	94,553	184	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gurdaspur	1,168 314½	856,230	5,964	14,629	...	8,665	0·9	...	...	...	1·3	3·7	1·1	2·5	...	...	...	4·5	3·3	10·7
Amritsar	1,006,798	766,773	69,285	118,070	...	48,785	1·8	...	...	...	0·4	1·7	1·3	2·3	...	0·3	...	3·6	3·5	7·9
Lahore	2,334,552	114,921	166,696	182,748	...	16,052	3·0	...	...	...	...	1·8	0·3	3·2	...	0·3	...	1·7	3·3	7·0
TOTAL BARI DOAB CANAL	4,509,664	2,787,924	241,945	315,447	...	73,502	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ludhiana	881,738	731,388	12,346	13,962	...	1,616	2·6	...	0·4	...	0·7	2·35	3·4	2·65	...	...	...	2·65	7·1	7·65
Ferozepore	1,767,244	1,400,956	123,822	82,091	41,731	...	1·5	0·1	0·2	...	...	1·0	0·3	1·4	...	0·3	...	3·1	2·0	5·9
Faridkot State	...	...	28,324	17,562	10,762	...	0·3	...	...	...	0·7	0·6	...	0·4	...	0·2	0·1	1·4	1·1	2·6
Nabha ,,	...	...	4,016	1,673	2,343	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Patiala ,,	...	...	5,501	381	5,120	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jind ,,	...	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kalsia ,,	...	...	1,536	...	1,536	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL SIRHIND CANAL	2,648,982	2,132,344	175,547	115,669	61,494	1,616	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Peshawar	1,602,560	905,600	59,467	37,757	21,710	...	...	...	0·1	...	0·1	1·3	0·2	4·6	...	2·6	0·3	4·0	1·6	12·5
TOTAL SWAT RIVER CANAL	1,602,560	905,600	59,467	37,757	21,710	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GRAND TOTAL	16,169,756	10,051,536	659,561	557,106	177,757	75,302	...	...	...	...	...	...	...	...	...	...	...	...	...	...

	Acres.
Area irrigated in 1886-87	659,561
Ditto 1885-86	557,106
NET INCREASE	102,455

STATEMENT No. II.

Statement in Acres of Crops irrigated in Canal Districts.

DESCRIPTION OF CROPS.	Umballa.	Karnal.	Rohtak.	Delhi.	Hissar.	Jind.	Bikanir.	Kalsia State.	Gurdaspur.	Amritsar.	Lahore.	Ludhiana.	Ferozepore.	Faridkot State.	Nabha State.	Patiala State.	[illegible]	TOTAL.
Wheat	115	33,095	33,407	28,517	25,535	22,302	56	1,042	3,800	45,055	125,820	9,583	94,032	21,070	3,148	4,732	14,[illegible]	[illegible]
Barley	8	943	112	156	963	346	12	87	177	914	2,003	187	4,812	1,442	154	295	[illegible]	[illegible]
Mixed Grain	...	3,069	4,170	3,886	3,128	3,065	98	...	59	496	1,294	613	2,212	121	146	[illegible]	[illegible]	[illegible]
Others	610	5,827	1,941	1,869	6,677	2,557	46	621	1,928	32,920	37,579	1,953	23,736	5,891	566	[illegible]	[illegible]	[illegible]
TOTAL RABBI, 1886-87	733	43,934	39,630	34,428	36,303	28,270	212	1,730	5,964	69,285	165,696	12,336	124,792	29,524	4,015	[illegible]	[illegible]	659,561
TOTAL RABBI, 1885-86	737	25,925	13,296	3,291	21,200	23,198	344	242	14,629	118,070	182,748	13,962	82,091	17,562	1,673	[illegible]	[illegible]	557,106

STATEMENT No. III.

Statement in Acres of Crops irrigated in Canal Divisions.

DESCRIPTION OF CROP.	WESTERN JUMNA CANAL.				BARI DOAB CANAL.			SIRHIND CANAL.			SWAT RIVER CANAL DIVISION.	TOTAL.
	Karnal Division.	Hansi Division.	Delhi Division.	TOTAL.	1st Division.	2nd Division.	TOTAL.	3rd Division.	4th Division.	TOTAL.		
Wheat	8,529	68,806	65,724	143,059	29,502	145,173	1,74,675	16,684	1,16,901	1,33,585	14,190	4,65,509
Barley	471	1,855	216	2,542	489	2,625	3,094	544	6,331	6,875	32,166	44,677
Mixed Grain	...	10,321	7,094	17,415	456	1,393	1,849	3,214	...	3,214	...	22,478
Others	3,391	11,259	5,936	19,586	12,755	49,572	62,327	4,889	26,984	31,873	13,111	1,26,897
TOTAL RABBI, 1886-87	12,391	92,241	77,970	182,602	43,182	1,98,763	2,41,945	25,331	1,50,216	1,75,547	59,467	6,59,561
TOTAL RABBI, 1885-86	10,151	62,019	16,063	88,233	66,687	2,48,780	3,15,447	18,296	97,413	1,15,669	37,757	5,57,106

F. J. HOME, *Lieut.-Colonel, R.E.,*
Offg. Joint Secy. to Govt., Punjab, P. W. D., Irrigation Branch.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Civil Works Irrigation.

COMPARATIVE STATEMENT OF IRRIGATION AND RAINFALL ON THE PERENNIAL CANALS IN THE PUNJAB FOR THE YEARS 1885-86 AND 1886-87.

IRRIGATION OPERATIONS, 1886-87.

Comparative Statement of Irrigation and Rainfall for the years 1885-86 and 1886-87 in the Districts of the Punjab irrigated by Perennial Canals.

Districts.	Population.	Area in acres.	Cultivated area in acres.	AREA IRRIGATED.								RAINFALL.		
				RABBI, 1886-87.			WHOLE YEAR, 1886-87.			KHARIF, 1886-87.			1885-86.	1886-87.	Percentage of increase or decrease in 1886-87.
				In comparison with 1885-86.		Percentage of increase or decrease in 1886-87.	Total area.	In comparison with 1885-86.	Percentage of increase or decrease in 1886-87.	Total area.	In comparison with 1885-86.				
				Increase.	Decrease.			Increase.	Decrease.		Increase.	Decrease.			
WESTERN JUMNA CANAL.															
Umballa	1,067,263	1,644,849	951,890	...	4	+1·16	2,622	30	...	(1)1,889	34	...	42·6	54·80	+28·85
Karnál	622,621	1,533,990	680,319	17,009	...	+47·48	69,442	22,858	...	(1)26,508	5,349	...	31·2	24·63	−21·06
Rohtak	553,609	1,159,350	906,022	26,234	...	+61·34	65,252	24,810	...	25,722	...	...	37·8	26·20	−30·68
Delhi	643,515	804,933	525,676	31,137	...	+87·21	58,424	27,217	...	23,996	...	1,424	34·0	30·40	−10·59
Hissar	504,183	2,865,428	1,161,761	15,103	...	+23·74	66,861	12,817	...	30,498	...	3,920	36·3	22·60	−37·74
Jind State	251,231	...	...	5,070	...	+11·12	51,596	5,163	...	23,328	93	2,286	27·5	19·60	−28·72
Bikaner ,,	...	...	...	...	132	+11·27	602	61	...	390	193	...	...	...	...
Kalsia ,,	...	...	...	...	48	+12·80	1,172	133	...	978	181	...	...	...	...
TOTAL WESTERN JUMNA CANAL	3,642,422	7,408,550	4,225,668	94,553	184	+41·46	315,911	92,589	...	133,399	5,850	7,630	...	182,602	...
BARI DOAB CANAL.															
Gurdáspur	823,695	1,168,314	856,230	...	8,665	−30·70	23,612	...	10,459	17,648	...	1,794	25·6	27·4	+ 7·03
Amritsar	893,266	1,006,798	766,773	...	48,785	−30·47	129,705	...	56,931	60,420	...	8,046	18·0	25·2	+40·0
Lahore	924,106	2,334,552	1,164,921	...	16,052	−11·56	251,835	...	32,915	(2)85,139	...	16,863	15·1	19·8	+32·25
TOTAL BÁRI DOÁB CANAL	2,641,067	4,509,664	2,787,924	...	(3)73,502	−19·84	405,152	...	100,205	163,207	...	(3)26,703	...	241,945	...
SIRHIND CANAL.															
Ludhiana	618,835	882,167	729,009	...	1,616	−4·8	17,002	...	856	4,656	760	...	27·80	21·25	−23·6
Ferozepore	747,329	1,761,280	1,344,000	41,732	...	+40·3	152,848	43,871	...	29,025	2,139	...	15·00	16·10	+7·3
Patiála State	...	...	...	5,120	...	+1,256·4	5,717	5,325	...	216	205	...	...	...	...
Nábha ,,	...	...	...	2,342	...	+127·1	4,640	2,597	...	625	255	...	...	...	...
Faridkot ,,	...	...	...	10,762	...	+43·2	33,852	10,214	...	5,528	...	548	10·64	10·84	+1·9
Jind ,,	...	...	...	2	...	...	2	2	...	...	...	...	...	...	...
Kalsia ,,	...	...	...	1,536	...	...	1,536	1,536	...	...	...	...	...	...	...
TOTAL SIRHIND CANAL	1,366,164	2,643,447	2,073,009	61,494	1,616	+4·0	215,597	63,545	856	40,050	3,359	548	...	175,547	...
SWAT RIVER CANAL.															
Peshawar	592,674	1,602,560	905,600	21,710	...	+68·68	74,373	30,281	...	14,906	8,571	...	32·2	9·3	−71·12
TOTAL PERENNIAL CANALS	8,242,327	16,164,221	9,992,201	177,757	75,302	+9·22	1,011,033	186,415	101,061	351,472	17,780	34,881	...	659,561	...

(1) The difference of 1 acre in the Umballa District and of 30 acres in the Karnál District between the figures for **Kharif**, 1886, as shown in this statement and in form No. I, for that crop, is due to additions subsequently made in the Karnál Division after submission of half-yearly statements by the Executive Engineer.

(2) The difference of 2,100 acres in the Lahore District between the area shown the half-yearly statement No. I of **Kharif** crop, 1886-87, and that shown in this statement, is due to the actual area of Chánga Mánga plantation irrigated, *viz.*, 8,350 acres being now shown.

(3) On the Bári Doáb Canal the decrease in the **Kharif** is due mainly to the April closure, also to the shortness of supply in July and August owing to the silted condition of the Inlet, and lastly to the rains having been good. In the Rabi the decrease is due to the favorable rain on 7th October which enabled large areas to be sown without the aid of canal water.

Area irrigated, 1885-86 . . 925,679 Acres.
Ditto 1886-87 . . 1,011,033 ,,
Net increase . 85,354 ,,

F. J. HOME, *Lieut.-Colonel, R.E.,*
Offg. Joint Secy. to Govt., Punj. P. W. D., Irrigation Branch.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 11th AUGUST, 1887.

GENERAL REMARKS.—Rain is reported throughout the country during the week under notice.

Kharif operations are in progress everywhere, and prospects are generally very good, though a break in the rains in some parts of the country would be beneficial for the sowings.

In Madras the crops are in need of rain in several districts, and in Mysore more rain would also be welcome. In Coorg the outlook is favourable.

The rice crop promises well in Bombay, and the early rice in Bengal is reported to be a good crop. The late variety is being transplanted in Bengal, and transplantation also goes on in the Central Provinces. In Burma prospects are good. The reaping of two varieties of rice has been nearly finished in Assam, two more are still being cut, and a fifth is being transplanted.

Cotton requires a break in the weather in the Central Provinces and Berar.

Cholera is still prevalent in Bombay, North-Western Provinces, and in parts of Bengal. Elsewhere the public health is generally satisfactory.

Prices are rising in one district of the Punjab and are high in another. Elsewhere they are generally stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Aug. 10th)		
Bellary	Average ·96	Standing crops generally good, but young early crops withering in parts for want of rain. Cholera decreasing in five, and cattle-disease increased in three taluks.
Kurnool	Average 1·09	Standing crops good. Small-pox in three, and cattle-disease decreasing in four taluks. Cholera slight.
Ganjam	Average last week since revised, 1·18; this week, ·52.	Agricultural operations deferred for want of more rain. Small-pox in four, fever in five, and cattle-disease increasing in two divisions. Cholera increasing.
Kistna	Average ·46	More rain wanted. Agricultural operations progressing. River 5·8 feet over Anicut. Fever slight. Cholera decreasing, and cattle-disease increasing in four taluks.
Chingleput (Madras)	Average ·26	Standing crops fair. Harvest wet and dry crops, outturn below average. Small-pox in two, and cattle-disease increasing in four taluks.
Coimbatore	Average ·15	More rain wanted in parts. Standing crops generally good, but *cholum* affected by insects in parts. Harvest *cholum* and *cumbu*, outturn about average. Fever, and small-pox in one taluk.
Tanjore	Average 1·05	Standing crops generally good. Harvest gingelly, outturn up to average. Cattle-disease increasing in five taluks.
Madura	Average last week since revised, ·27; this week, ·36.	Cattle-disease decreasing in one taluk.
Malabar	Average ·68	First crop paddy in ear in most parts, but require more rain. Fever in one, and small-pox slight in six taluks. Cattle-disease decreasing in one taluk.
Travancore	·46	Paddy being reaped. Fever in parts. *General Remarks.*—General prospects moderate.
Bombay—(Aug. 10th)		
Karachi	. . .	River at Kotri on 8th, 18 feet 3 inches against 19 feet 9 inches on same date last year. *Kharif* transplanting in progress. Fever in five talukas. Wheat, red rice, and *bajri* in Karachi 22, 30 and 32 and in Tatta 22, 34 and 34 pounds per rupee, respectively.
Hyderabad	Rain in three talukas	*Kharif* cultivation in progress. Fever in two and small-pox and cattle-disease in one taluka. River at Kotri on 8th, 18 feet 3 inches against 19 feet 9 inches on same date last year. Wheat 24, *jowari* 40, *bajri* 36, white rice 18, and red rice 29 pounds per rupee.
Ahmedabad	2·07; total 21·64; rain in three talukas and light showers in others.	Young crops doing well. Transplantation of rice in progress. Break in weather desirable Public health good. One fatal case of cholera in the city. Wheat 28 and *bajri* 30 pounds per rupee.
Baroda	2·37; total 39·17	Cholera decreasing in Baroda city, 3 deaths. Sowing of *bajri*, *jowari*, and cotton stopped in Navsari on account of excessive rain. *Bajri* 27, wheat 19 and rice 22 pounds per rupee.
Surat	Rain in all talukas—maximum in Bardoli, 4·67 and minimum in Chorasi, 1·80.	Break much needed. Crops have suffered from excessive moisture. Sowing and resowing retarded. Rice crops healthy. Cattle in Olpad taluka dying of sore-throat. Cholera in Bulsar, 27 cases, 20 deaths. *Jowari* 34 and *nagli* 44 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Nasik	Igatpuri, 14·85; Peint, 6·71; Nasik, 1·86; Dindori, 1·43; Sinnar, ·92; Niphad, ·91; Kalwan, ·71; Chandvad, 63; Yeola, 30; Baglan, ·21; and Malegaon, ·13.	Sowing and transplanting in progress. Transplanting retarded in Igatpuri, in consequence of heavy rain. Standing crops healthy and progressing. Cholera in Nasik, Niphad, Chandvad, Yeola, Nandgaon, Malegaon, and Baglan, attacks 151, deaths 53. Slight fever and ague in Peint.
Colaba (Bombay)	Rain every day; total of week 1·95; total to date 58·04, being 8·29 above average.	Abnormal temperature 2° cool on 3rd, *nil* on 5th and 1° warm on all other days. Vapour in air normal. Abnormal wind easterly on 6th and 7th, wind normal in all other days.
Poona	Rain in six talukas—maximum 5·45 in Petha Mulshi and minimum ·25 in Petha Baramati; none in Indapur and Bhimthari talukas.	In Indapur and Bhimthari talukas as well as in parts of Haveli taluka more rain is wanted. Sowing of *kharif* crops still continues. Excessive moisture has slightly damaged the crops in Khed taluka. Public health generally good. Cattle-disease in Petha Ambegaon and small-pox in Khed taluka. 641 cholera cases in Indapur, Khed, Purandhar, Bhimthari, and Haveli talukas, 271 fatal; in Poona city, 90 attacks, 40 deaths. *Bajri* 41 and *jowari* 53 pounds in the district, and *bajri* 34 and *jowari* 43 pounds per rupee in Poona city.
Ahmednagar	Akola, 1·19; Karjat, ·62; Parner, ·59; and Sheogaon, ·56; very slight in five and none in two talukas.	*Kharif* sowing finished in six and in progress in five talukas. Rain urgently wanted. Cholera attacks 279, deaths 134. *Bajri* 36 and *jowari* 51 pounds per rupee.
Sholapur	Sholapur, 1·74; Barsi, ·24; Madha ·06; and Karmala, ·20.	Rain urgently required for standing *kharif* crops in all talukas except Sholapur. Slight cholera here and there in the district, cases 157, deaths 70. Cattle-disease in a mild form in Sholapur and Sangola talukas. *Jowari* 57⅞ and *bajri* 51 pounds per rupee.
Dharwar	Dharwar, 1·21; Hangal, 1·29; Nargund, ·65; Kalghatgi, ·57; Ron ·48; Bankapur, ·13; Mugud, ·12; and Karajgi, ·05; none in other talukas.	Rice and minor crops good. Heavy rain urgently wanted throughout the districts. Sowing of *jowari* retarded for want of rain in eastern talukas. Slight cholera in Hubli, and slight cattle-disease in Dharwar and Nawalgund talukas. *Jowari* 54 and rice 24 pounds per rupee.
Kanara	Karwar, 2·06; total 93·97; Kumpta, 1·39; Sirsi, 1·96; and Haliyal, ·93.	Crops healthy. Slight cattle-disease throughout the district. Common rice in Karwar 10½ and district average 12 seers per rupee.
Rajkot	1·15; total 23·17.	Prevailing disease—bowel-complaints and fever. Crops damaged in some places, owing to excessive rain. Wheat 23, *bajri* 24 and *jowari* 29 pounds per rupee. *General Remarks.*—Rain in most districts, more still wanted in parts of the Deccan and Southern Mahratta country. *Kharif* sowing and transplanting in progress in several districts, but retarded by excessive rain in parts of Guzerat and Nasik, and for want of rain in parts of Dharwar and Bijapur. Standing crops damaged by excessive rain in parts of Kathiawar, Panch Mahals, Khandesh, and Poona. Cholera in parts of seventeen, cattle-disease in parts of twelve, fever in parts of seven, and small-pox in parts of five districts.
Bengal—(Aug. 10th)		
Chittagong	15·00	Weather seasonable. Transplanting of *aman* continued. Prospects of crops good. Prices stationary. Cholera still reported. General health good.
Dacca	1·39	*Aus* paddy and jute being cut. Prospects of *aman* paddy good. Some injury sustained by fall of rivers. Public health good.
24-Pergunnahs (Calcutta).	1·22	Weather seasonable, with occasional showers. Prospects of crops favourable. Transplanting of *aman* in progress. Public health generally good.
Khoolna	3·0	Weather cloudy, with rain. Transplanting of *aman* going on. Prospects of *aus* fair. Public health good.
Moorshedabad	3·56	Weather very hot. Rain at intervals. Transplanting of *aman* paddy proceeding. *Til*, sugarcane, and jute progressing. Public health good.
Pubna	2·55	Seasonable rain. Prospects of crops good. Public health good.
Dinagepore	16·00	Heavy rain. *Bhadoi* harvest and transplanting of winter rice in progress.
Rungpore	11·84	Heavy rain favourable for rice planting. Prospects fairly good. Prices rising. Public health fair.
Midnapore	4·31	Heavy floods in north of district subsiding. Prospects excellent, except in flooded areas.
Burdwan	5·4	Prospects good, except in Culna, where rain is short. Cholera in Burdwan and cattle-pox in Culna and Burdwan.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Bhagalpur	4·15	Rain has much benefited all crops. Transplanting can now be completed. Early rice and *marua* good. There will be a further loss in *makai* from floods. Outturn of this crop will be very poor.
Purneah	2·81	Transplanting of *aghani* paddy in progress, but rain wanted in Kishengunge subdivision. Rivers falling. Public health fair.
Durbhanga	6·29	*Bhadoi* crops doing well. Transplanting of paddy progressing. Injury to indigo in north from excessive rain. Public health generally good.
Chumparun	4·00	Rain has much improved prospects of both *bhadoi* and paddy crops. Deaths from cholera still increasing.
Patna	1·69	*Bhadoi* crops and sugarcane promising. Transplanting of paddy going on. Cholera prevalent in Behar subdivision. Sporadic cases also reported in other subdivisions.
Gya	5·53	*Bhadoi* coming on very well. Paddy transplantation freely going on. Prospects very good. Cholera still raging. Fever and small-pox also reported.
Hazareebagh	5·68	Incessant rain. Prospects very favourable. All crops doing well. Rice being transplanted. General health fair, except cholera here and there.
Cuttack	2·10	*Beali* rice ripening in places. *Sarad* rice doing well. Price of rice unchanged. Cases of cholera still reported. Public health generally good. *General Remarks.*—Rainfall has been fairly general over the whole Province. Agricultural prospects generally favourable, except in north of Midnapore, where heavy floods have occurred. Transplanting of late rice now proceeding well. Early rice and jute are being harvested in some districts, and generally reported of as good crops, except in Julpaiguri, where the outturn will be very short. Sugarcane promising, as also the *bhadoi* crops in Behar. Public health generally good, but indifferent in Beerbhoom and some of the Behar districts.
N.-W. Provinces and Oudh—(Aug. 10th)		
Benares (Aug. 9th)	8·7 at Sadr and general over district.	Prospects much improved. Prices steady. Fewer cases of cholera.
Ballia („ 8th)	Averaging 2·9	Supplies ample. Prices rising. Cholera abating.
Gorakhpore („ „)	2·7 at Sadr and abundant rain throughout district.	Prices falling. Cholera continues.
Fyzabad („ 9th)	Averaging 3·4	Prospects improved. Supplies ample. Cholera in city and two tahsils, and small-pox in one.
Lucknow („ 8th)	Heavy rain on the 5th August.	Rain has benefited very much the young *kharif* crops. *Mash* and *mothi* being sown. Supplies sufficient. Prices stationary. Cholera both in the city and district.
Rai Barelli („ „)	Averaging 2·4	Prospects fair. Markets full. Prices steady. Cholera continues.
Partabgarh („ 9th)	Rain continues	Crops generally promising. Prices nearly stationary. Cholera still lingers.
Allahabad („ „)	General rain from 2·3 to 5·4	Crops have germinated well. *Bajri* sowing continues. Prices have a tendency to rise. Sporadic cholera continues.
Cawnpore („ „)	General rain from 1·4 to 5·6.	Crops doing well. Prices stationary. Cholera continues. Cattle-disease in one pergunnah.
Farakhabad („ „)	Abundant rain	Crops thriving. *Kharif* sowing completed. Prospects good. Supplies ample. Prices lowering. Cholera in three tahsils.
Sitapur („ „)	Good and general rain	*Kharif* prospects favourable. Cholera decreasing.
Bareilly („ „)	Ample rain	Crops doing very well. Prices easier. Health good.
Banda („ 8th)	Good and general rain.	*Kharif* crops flourishing, but sowing in some places stopped by rain. Prices stationary. Cholera continues. Slight cattle-disease in two pergunnahs.
Kumaon („ 9th)	Heavy rain yesterday and fair before.	Crops good. Prices steady. Cholera almost ceased. Slight cattle-disease.
Agra („ 8th)	General rain from 1·8 to 7·8	Break much needed. Prices steady. Cholera continues.
Jhansi („ „)	Varying from ·5 to 6·1	Break needed. Weeding in progress. Prices steady. Cholera continues.
Meerut („ 9th)	General rain from 1·0 to 6·4	Condition of *kharif* crops excellent. Prices stationary. Health good. *General Remarks.*—Rainfall has been general and abundant, and in some districts a break is needed. *Kharif* crops are flourishing. Supplies are ample and prices steady. Cholera is prevalent, but not increasing, and fever is reported from two districts. Otherwise the health of the people is generally good.
Punjab—(Aug. 10th)		
Hissar (Aug. 9th)	Rain sufficient for sowings.	Prices falling. *Kharif* sowings in progress.
Delhi	3·38	Health fair. Prices stationary. *Kharif* crops progressing.
Umballa	3·30	Health fair. Prices stationary. *Kharif* crops flourishing.
Jullundur	·30	Health good. Prices stationary. *Kharif* sowings completed.
Ferozepore	2·70	Health good. Prices falling. *Kharif* sowings in progress.
Amritsar	·40	Health good. Prices stationary. *Kharif* crops good.
Sialkot	7·30	Health good. Prices steady. *Kharif* crops and sowings benefited by rainfall.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Lahore	·30	Prices stationary.
Multan	. . .	Health good. Prices rising. *Kharif* crops good on canal lands.
Rawalpindi	2·0	Health good. Prices stationary. *Kharif* prospects good.
Shahpur	1 0	More rain wanted. Health good. Prices high.
Dera Ismail Khan	. . .	Health good. Prices steady. *Kharif* ploughings in progress.
Peshawar	·20	More rain wanted. Prices stationary *Kharif* sowings progressing.
		General Remarks.—Rain has fallen in all districts, except Multan and Dera Ismail Khan; more rain wanted in Shahpur and Peshawar. Health good, except in Delhi and Umballa, where it is fair. Cases of cholera in Delhi, Ferozepore, Lahore, and Peshawar. Prices stationary in Delhi, Umballa, Jullundur, Amritsar, Lahore, Rawalpindi and Peshawar; steady in Sialkot and Dera Ismail Khan; rising in Multan; falling in Hissar and Ferozepore; and high in Shahpur. *Kharif* sowings and ploughings generally satisfactory.
Central Provinces—(Aug. 10th)		
Nagpur	3·39	Weather rainy; break wanted. *Jowari* and cotton suffering. Health good. Prices steady.
Jubbulpore	3·08	Weather cloudy and showery. Prospects favourable. Weeding commenced. Fever prevalent. Prices steady.
Saugor	·65	Weather cloudy and showery. Slight cholera in Rehli tahsil. Prices rising.
Seoni	9·15	Weather wet. Rice transplanting progressing well. Weeding impeded. Prospects good. Slight cholera. Prices steady.
Hoshangabad	2·18	Weeding in progress. Some cholera and small-pox. Prices stationary.
Khandwa	1·45	Weather cloudy and showery. Break would do good. Prospects unchanged. Slight cholera. Prices steady.
Bilaspur	4·66	More rain needed in Mungeli tahsil. Cotton slightly injured in Seorinarain. Fever prevalent. Wheat being exported.
Raipur	3·62	Weather cool and cloudy Second ploughing nearly finished. Weeding progressing. Price of rice fallen.
Sambalpur	. . .	No report received.
		General Remarks.—Rainy weather has continued throughout the week and a break is much required for the *jowari* and cotton crops, especially in the Warda and Nagpur districts. More rain is wanted in parts of Bilaspur.
Burma—(Aug. 10th)		
Akyab (Aug. 6th)	13·14 (Total rainfall to date 94·93).	Slight cattle-disease. Sowing nearly completed.
Bassein	6·21 (Total rainfall to date 58·86).	Two cases of small-pox in one township. Slight cattle-disease. Transplanting continues.
Rangoon	4·43 (Total rainfall to date 71·64).	Nineteen cases of cholera, of which 8 proved fatal at Dallah.
Amherst (Moulmein)	8·75 (Total rainfall to date 121·01).	Five deaths from cholera in jail. Ploughing and transplanting progressing. Prospect of crops bad.
Tavoy	11·29 (Total rainfall to date 114·46).	Crops healthy.
Pegu	7·38 (Total rainfall to date 87·91).	Fever prevailing in one township, with great mortality.
Henzada	3·63 (Total rainfall to date 46·91).	Transplanting progressing.
Prome	3·83 (Total rainfall to date 23·56).	
Toungoo	7·36 (Total rainfall to date 46·35).	Health of cattle fair in district and cattle-disease prevalent in town. Sowing progressing. Transplanting commenced.
Thayetmayo	1·05 (Total rainfall to date 15·54).	Ploughing continues.
Shwebo	1·70 (Total rainfall to date 19·12).	Sowing commencing. Prices of paddy Rs. 130.
Myingyan	2 80 (Total rainfall to date 14·11).	Food-supply sufficient. Prices of paddy Rs. 125.
Mandalay	2·32 (Corrected total rainfall to date 20·17).	Small-pox in one township. Transplanting of *mayin* crops progressing. Food-supply sufficient. Prices of paddy Rs. 80 to Rs. 100.
Minbu	1·15 (Total rainfall to date 11·30.)	Prices of paddy Rs. 110.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Yamethen	2·58 (Total rainfall to date 15·34).	Food-grain insufficient. Prices of paddy at head-quarters Rs. 170. Ploughing commenced.
		General Remarks.—Cholera in Dallah quarter, Rangoon, and in Moulmein jail. Fever in Pegu and small-pox at Bassein. Cattle-disease in several districts. Crops have suffered in Moulmein and Amherst from heavy rain, otherwise prospects good. Reports from nine Upper Burma districts. Health generally good. Food scarce in Yeu and Yamethen. Slight cattle-disease.
Assam—(Aug. 10th)		
Gauhati (Aug. 9th)	3·67	Weather rainy and cool. Public health fair. Malarial fever still continues in Barpetta. Cattle-disease reported from Patidarrang and Chomoria tahsils. Reaping of *aus* crop in Barpetta finished, and in Sadr nearly finished. Transplanting of *sáil* in progress. Sugarcane and tea doing well.
Sylhet	3·43	State and prospects of the crops good. More rain wanted at places.
Cachar	4·88	Weather wet. Transplanting of *sáil* and reaping of *dumai* and *murali* crops continues. Common rice 16 seers per rupee. Public health good. Tea doing well.
Dibrugarh	10·60	Weather rainy. Reaping of *ahu* nearly over. Transplanting of *sáil* progressing. Health fair.
Mysore and Coorg—(Aug. 10th)		
Bangalore	Except in parts of the Shimoga and Kadur districts, slight rain reported throughout the State.	Standing crops in good condition. Prospects of season fair. More rain needed for crops in Bangalore, Mysore, and Tumkur districts Public health generally good. Fever and cattle-disease prevalent in parts. Prices have slightly risen in Bangalore and Chitaldrug districts, and fallen in Hassan district.
Mysore		
Mercara	3·41	Standing crops in good condition. Health and prospects good.
Berar and Hyderabad—(Aug. 10th)		
Amraoti	1·85	Weather cloudy, and sowing and weeding in progress. Cotton doing well. Cholera in parts. Cattle healthy. Wheat 15 and *jowari* 25 seers per rupee.
Akola	1·96	Weather cloudy and close. *Jowari* and cotton suffering in places from too much moisture. Cholera, fever, and cattle-disease still prevalent.
Hyderabad	Average rainfall during week ·75; total since 1st January 11·6.	Sowing of *kharif* and *rabi* crops progressing. Prices—wheat 12¾, coarse rice 12, white *jowari* 16¾, yellow *jowari* 20¾, and *tur* 14¾ seers per current sicca rupee.
Central India States—(Aug. 10th)		
Indore	1·76	Break badly wanted.
Gwalior	9·52	Cholera in Lashkar, of 484 cases, 200 reported fatal. Prospects of crops good.
Neemuch	1·20	Few cases of cholera in adjoining districts, 3 fatal cases of cholera among European troops.
Goona	2·83	Health and prospects good.
Sutna	2·95	No report received.
Agar	1·80	Weather cloudy. Break required. Health good.
Sehore	·92	Break wanted. Health good.
Nowgong	4·21	Weather seasonable. Prospects favourable. Cholera in parts.
Bhopawar	1·94	Crops damagad in some places by excessive rain. Slight cholera at Jhubna. Prices slightly rising.
Rajputana—(Aug. 10th)		
Abu (Aug. 10th)	8·39	Excessively damp. Weather overcast and foggy. Break much needed.
Sirohi („ 7th)	1·49	Weather overcast. Rainfall small. Tanks fairly full. Wells good. Health good. *Kharif* nearly all sown.
Marwar („ 6th)	·12	Weather cloudy, and very little rain in city and districts. Tanks and wells same as last week. Few cases of cholera in Jodhpur. Health improving in city and districts. Crops thriving. Market easy. Prices stationary,
Meywar („ „)	·13	Rain below average. Weather cloudy. Water in wells and tanks increasing. Crops fair. Health fair. Prices stationary. Sunshine needed.
Pertabgurh („ „)	1·53	Weather cloudy all over the week. Health good. Prices falling.
Harowti („ „)	Deoli, ·97; Tonk, 4·24; Shahpur, 4·23 in previous week.	Indian corn slightly damaged in parts by wet weather. Break needed. Health good.
Jhallawar („ 7th)	·50	Weather cleared in time. Little fever.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana—*contd.*		
Ajmere (Aug. 9th)	Rain throughout district, but insufficient to fill tanks.	Maize slightly damaged in Merwara from rain. Cattle-disease still prevalent. Cholera still in district. Twenty-nine fresh seizures in city and 17 deaths. Prices almost stationary.
Jeypore („ „)	Break in rain	Prospects generally favourable. Few cases of cholera.
Kerowlee . . .	. . . .	No report received.
Dholepore (Aug. 6th)	Average 5·90	Tanks and wells full. Prospects good. Health good. Prices stationary. Weather seasonable.
Bhurtpore („ 9th)	3·70	Weeding retarded by continual rains.
Ulwar („ „)	Average 7·50	Break much needed. Cholera prevalent in city.
Kotah („ 6th)	1·0	Sporadic cases of cholera, otherwise health good.
Kherwara („ 7th)	1·0	Weather cloudy and misty. Tanks and wells slightly rising. Sun needed for crops. Fever and dysentery somewhat prevalent. Prices slightly risen.
Bickanir („ 6th)	·27; heavier in some districts.	Sowing continue. Health good. Prices stationary. Weather cloudy.
Nepal—(Aug. 5th)		
Katmandu (Aug. 4th)	3·05	

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

WEATHER SUMMARY FOR JULY 1887.

During the month of July the weather over nearly the whole of India has been of the normal monsoon type, but owing to certain abnormal variations in the pressure distribution over Bengal, which will be subsequently referred to, the Bay branch of the monsoon has been weaker and more intermittent than usual, and, as a consequence, those districts dependent on this current for their rain have received a somewhat deficient supply. Indirectly this feebleness of the Bengal monsoon has had a considerable effect on the weather of the Punjab. In that province, experience has shown, abundant rainfall is ordinarily a result produced by the conjunction of the two branches of the monsoon, *viz.*, that from the Bombay Coast and that from the Bay of Bengal. In the present year, owing to the weak and intermittent character of the Bay monsoon, this conjunction seldom or never occurred, and the province has depended for its rainfall on the Bombay current alone. The result has been very deficient rains, except in the south-east of the province and locally at Rawalpindi and Murree. At Peshawar only one shower of rain occurred throughout the month.

The monsoon.—Though less intermittent in character than the Bay branch, the Bombay monsoon has nevertheless exhibited considerable variations. The month opened with unusually weak winds all along the West Coast, but after the 1st an increase of strength commenced. This increase first showed itself on the Sind Coast, and subsequently extended to the Konkan and Malabar Coasts; but it was not until the 5th that the winds reached their normal force. From this date on the West Coast and inland over the Deccan, the Central Provinces, and Central India monsoon winds considerably exceeding the normal strength prevailed until the 19th, when the current became rapidly weaker. This feebleness did not, however, last long, for by the 24th a strong monsoon was again blowing along the whole line of the West Coast from Karachi to Mangalore—a condition which lasted until quite the close of the month.

Over the Bay of Bengal the wind was from south and of about the average strength at the commencement of the month, but the westerly extension of the current was very small, variable winds being reported from the Gangetic Valley. Though by the 2nd moist easterly winds had advanced to Behar and the North-Western Provinces, and by the 3rd had reached the Punjab, the current crossing the Coast had become much lighter, and on the following day had shifted to east-north-east in Bengal and Orissa. On the 5th the normal monsoon winds were entirely interrupted and replaced by light winds feeding into a slight cyclonic vortex forming in the north-west angle of the Bay. These conditions continued during the 6th, but on the 7th the southerly to south-westerly current was restored, and on the 8th was blowing with more than its normal strength. From the 9th to the 15th the winds were generally above the normal force, and a strong monsoon blew across the Bengal Coasts. After the 15th the wind became westerly over a large part of Bengal and the head of the Bay, and the whole of the Bay monsoon was apparently deflected towards the East Coast, whence it spread out over East Bengal, Assam, and Burma. After the 19th more normal conditions set in, and the monsoon current from the Bay was reestablished over a large part of East and South Bengal, and by the 25th a fairly strong monsoon current was blowing up the Bay and across the Bengal Coasts. This was interrupted again on the 27th, when westerly winds were reported from Lower Bengal and the head of the Bay,—conditions which prevailed, with some interruption, till the close of the month.

In the Gangetic plain the monsoon current has been very unsteady. At times a moist south-easterly current from the Bay has prevailed, but during a large part of the month an abnormal westerly and north-westerly wind has been reported over the east of the Punjab and the greater part of the North-Western Provinces, effectually preventing the ingress of the ordinary easterly winds. In the Punjab the wind has been on the whole south-easterly.

Pressure.—Accompanying the north-westerly and westerly winds above mentioned there has been a slight excess of pressure over the eastern districts of the Punjab and the western districts of the North-West Provinces. In all other parts of Northern India there has been a deficiency. Over the Peninsula and the central parts of the country the variations are irregular, but on the whole there has been an excess in the former and deficit in the latter region.

Storms.—The storms which have been observed have generally been slight and have formed over Lower Bengal or the head of the Bay, whence they have travelled slowly in a westerly direction. The first was formed over the head of the Bay on the 3rd, 4th, and 5th, and apparently travelled north-westward into Chutia Nagpur. It occasioned a very slight depression of the barometer, but gave fairly heavy rain to Lower Bengal and Orissa. The second commenced on the 9th over Central Bengal. On the 10th pressure fell rapidly, and the disturbance, the centre of which lay near Burdwan (barometer 29·361″), was much more sharply defined than on the previous day. The chart of the 11th showed the depression near Allahabad, the 12th showed it over Bundelkhand, and the 13th over the north-east of Rajputana, where it filled up. On the day that this depression disappeared, a fresh disturbance was developed over the Sunderbuns with its centre between Calcutta and Saugor Island. This storm advanced in a westerly direction. On the morning of the 14th it lay near Raipur, on the 15th near Hoshangabad, on the 16th near Hyderabad (Sind), and on the 17th had disappeared across the Indus. Between the 19th and 22nd a slight barometric depression existed over the north-west angle of the Bay. On the 24th a small but well defined disturbance was formed between Saugor Island and False Point. This storm travelled north-westward into south-west Bengal on the 25th, to Sutna on the 26th, and to Jhansi on the 27th.

Temperature.—The variations of temperature from the mean have been rather irregular over Northern India. In Assam, Northern Bengal, Behar, and the north-west and west of the Punjab, there is general excess, while elsewhere there is a deficiency. Over the Peninsula and central parts of the country on the contrary there is a deficiency throughout. This deficiency varies between $\frac{1}{2}°$ and 1° in Malabar; between $\frac{1}{2}°$ and 6° in Bombay; between 1° and 3° in the Berars and Central Provinces; between 2° and $2\frac{1}{2}°$ in Guzerat and Central India; between $1\frac{1}{2}°$ and 5° in Sind and Rajputana; and between $\frac{1}{2}°$ and 2° in Madras. The greatest excess in Northern India is in the Indus Valley, where the mean temperature is $2\frac{1}{2}°$ above the average. At Multan and Dera Ismail Khan the mean maximum temperature of the month was 105°.

Humidity is on the whole deficient in Bengal and Malabar, and excessive elsewhere.

Rain.—No rain fell during July over two tracts of country,—the first in the north-west represented by the stations of Dera Ghazi Khan, Multan, Ferozepore, Jacobabad, Shikarpur; the second in the south by Tanjore, Trichinopoly, Madura, and Tuticorin. In the district in the north-west the average rainfall for July is about 3 inches; in the southern district only about 1·5 inches: so that in the former case the deficiency is rather serious; in the latter comparatively unimportant. In all other parts of India rain has fallen. In Northern India, *i.e.*, Assam, North Bengal, the whole country between the north bank of the Ganges and the Himalaya, and over the whole of the Punjab, Sind, and Cutch, the fall has been somewhat deficient. This is likewise the case in Orissa, the Konkan, and the Peninsula, but over the central parts of the country, including Rajputana, the Cis-Gangetic stations of the North-West Provinces, the Central Provinces, Central India, Khandesh, and the Deccan, there has been an excess of rain,—in some districts a very considerable excess. In Lower Burma the rainfall was about 20 per cent. above the average.

The heaviest falls of rain were reported generally from the central parts of the country, where several stations received more than 40 inches during the month. At Jubbulpore between 10 A.M. on the 28th and 10 A.M. on the 29th 13 inches of rain fell.

The following table shows the amount of rain and the difference from the average, during the month of July 1887, according to districts as far as is indicated by the telegraphic reports:

Districts.	Number of Stations.	Average Rainfall for July.	Difference from the Average in July, 1887.
Punjab, West	7	6·16	−0·75
„ East	6	10·23	−5·36
North-Western Provinces, Trans-Gangetic	14	14·58	−1·03
„ „ Cis-Gangetic	7	11·22	+3·76
Behar	4	11·80	−2·80
Northern Bengal	3	19·79	+5·36
Assam—Cachar	5	16·02	−6·69
Lower Bengal—Chutia Nagpur	7	14·22	+1·88
Orissa—Northern Circars	6	8·70	−1·09
Central Provinces, South	7	16·58	+9·94
Berar—Khandesh	3	7·17	+9·12
Rajputana, Central India—Saugor and Narbudda	10	12·94	+7·76
Sind—Cutch	3	2·44	−1·63
Guzerat	4	11·34	+1·13
Konkan	4	23·89	−1·06
Deccan—Hyderabad	8	7·01	+1·47
Malabar	5	33·94	−5·80
Mysore—Bellary	6	2·96	−0·86
Carnatic	8	2·27	−1·06
Lower Burma	7	25·19	+5·13
Ceylon	2	5·60	−3·32

W. L. DALLAS,

SIMLA, *4th August 1887.* for *Meteorological Reporter to the Government of India.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 10th August, 1887.

The general characteristics of the weather in the past week have been the same as those during the period ending August 3rd. The Bombay branch of the monsoon has been of more than the normal strength and extent, while the Bay branch has, on most days, been unsteady and largely deflected towards East Bengal, Assam, and Burma. One feature in the pressure distribution of the present week differs, however, from that of the preceding. A slight but comparatively shallow depression has existed over the Gangetic Valley, and a large portion of the Bombay monsoon current has fed into this area instead of passing across the head of the Peninsula towards the Bay of Bengal.

On the 4th August the Bombay monsoon was blowing with abnormal force along the greater part of the West Coast. From Karrachee to Karwar its direction was westerly and to the south of Karwar north-westerly. It practically extended to all parts of the Peninsula, the Central parts of the country, and the North-West. Though exceptionally strong, the rainfall accompanying it was neither heavy nor extensive. Sind, Kathiawar, Western Rajputana, Western and South-Eastern Punjab, Rohilkhand, and the whole of the Peninsula (except the West Coast) were without rain, and the only places reporting heavy falls were Mount Abu with 3 inches and Nowgong (Central India) with $1\frac{1}{2}$ inches. The chart of the 5th showed little change, except that the monsoon current was

slightly weaker. The rainfall area was much the same as that reported on the preceding day, but the amounts were somewhat larger. Slight rain fell along the West Coast districts and across the Deccan to Kurnool, Secunderabad, Cuddapah, and Masulipatam. Over the central districts the fall was also slight, but in the Gangetic plain Lucknow and Fyzabad received 2 inches, Morar 3½ inches, and Dinagepore 4 inches. On the 6th there occurred a further slight decrease in the strength of the monsoon current, but otherwise there was little change; Sind, Rajputana, a large part of Central India, Bundelkhand, the Berars, and the extreme south of the Peninsula, were without rain. Elsewhere precipitation was general, the principal falls being 2 inches at Goa, Gooty, Aligarh, and Allahabad, and Dinagepore 6 inches. On the 7th the Bombay current fell below its normal strength on the West Coast south of Bombay, but to the north of that port it continued to blow strongly. Rain, in moderate amounts, fell generally, except in the west of Rajputana and the Punjab and in Sind and Guzerat. The reports of the following day indicated no change beyond a slight increase of strength in the winds on the West Coast. Seoni received over 5 inches of rain. On the 9th there occurred a further strengthening of the monsoon. It was above its normal strength all along the West Coast, and strong westerly winds prevailed over nearly the whole of India. The principal feature in the rainfall returns was the large increase in the amounts received at the stations within the plain of the Ganges. Allahabad reported 7, Lucknow 4, and Fyzabad 3 inches. These conditions continued during the 10th, when Mirzapore received 5 and Benares and Cawnpore 4 inches of rain.

The Bay of Bengal current has been, as was mentioned above, much less steady than that on the Bombay side. On the 4th this branch of the monsoon was weak and unsteady. Westerly to north-westerly winds prevailed from Bareilly eastward across Behar and Western Bengal, and west-south-westerly winds in Lower and Central Bengal. Normal south-south-easterly winds were reported from Arakan, but elsewhere in Burma the wind was variable. The rainfalls connected with this current were 1½ inches at Moulmein, Dhubri, and Mozufferpore. Chutia Nagpore, South-West and Lower Bengal enjoyed fair weather. On the 5th abnormal westerly winds still prevailed between Bareilly and Purneah, but southerly winds had reappeared on the Bengal Coasts, and extended as far north as Berhampore and Dacca. The rainfall was slightly better, 3 inches falling at Nowgong (Assam) and Dhubri and 2 inches at Darjeeling. The reports of the 6th showed that most of the Bay current was again deflected towards the Arakan Coast, and that in Bengal the wind had veered to South-West. Rain was, however, fairly general, Dhubri receiving 4 and Darjeeling 2 inches. On the 7th the winds at the head of the Bay exceeded their normal strength, but they were generally from South-West, indicating that the Bay current was still deflected towards the East Coast of the Bay. Most of the rainfall was in Assam and Burmah. The chart of the 8th showed that slight cyclonic conditions had been established over the head of the Bay in place of the strong south-westerly winds which prevailed on the 7th. These conditions, slight though they were, occasioned a good deal of ascensional movement over the Bay, and, as a consequence, Chittagong received 8 and Akyab 4 inches of rain. This distribution continued on the 9th, but the resulting rainfall was much slighter. On the 10th south-south-easterly winds appeared in Bengal and easterly winds over Behar and along the foot of the hills to the Punjab. Partly in consequence of this, heavy rainfall was received along the valley of the Ganges and moderate rainfall over nearly the whole of Bengal.

In Upper India the area of rainfall on the 4th was less extensive than it was at the close of the previous week, but Lahore received over 3 inches. On the 5th rain fell over the whole of Upper India to the east of Lahore, but did not extend beyond that station—Delhi received 1, Umballa 2, and Sirsa 3 inches. On the 6th Sirsa again received 3 inches and Delhi ½ inch, but the rain was generally lighter and more scattered than on the previous day. On the 7th rain became heavier again, and moderate to heavy falls occurred from that date till the close of the week.

On the whole the rainfall of the week, except in Upper Sind and the Western Punjab, has been very satisfactory. At Jacobabad there has, as yet, been no rain this season, and at Peshawar only two showers, while at Mooltan and over the south-west of the Punjab generally there has either been no rain or none for several weeks past. For these districts the returns for last week exhibit no improvement, but in other parts of India, as will be seen from the following table, the seasonal rains have, so far, been heavy or merely slightly deficient:

Stations.	Total Rainfall since June 1st, 1887.	Average Rainfall, June 1st to August 10th.	Difference.
Akyab ...	85·40	110·33	—24·93
Saugor Island ...	33·53	33·56	— 0·03
Calcutta ...	30·11	29·46	+ 0·65
Dhubri ...	39·77	43·51	— 3·74
Purneah ...	28·43	31·53	— 3·10
Gya ...	22·88	22·27	+ 0·61
Allahabad ...	24·56	20·78	+ 3·78
Meerut ...	11·56	13·27	— 1·71
Delhi ...	23·75	12·79	+10·96
Lahore ...	9·76	8·78	+ 0·98
Peshawar ...	0·86	3·36	— 2·50
Cochin ...	49·89	63·30	—13·41
Ratnagiri ...	74·53	72·63	+ 1·90
Bombay ...	59·13	48·59	+10·54
Poona ...	15·70	14·02	+ 1·68
Surat ...	33·16	24·80	+ 8·36
Khandwa ...	20·83	18·70	+ 2·13
Nagpur ...	31·63	24·67	+ 6·96

The weather during the past week has been cooler than the average throughout almost the whole of India. In the North-West Provinces and Central India the defect of temperature amounted to 4°, in the Punjab, the Central Provinces, and Rajputana to 3°, and elsewhere to between ½° and 2°. In the Indus Valley there was a local excess of temperature,—greatest at Mooltan, where it amounted to 2½°.

The concluding table gives the total rainfall of the past week for the different Provinces:

Divisions.	No. of Stations.	Total Rainfall.
Burmah ...	6	37·20
Bengal and Assam ...	16	81·93
North-Western Provinces and Oudh ...	9	45·55
Punjab ...	6	26·20
Hill Stations ...	5	27·13
Ceylon ...	2	3·19
Malabar Coast ...	5	6·76
Bombay ...	9	18·74
Berars and Central Provinces ...	10	20·40
Guzerat and Central India ...	6	8·75
Sind—Rajputana ...	4	13·08
Madras ...	13	18·10

W. L. DALLAS,
for *Meteorological Reporter to the Government of India.*

SIMLA, *12th August, 1887.*

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XIV OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 10th July, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 9th July, 1887. Total.	Per mile open.	Total Receipts from 1st April, to 10th July, 1886. Total.	Per mile open per week.	Total Receipts from 1st April, to 9th July, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total decrease 1887-88.
	Lines worked by Guaranteed Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
16th July, 1887	Oudh and Rohilkhand	680	1,00,005	147	686	89,425	130	21,40,725	218	20,10,115	205	...	1,30,610
23rd July, 1887	Madras	861	1,50,563	175	831	1,48,587	179	22,09,454	178	22,99,214	194	89,760	...
Ditto	South Indian	654	1,03,347	158	654	1,07,317	164	14,73,991	156	14,74,874	158	883	...
Ditto	Great Indian Peninsula	1,497	5,13,793	343	1,497	5,03,001	336	1,29,38,917	599	1,43,95,002	673	14,56,085	...
Ditto	Bombay, Baroda and Central India	461	1,69,722	368	461	1,30,000	282	47,63,742	716	43,86,336	666	...	3,77,406
	Total	4,153	10,37,430	250	4,129	9,78,330	237	2,35,26,829	393	2,45,65,541	416	10,38,712	...
	State Lines worked by Guaranteed Companies.												
30th July, 1887	East Indian	1,515	7,58,534	501	1,519	7,92,935	522	1,38,67,200	634	1,34,77,961	621	...	3,89,239
Ditto	Patna-Gya	57	7,307	128	57	8,350	146	1,37,126	107	1,30,888	161	...	6,238
Ditto	Dildarnagar-Ghazipur	12	728	61	12	784	65	18,313	106	15,337	89	...	2,976
Ditto	Sindia	75	5,950	79	75	7,016	94	1,04,875	97	1,23,812	115	18,937	...
23rd July, 1887	Rajputana-Malwa (*a*)	1,664	2,70,224	102	1,664	2,16,000	130	56,68,841	236	51,24,191	215	...	5,44,650
Ditto	Southern Mahratta	315	30,433	96	674	57,961	86	5,01,609	110	9,16,641	101	4,15,032	...
30th July, 1887	Indian Midland	42	1,593	38	42	2,661	63	28,387	47	56,030	93	27,643	...
23rd July, 1887	Lucknow-Sitapur-Sihramau	...	...	...	85	3,739	44	...	...	60,231	52	60,231	...
	Total	3,680	10,74,769	292	4,128	10,89,446	264	2,03,26,351	383	1,99,05,091	341	...	4,21,260
	State Lines worked by Government.												
23rd July, 1887	Eastern Bengal (*b*)	606	96,554	159	645	1,12,903	175	19,81,375	226	19,21,198	208	...	60,177
Ditto	Nalhati	27	1,275	47	27	1,738	64	26,158	67	27,104	70	946	...
Ditto	Tirhoot	246	27,984	114	249	28,344	114	4,88,101	137	5,10,182	143	22,078	...
Ditto	Wardha Coal	45	13,233	294	45	13,931	310	2,15,630	332	2,32,924	302	17,288	...
Ditto	Bengal-Nagpur (late Nagpur-Chhattisgarh)	149	14,275	96	149	11,237	75	5,22,067	243	5,04,485	238	...	17,582
16th July, 1887	Burma	327	32,582	99	327	46,860	143	6,59,687	140	8,00,802	184	2,01,115	...
Ditto	Cheira-Companyganj	...	...	...	7	20	3	...	..	640	6	640	...
Ditto	North-Western (*c*)	1,869	4,78,926	256	2,078	3,78,439	182	74,05,524	275	62,22,937	209	...	11,82,567
23rd July, 1887	Bareilly-Pilibheet	36	1,917	53	36	1,404	39	32,601	63	27,952	54	...	4,649
16th July, 1887	Jorhat	26	850	33	26	1,124	43	9,580	26	13,405	36	3,885	...
23rd July, 1887	Bilaspur-Etawa (Kutni-Umaria Section)	...	...	...	38	1,402	39	...	...	20,924	38	20,924	...
	Total	3,331	6,67,596	200	3,627	5,97,492	165	1,13,40,732	236	1,03,42,633	199	...	9,98,099
	Grand Total (Guaranteed and State)	11,164	27,79,795	249	11,884	26,65,268	224	5,51,93,912	343	5,48,13,265	324	...	3,80,647
	Gross Estimated Expenses	...	...	...	...	...	...	2,52,38,899	157	(*d*) 2,50,19,522	148	...	...
	Net Receipts	...	...	...	...	...	...	2,99,55,013	186	2,97,93,743	176	...	1,61,270
	Assisted Companies.												
23rd July, 1887	Bengal Central	125	8,490	68	125	10,935	87	1,87,686	104	1,78,255	100	...	9,431
Ditto	Rohilkhand-Kumaon	67	5,561	83	67	6,098	91	1,03,517	107	1,05,312	110	1,795	...
16th July, 1887	Dibru-Sadiya (late Assam)	78	4,010	51	78	8,967	115	93,884	83	1,22,561	110	28,677	...
Ditto	Bengal and North-Western	303	41,168	136	376	34,665	92	6,49,105	148	6,84,794	127	35,689	...
30th July, 1887	Tarakeswar	22	4,880	222	22	5,799	264	79,704	251	82,189	261	2,485	...
	Total	595	64,109	108	668	66,464	99	11,13,896	130	11,73,111	123	59,215	...
	Native States.												
23rd July, 1887	Bhavnagar-Gondal	193	11,703	61	193	12,852	67	3,66,034	131	3,75,067	136	9,033	...
Ditto	Jodhpore	64	2,784	43	124	5,500	44	57,857	63	1,05,846	80	47,989	...
Ditto	Nizam's	208	21,950	106	208	22,978	110	3,72,635	124	4,63,139	136	90,504	...
Ditto	Mysore	140	8,662	62	140	9,280	66	1,24,104	61	1,38,908	69	14,804	...
16th July, 1887	Rajpura-Patiala	16	683	43	16	880	55	18,896	82	15,676	69	...	3,220
23rd July, 1887	Morvi	24	371	15	68	2,228	33	17,265	50	46,934	48	29,739	...
	Total	645	46,153	72	749	53,718	72	9,56,791	103	11,45,630	107	1,88,839	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla, and Assam-Behar State Railways.
(*c*) Includes the Amritsar-Pathankot State Railway.
(*d*) Calculated on percentage used for the corresponding period of 1886.

SIMLA,
The 11th August, 1887.

JAMES RAMSAY,
Offg. Under-Secretary.

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRESS, *Simla.*

SUPPLEMENT TO

The Gazette of India.

No. 34.] CALCUTTA, SATURDAY, AUGUST 20, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Construction.

PROJECTED RAILWAY FROM MOGHALSARAI TO PURI.

No. 799 R. C., dated Simla, 12th August, 1887.

RESOLUTION—By the Government of India, Public Works Department.

READ the following papers:—

Resolution of the Government of India, No. 862 Ry. Constn., dated 24th Sept. 1883.
Ditto No. 73 do. „ 29th Jan. 1884.

RESOLUTION.—The desirability of utilising the Palamow coal-field for the supply of the Railways to the north-west of Moghalsarai has been for many years recognised, and surveys with this object were made between that field and Baroon, the head of the Sone canal system, in the year 1876-77. In the course of the investigation regarding railway construction throughout India which took place in 1882, however, it became evident that a larger project was required, which would afford an outlet to the east, as well as the west, for the mineral and agricultural produce of the large province of Chutia-Nagpur, and also that such a project might, with the intervention of the contemplated Nagpur-Sitarampur Railway, be extended to Cuttack and Puri, so as to aid by railway transit the vast number of pilgrims who annually visit the latter place, and to afford to the province of Orissa, by direct access from the food-supply of Chhatisgarh, an effective protection against famine. The substantial objects of this project have also been well described as (1) to provide a quick and easy means of travelling for the army of pilgrims who visit the shrines of Benares, Gaya and Puri; (2) to open out the resources of large and important tracts of country now almost cut off from communication with the rest of India, to supply them with food if scarcity prevails, or to carry it to other districts if a surplus is available; and (3) to facilitate emigration from overcrowded districts to those which are but sparsely inhabited, yet capable of supporting a very considerable increase of population.

2. In the autumn of 1882, the Government of India consequently ordered the commencement of a series of surveys which have been carried on up to the past year, and have embraced all the more promising alternative routes between Benares and Puri.

3. The result of these investigations has been to establish the fact that the project practically resolves itself into two portions: the one providing for the

development of Chutia-Nagpur, and aiding the coal supply of Upper India, the other securing the famine protection of Orissa, and the opening out of the portions of the Central Provinces and Bengal traversed by the line, but both possessing the object and common interest of facilitating transit of pilgrims to Puri. The two portions become, in fact, separate Railways linked by a section of the Bengal-Nagpur Railway now under construction, and by a common interest, but free to be constructed by one and the same, or by two totally distinct agencies. The principal features of each of these portions of the project will now be briefly described.

Chutia-Nagpur Railway.

3. *Moghalsarai to Sukhua*—(Palamow Coal-fields) 147½ miles. The original project for opening out these coal-fields started from Meral, and proceeded *vid* Bhikhee, Chutterpore, Sultanee, Maharajgunj and Kutumbeh to Baroon on the river Sone, which is at the head of the Patna Canal, and opposite Dehree, whence starts the Buxar Canal. A western route to Baroon, *vid* Kunda Khas, Chutterpore, Burdag and Nubeenuggur, as also sundry minor variations of both routes, were examined and condemned. This route, however, was deemed unsuitable for the larger scheme originated in 1882, on account both of the heavy cost of crossing the Sone in the locality of Baroon, and of the expediency of opening out the country farther west, if possible. Reconnaissances made in the spring of 1883 resulted in the selection of a line running from Moghalsarai *vid* the Kaimur plateau and Ghaggar river to the Sone at Urgurh, and thence, after crossing the river at Hardi, to Chapparbar, Gurwa and Daltongunj. In the following season, a preferable route was found over the Vindhya plateau, passing east of Bijaygurh to a crossing of the Sone at Parcha, but the latter crossing led to the proposal of an alternative which, after running along the banks of the Sone to Tilotu, should surmount the narrow hills about four miles west of Sasseram and then go direct to Moghalsarai. The Government of the North-Western Provinces and Oudh, while recognising that the former would open out an undeveloped locality, held that the latter must be deemed preferable, since it would be much cheaper, it would traverse a richer tract of country, and its far better gradients would facilitate the cheap transit of coal. In this conclusion the Government of India concurred, and the section from Moghalsarai has been located and estimated accordingly to Sukhua, a place close to Meral, in the centre of the coal-field, whence the branch line to Gaya will take off.

A suggestion has been made that the line might be shortened greatly by proceeding direct from the coal-field to the Sone, and facing the difficulties of a large bridge there, to the cost of which the saving by less distance and avoiding a bridge over the Koel would be a material set off. This suggestion might be investigated whenever the railway was taken in hand, but there would probably be found a material drawback in the loss of traffic from Gurwa and the country to the south of it.

4. *Sukhua to Rud*—50 miles. This section presents no very remarkable features, being partly easy and partly through hilly and broken country, with gradients of 1 in 100. The location runs for about 15 miles through the Aurunga coal-field.

5. *Rud to Purulia*—110½ miles; with branch, 50 miles long, from mile 275½ (near Jhalda Station) to Chandel.

The question of which route from the locality of Rud in the direction of Cuttack would best accommodate the various interests involved has been found to be the most complicated of any which have arisen.

In 1882 and 1883 it was understood to be necessary to traverse the plateau of Ranchi in order to develop it. The best information then obtainable shewed that a line running directly southwards to the locality of Suadi or Laingurh, on the Bengal-Nagpur Railway, would pass through difficult mountainous country very sparsely inhabited. A route in a more south-easterly direction was consequently deemed necessary. In the seasons of 1883 and 1884 several lines were examined for ascending the plateau, that by the Mahlan Ghat being eventually selected. After crossing the plateau, unsuccessful attempts were made to descend direct upon the locality of Chakardarpur and Chaibasa, by the Ghats in the direction of Bandgam, and eventually a line by Pirihati and Aruki to Chandel, a station much farther north on the Bengal-Nagpur Railway, was alone found to be suitable.

In 1884, however, an opinion which had originally been offered in 1882 by Mr. H. H. Risley, B.C.S., that the plateau of Ranchi could be as effectively and more cheaply served by a railway passing along its northern base through the valley of the Damuda than by one surmounting the plateau itself, was exhaustively discussed, with the result that the alternative line through the valley was surveyed in 1884-85, and is now recognised by both the Government of Bengal and the Government of India as the more suitable of the two. This valley line traverses the Kurunpura coal-field, and also is expected to receive traffic from parts of the Hazaribagh District. At the same time the importance and capacity for development of the Chutia-Nagpur traffic has brought into prominence the necessity that the Damuda Valley line should leave the Chandel route near Jhalda station, and join the Bengal-Nagpur Railway at Purulia, instead of at Chandel, so as to afford the nearest transit to Calcutta. This will shorten the line by 16½ miles, in the first instance, but pilgrims from Benares to Puri will thereby have to make a detour of about 15 miles. This may eventually be avoided, if their numbers should hereafter develope sufficiently to warrant the construction, as a chord alternative, of the portion of the Chandel route (50 miles long) which will thus in the first instance be discarded.

6. *Gaya Branch*—80 miles. A connection between Gaya and the locality of Daltongunj has been from the first accepted as an indispensable accessory to the main project, because of the goods traffic which may reasonably be expected, and also of the pilgrims who would pass on from Gaya to Puri in the course of the normal round of sacred places to be visited. Three routes have at various times been examined, *viz.*, an easterly one from Tori by Chutra, another to the west by Chutterpore, and an intermediate one by Manatu, the valley of the Mohur and Sherghati. The last of these has been approved.

7. *Total cost.*—The cost of the Chutia-Nagpur Railway* has been estimated as follows:—

	Miles.	Direct charges. Lakhs.	Indirect, including exchange at 1s. 6d.	Total.
Section I Moghalsarai—Sukhua	147½	170	14½	184½
„ II Sukhua—Rud	50	46½	4½	51
„ IIIa. Rud—Jhalda	77½	83½	6½	90
„ IIIb. Jhalda—Purulia	33	32½	2½	35
TOTAL MAIN LINE	308	332½	28½	360½
Gaya Branch	80	69	6	75
GRAND TOTAL	388	401½	34½	435½

The estimates of the line from Moghalsarai to Chandel have been examined by Mr. Molesworth, the Consulting Engineer to the Government of India, with the result that, while some items are increased or reduced, the total is increased by only about a lakh of rupees. His note is appended.

8. *Probable Traffic.*—It is impossible to present any definite and reliable estimates on this subject in respect of a large tract of country which at present is to a great extent land-locked, unable to export except along country roads and paths, by means of carts and pack bullocks, and for the most part devoid of effective stimulus to production. Various estimates of produce and returns will be found among the papers appended to this Resolution; but while they appear for the most part to have been framed with extreme caution, it is impossible to predicate to what extent, if at all, they are likely to be exceeded, and any attempt to do so might only prove misleading. The Government of India are unable to say more than that the coal and other mineral resources of Chutia-Nagpur have been described in the geological writings of Dr. Ball, Dr. Oldham, Mr. Hughes, and others, as also in recent articles in the *Indian Engineer*; that the trade has been analysed, with much care and local knowledge, by Mr. H. H. Risley, of the Bengal Civil Service, whose note is appended; and that the pilgrim traffic is an important factor, the extent or expansion of which it is equally difficult to ascertain and to foresee.

* The Jhalda-Chandel Branch, 49½ miles long, estimated at 58½ lakhs, is not added, as the probability of its being required appears to be remote.

Panchpara-Puri Railway.

9. *Panchpara to Naraj*—170 miles. For the upper portion of this section various lines have been surveyed, the result being that it is found to be on the whole desirable to take the line close to the town of Sambalpur. Running thence to the southward, a route passing through Gopalprasad in the centre of the Talcher coal-field, and Denakal, the most considerable town in those parts, has been preferred to a more westerly one *viâ* Angul. This route will be convenient for the Bamra State, which is reported to be "rich in timber and iron, and capable of great development."

10. *Naraj to Puri*—52 miles. Naraj has been selected as the point for crossing the Mahanadi, because the river here is suitable for either a ferry or a bridge of 3,250 running feet, and the continuation to Puri presents no difficulties. At Cuttack, on the contrary, the bridging of the Mahanadi, which is a mile and a half wide, is practically out of the question, and moreover, supposing the town had been reached, there would remain another channel to the south, called the Katjori, which would need a bridge of 3,000 feet, or nearly equal to the one sufficing at Naraj. At Naraj, a ferry might be adopted in the first instance, leaving the bridge, which is estimated at about 22½ (or 33) lakhs, to follow whenever the traffic was found to justify it.

11. *Cuttack Branch.*—It is by no means certain that any further facilities are needed for the town of Cuttack than those which will be afforded by the main line passing Naraj, within a few miles of it. But should such be hereafter demanded, a branch line might be made from that line either on the north of the Mahanadi, to opposite the town, or on the south to the southern side of the Katjori, a ferry in either case completing the communication. The Katjori ferry, however, would hardly be workable during the rains. The distance in the former case would be 8⅓ miles, and in the latter 6 miles; the cost in either about one lakh per mile. Mr. Molesworth, the Consulting Engineer to the Government of India, has, however, suggested, in a note which is appended, that the line between Naraj and Puri might be taken direct instead of *viâ* Khurda, by which improved gradients would be obtained, distance saved, and possibly a separate branch to Cuttack avoided altogether. The question depends mainly upon the exigencies of local traffic, which would be very large, and needs further investigation in communication with the local authorities.

12. *Keonjhur alternative.*—An account of the Panchpara-Naraj project would be incomplete without some notice of the alternative route *viâ* Keonjhur originally investigated. This route, starting from Kantera (on the Bengal-Nagpur Railway) which is in the vicinity of Chakardarpur, would obviously have been very direct, if a suitable line across the Ranchi plateau could have been brought to the same locality, as at one time anticipated (*supra*, paragraph 5) and the Keonjhur and Mohurbunj tract which it would traverse was believed to be fertile and known to have been more populous in former days. The reconnaissances of 1884 and 1885, however, shewed that the engineering difficulties were far more formidable, but the capabilities of the country less, than had been anticipated. The ascent and descent of the plateau involved expensive work, there was much difficult country and several rivers, one of which, the Brahmini, required a bridge 5,400 feet in length, and costing 32½ lakhs of rupees, and the cost of working would permanently be high. The abandonment of the route thus became unavoidable. The Panchpara-Naraj route, which has been substituted for it, will involve some extra miles of journey to pilgrims from the eastward, but a corresponding gain to those who come from Western, Central and Northern India.

13. *Total cost.*—The cost of the Panchpara-Puri Railway has been estimated as follows:—

	Miles.	Direct charges. Lakhs.	Indirect, including Exchange at 1-6.	Total.
Section I.—Panchpara-Naraj	170	144⅔	9⅔	154
„ II.—Naraj-Puri with ferry	52	56⅔	4⅔	61⅓
Total Main Line	222	201	14⅓	215⅓
„ III.—Mahanadi Bridge	...	22⅓	⅔	23
Total Main Line, with Bridge	222	223⅓	15	238⅓
„ IV.—Cuttack Branch, Northern alternative	8⅓	7⅓	⅓	8
Grand Total	230⅓	231	15⅓	246⅓

It has already been explained that neither the Mahanadi Bridge nor a Cuttack Branch are indispensable, and may stand over until called for by experience.

The estimates have been examined by Mr. Molesworth, whose note is appended. He would increase the main line from 201½ to 208½ lakhs, the bridge from 22½ to 33 lakhs and the branch by a lakh. But the adoption of his suggestion, above alluded to, as to running direct to Puri and dispensing with a branch might go far to reduce this excess.

14. *Probable traffic.*—The general remarks which have been made in paragraph 8 with respect to the Chutia-Nagpur Railway may be applied to this case also. The capabilities of an undeveloped country can be but imperfectly appraised by statistics of existing traffic. The goods traffic between Sambalpur and Cuttack appears to be by no means inconsiderable, notwithstanding the absence of roads, and will be subject to large temporary influxes whenever scarcity of food grains may exist in Orissa, while the pilgrims are believed by the local authorities to be not fewer than 300,000 per annum. The opinions of the local authorities as to the prospects of development are unanimously favourable. That so large a number of persons should present themselves at Puri annually notwithstanding the obstacles presented by the journey, whether by land or sea, the ravages of cholera and other diseases on the former, and the risk of shipwreck (just fatally illustrated) on the latter, may well excite surprise, and justify anticipations of what the facilities of railway transit might produce.

General Remarks.

15. While thus putting forward, with the general approval of the Government of India, the two distinct lines constituting the Benares-Puri Railway project, which have been described above, it is necessary to state briefly, with reference to the remarks in paragraph 5 as to the difficulties of a direct line from the Palamow coal-fields to the locality of Suadi or Laingurh on the Bengal-Nagpur Railway, that reconnaissances made in 1886 may be held to shew that these are not so formidable as were supposed. Between Panchpara on the Bengal-Nagpur Railway and Sathbarwa station near Palamow on the Chutia-Nagpur line, the distance is reported to be 178 miles, and the cost is very roughly estimated at 189 lakhs of rupees. The gradients, however, are very steep in some parts, and the population undoubtedly scanty. This route was recommended to the consideration of the Government of India by the Government of Bengal, with the suggestion that, supposing its directness were considered to give it the preference as a means of communication between Northern India and Puri, the construction of the Palamow-Gaya line might perhaps suffice for present requirements, leaving for future development the question of a connection between the coal-fields and Moghalsarai—possibly from Shergotty, with a bridge over the Sone, and through Sasseram.

After fully considering the matter, and even assuming that the Panchpara-Palamow line might prove far less expensive and more profitable than it has been shewn to be, the Government of India entirely concur with the final opinion of the Hon'ble Sir Steuart Bayley, expressed in the Bengal Government letter No. 1108R. of 17th May last, that by such a line, running north and south, the important object of opening out and serving the Chutia-Nagpur Province would be foregone, while the pilgrim traffic derivable from Benares and the market for coal presented in that direction would both be sacrificed. The Chutia-Nagpur Railway project, as described in this Resolution, is in complete harmony with the views of His Honor, as expressed in that letter.

16. With regard to the estimates which have been put forward in paragraphs 7 and 13, it may be explained that these are in all cases the result of carefully located surveys accompanied by plans, sections and detailed drawings of bridges, buildings, &c., upon a large scale, and estimates framed upon the best information available at the time. The former, however, must necessarily be considered as subject to the detailed scrutiny which would precede actual operations, and the latter, framed at different, and not always very recent dates, may in many particulars not be in conformity with present rates of labour, or prices of iron and steel. Exchange has been applied at a uniform rate of 1*s.* 6*d.* Under such circumstances, the results presented cannot be deemed to be more than a general indication of probable operations and cost, and no definite responsibility on their account can attach to the Government of India.

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17. In conclusion, the Governor-General in Council has much pleasure in recognising the zeal, ability and fortitude with which these extensive surveys have been prosecuted, for a period of four years, in an extremely difficult and for the most part unhealthy country. To Mr. W. H. Parker, who held the post of Engineer-in-Chief throughout the whole of the active operations, thanks are specially due for the ability, tact, and perseverance displayed, amongst the officers of his staff, Captain Laugharne, R.E., and Mr. Von. Ahn, Executive Engineers, and Mr. W. E. Newham, and Mr. E. T. Faulkner, Assistants, have been specially distinguished; Mr. F. J. E. Spring, Executive Engineer, and Mr. E. C. Hawkes, Temporary Engineer, as also Messrs. G. Deuchars, and Monson, and C. Warde, Assistants, are deserving of praise; Messrs. J. M. Chabrel and E. J. McCudden also did good service.

Mr. T. Owen officiated as Engineer-in-Chief during the latter half of 1886, and submitted the final report and estimates.

ORDER.—Ordered that this Resolution, together with the Index Map and documents specified below, be communicated to the Governments of Bengal and the North-Western Provinces and Oudh, and the Chief Commissioner, Central Provinces, and published in the Supplement to the *Gazette of India* for general information.

R. C. B. PEMBERTON, *Colonel, R.E.*,
Secretary.

DOCUMENTS ACCOMPANYING.

1. Index Map.
2. Note by Mr. H. H. Risley on the trade of Chota Nagpore, dated 15th May 1882.
3. Letter to the Government of Bengal, No. 1080 R. C., dated 16th December 1882.
4. Mr. Parker's Report on the Gaya Branch, August 1884.
5. Letter from the Government, North-Western Provinces and Oudh, No. C. 150 W. R., dated 17th September 1884.
6. Mr. Graves' Report on the Garwa-Rud Section, 1883-84.
7. Captain Laugharne's Report on the Moghalsarai-Palamow Section, 1884-85.
8. Mr. Hawkes' Report on the Rud-Ramgarh Section, 1884-85.
9. Mr. Chabrel's Report on the Ramgarh-Chandel Section, 1884-85.
10. Report on alternative from mile 275 to Purulia.
11. Mr. Parker's Report, 1884-85, paragraphs 10—33.
12. Report by Mr. A. Smith, Commissioner of Orissa, No. 516, dated 14th April 1883, paras. 2, 13, 15—17, 19, 53—56.
13. Letter from Government of Bengal, No. 22 R. T.-R., dated 29th August 1883.
14. Letter from Chief Commissioner, Central Provinces, No. 13C., dated 31st December 1884, with enclosure.
15. Note by Mr. W. H. Parker, Engineer-in-Chief, Benares-Puri Railway Survey, dated 18th August 1885.
16. Note by Mr. J. B. Fuller, Commissioner of Settlements and Agriculture, Central Provinces, dated August 1886.
17. Report by Mr. C. T. Metcalfe, Commissioner of Orissa, No. 4[illegible], dated 27th February 1886.
18. Note by Mr. W. H. Parker, Engineer-in-Chief, Benares-Puri Railway Survey, dated June, 1886.
19. Report by Mr. T. Owen, Officiating Engineer-in-Chief, Benares-Puri Railway Survey, paras. 3—7.
20. Do. do. No. 567, dated 13th November 1886, with enclosures.
21. Abstract Estimates I. Moghalsarai to Sukhua.
22. „ „ II. Sukhua to Rud.
23. „ „ III. Rud-Jhalda-Chandel.
24. „ „ IV. Rud to mile 275.
25. „ „ V. Mile 275 (Jhalda) to Purulia.
26. „ „ VI. Gaya to Sukhua.
27. „ „ VII. Panchpara to Naraj.
28. „ „ VIII. Naraj to Puri, including ferry.
29. „ „ IX. Naraj to Puri, including bridge.
30. „ „ X. Cuttack Branch.
31. Letter from Government of Bengal, No. 623 R., dated 30th March 1887.
32. „ „ No. 1108 R., dated 17th May 1887.
33. „ „ No. 48 T.-R, dated 27th June 1887.
34. Note by Mr. G. L. Molesworth, C.I.E., on the estimates, Moghalsarai to Chandel.
35. „ „ Panchpara to Puri.
36. Memorial by the Orissa Association, dated 16th July 1887.

17. In conclusion, the Governor-General in Council has much pleasure in recognising the zeal, ability and fortitude with which these extensive surveys have been prosecuted, for a period of four years, in an extremely difficult and for the most part unhealthy country. To Mr. W. H. Parker, who held the post of Engineer-in-Chief throughout the whole of the active operations, thanks are specially due for the ability, tact, and perseverance displayed, amongst the officers of his staff, Captain Laugharne, R.E., and Mr. Von. Ahn, Executive Engineers, and Mr. W. E. Newham, and Mr. E. T. Faulkner, Assistants, have been specially distinguished; Mr. F. J. E. Spring, Executive Engineer, and Mr. E. C. Hawkes, Temporary Engineer, as also Messrs. G. Deuchars, and Monson, and C. Warde, Assistants, are deserving of praise; Messrs. J. M. Chabrel and E. J. McCudden also did good service.

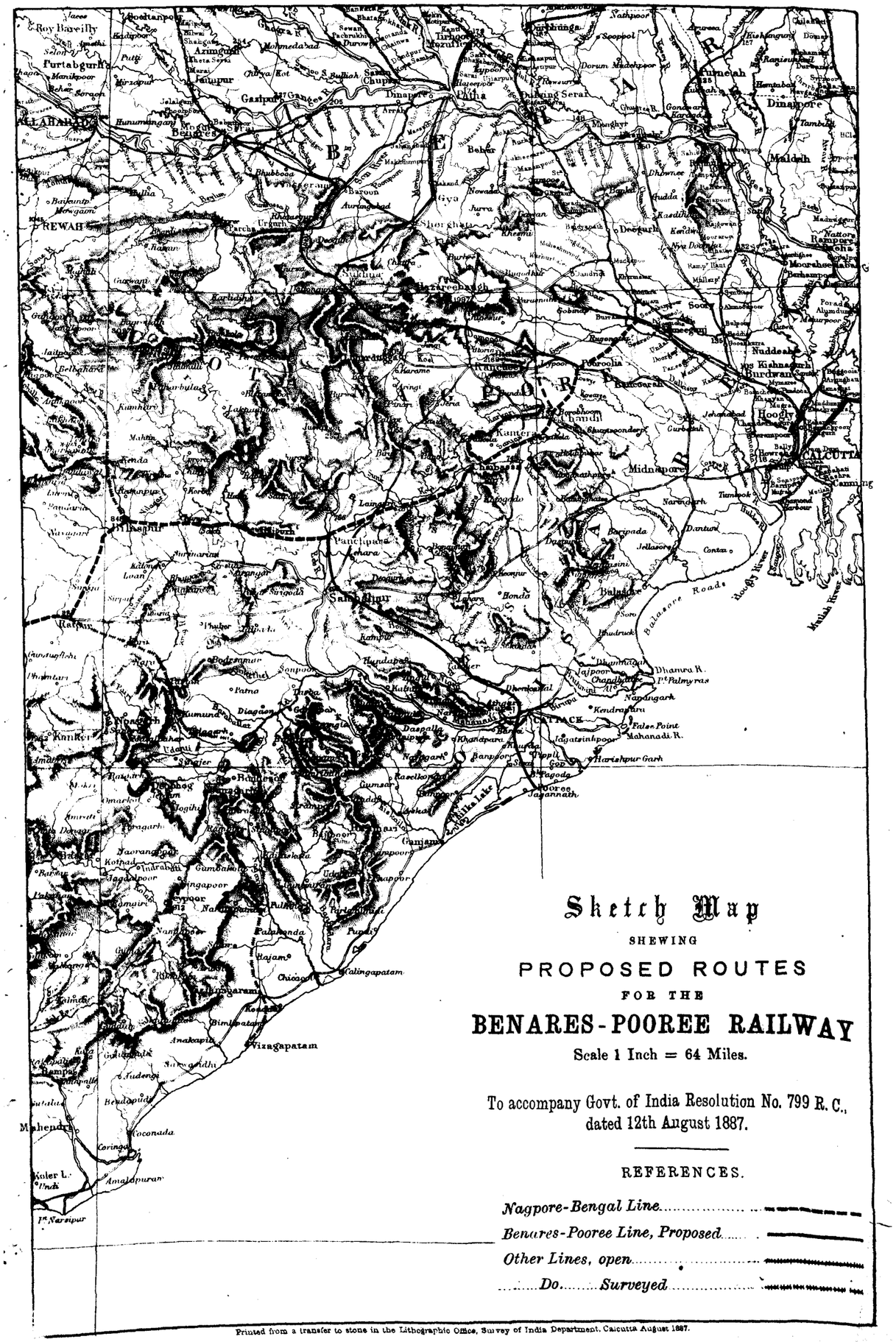
Mr. T. Owen officiated as Engineer-in-Chief during the latter half of 1886, and submitted the final report and estimates.

ORDER.—Ordered that this Resolution, together with the Index Map and documents specified below, be communicated to the Governments of Bengal and the North-Western Provinces and Oudh, and the Chief Commissioner, Central Provinces, and published in the Supplement to the *Gazette of India* for general information.

R. C. B. PEMBERTON, *Colonel, R.E.*,
Secretary.

DOCUMENTS ACCOMPANYING.

1. Index Map.
2. Note by Mr. H. H. Risley on the trade of Chota Nagpore, dated 15th May 1882.
3. Letter to the Government of Bengal, No. 1080 R. C., dated 16th December 1882.
4. Mr. Parker's Report on the Gaya Branch, August 1884.
5. Letter from the Government, North-Western Provinces and Oudh, No. C. 150W.R., dated 17th September 1884.
6. Mr. Graves' Report on the Garwa-Rud Section, 1883-84.
7. Captain Laugharne's Report on the Moghalsarai-Palamow Section, 1884-85.
8. Mr. Hawkes' Report on the Rud-Ramgarh Section, 1884-85.
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10. Report on alternative from mile 275 to Purulia.
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12. Report by Mr. A. Smith, Commissioner of Orissa, No. 516, dated 14th April 1883, paras. 2, 13, 15—17, 19, 53—56.
13. Letter from Government of Bengal, No. 22 R.T.-R., dated 20th August 1883.
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15. Note by Mr. W. H. Parker, Engineer-in-Chief, Benares-Puri Railway Survey, dated 18th August 1885.
16. Note by Mr. J. B. Fuller, Commissioner of Settlements and Agriculture, Central Provinces, dated August 1886.
17. Report by Mr. C. T. Metcalfe, Commissioner of Orissa, No. 424, dated 27th February 1886.
18. Note by Mr. W. H. Parker, Engineer-in Chief, Benares-Puri Railway Survey, dated June, 1886.
19. Report by Mr. T Owen, Officiating Engineer-in-Chief, Benares-Puri Railway Survey, paras. 3-7.
20. Do. do. No. 567, dated 13th November 1886, with enclosures.
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31. Letter from Government of Bengal, No. 623 R., dated 30th March 1887.
32. „ „ No. 1108 R., dated 17th May 1887.
33. „ „ No. 48 T. R., dated 27th June 1887.
34. Note by Mr. G. L. Molesworth, C.I.E., on the estimates, Moghalsarai to Chandel.
35. „ „ „ Panchpara to Puri.



Enclosure No. 2 to Railway Resolution No. 799 R.C. of 1887.

Note by H. H. RISLEY, Esq., C.S., Asst. Commr. of Manbhoom, on the trade of Chota Nagpore,—dated 15th July 1882.

Object of this note.

An attempt is made in this note to indicate, so far as existing materials permit, the general character of the export and import trade of the Chota Nagpore Division, the marts at which it is collected, and the routes by which it is conveyed. Some of the figured estimates, which have been made at various times, of the quantity and value of portions of this trade will be reproduced and examined, and it will be shown that, with one trifling exception, such estimates are purely conjectural, and furnish no trustworthy data for a forecast of the probable traffic on the proposed railway from Sitarampore on the East Indian Railway to Nagpore in the Central Provinces. With the through traffic, which may be looked for between the Central Provinces and Calcutta, I shall not attempt to deal; nor shall I concern myself with *local* trade, properly so called, between places situated within Chota Nagpore.

Character of the country.

Tributary States.

2. The Chota Nagpore Division is a pear-shaped tract of hilly and undulating country, forming three successive steps from the highlands of Central India to the alluvial plains of Bengal. On the extreme west of the Division, the Tributary States, a confused mass of hills, ravines and plateaux, project like a wedge into Rewa and the Central Provinces, sending off streams on the north towards the Sone and the river system of Behar, and on the south towards Orissa and the Bay of Bengal. It is believed that, at a remote geological period, the entire country now included in the Tributary States formed a uniform table-land, elevated about 3,600 feet above the sea. Traces of such a state of things are to be found in the flat-topped hills, locally known as *pâts*, several of which mark the descent from the State of Sirgoojah into the British District of Lohardugga.

Lohardugga District.

3. The District of Lohardugga, forming the central and north-western portion of the Division, comprises two tracts of country, which differ essentially in aspect and physical conformation—Chota Nagpore Proper, and the Sub-Division of Palamow. Chota Nagpore Proper, as distinguished from the Commissioner's Division bearing that name, is an elevated table-land situated about 2,100 feet above the sea, and occupying the central and south-eastern portion of Lohardugga District. On the north-west, the table-land falls away into the Sub-Division of Palamow, which extends on the north to Behar and the Mirzapore District of the North-West Provinces. On the east and south, Palamow consists of spurs thrown off from the plateaux of Hazaribagh and Chota Nagpore Proper, while the rest of the Sub-Division is a tangled mass of isolated peaks and long irregular stretches of broken hills. The average elevation of the country is about 1,200 feet above sea level, but the surface is wilder and more cut up by rock and jungle than in Chota Nagpore Proper, and there are no level areas of any extent except the valleys of the north Koel and Amanat, to which rice cultivation is confined.

Hazaribagh District.

4. On the north and north-east of Lohardugga, the central plateau of Hazaribagh rises to an average height of 2,000 feet above the sea. This plateau, which is connected by a narrow neck of land with the corresponding level in Lohardugga, occupies only a limited area, while the rest of the district lies at an average elevation of 1,200 or 1,300 feet above sea level. The northern portion of Hazaribagh is divided by a well marked range of hills from the plains of Gaya District, which are about 800 feet below the lower level of Hazaribagh.

Manbhoom District.

5. Due east of Lohardugga, and south-east of Hazaribagh, the district of Manbhoom forms the last step in the gradual descent from the highland of Central India to the delta of Bengal. Here the undulations of the surface become less pronounced, and follow each other at longer intervals than in Lohardugga and Hazaribagh, while level tracts of considerable extent are of more frequent occurrence. In the northern and eastern portions of the district the country is open, and consists of rolling downs dotted here and there with isolated conical hills.

Singbhoom District.

6. The south-eastern corner of the Division is occupied by the district of Singbhoom, an elevated basin shut in on the north, west, and south, by the spurs of the Chota Nagpore plateau and the hills of the Orissa Tributary States, and open on the east towards the district of Midnapore.

Geological character.

Coal.

7. The prevailing geological formations of the Chota Nagpore Division belong to the metamorphic or granite and gneiss series, and to the sub-metamorphic or slate and quartzite series. Coal-bearing shales and sandstones occur over the whole area frequently in conjunction with iron stone, shales and hæmatite. Limestones are rarely met with, and in most places where they occur, it is believed that the supply would not suffice for large iron works for a lengthened period. The known coal-

fields of the Division and some of their more important characteristics are shown in the following table :—

No.	Name of coal-fields.	Where situated.	Area in square miles of coal-bearing strata.	Thickness of coal-bearing strata.	Estimated yield in tons.	Percentage of carbon, ash and volatile matter.	Maximum thickness of seams.	REMARKS.
			sq. m	ft.				
1	Lakharpur }	Sirgoojah	400	4,500	...	... ...	...	
2	Bisrampur }	State.						
3	Jhilmilli .	Sirgoojah .	35	...	...	... ...	...	
4	Hingir or Raigarh.	Gangpur Tributary State.	1,000	...	...	... ...	...	
5	Aurunga .	Lohardugga District.	97	1,500	20,000,000	Carbon 36·5 (*a*) Ash 27·5 Volatiles 29·3	...	(*a*) Specimen taken from old surface coal: better results expected from lower seams.
6	Hutar .	Lohardugga .	78	2,750	...	Carbon 55·35 Ash 10·7 Volatiles 28·	...	
7	Daltonganj .	Ditto .	200	...	11,600,000	Carbon 64·4 Ash 13·4 Volatiles 22·4	...	
8	North Karanpura.	Hazaribagh .	472	2,000	8,750,000,000	Carbon 64·5 (*b*) Ash 8·5 Volatiles 27·	77 ft. avg.	(*b*) Specimens analysed were taken from the best coal of both fields.
9	South Karanpura.	Ditto .	72	...	75,000,000		30 to 40 ft.	
10	Ramgurh .	Ditto .	40	4,000	...	... ...	...	
11	Bokaro .	Ditto .	220	...	1,500,000,000	... ...	...	
12	Itkhuri .	Ditto .	22½	...	2,000,000	Ash 30 p. c.	...	
13	Chopé .	Ditto .	...	...	...	* (*c*)	...	*(*c*) Not regularly tested but reported worthless except for lime burning.
14	Karharbari (*d*)	Ditto .	11	...	1,360,000,000	Carbon 67·51 Ash 11·67 Volatiles 20·82	...	(*d*) Worked by East Indian Railway.
15	Jharia .	Manbhoom .	200	...	...	... ...	60 ft.	

Iron, &c.

8. Iron of excellent quality is worked on a small scale by the aborigines in all parts of the Division. Specimens of ore from the Karanpura valley in Hazaribagh were found, on analysis, to yield from 35 to 60 per cent. of iron, and the magnetic iron ore found in the metamorphic rocks contained as much as 70 per cent. of metal. Copper is found in Singbhoom, and lead, containing a large proportion of silver, has been met with in Hazaribagh and Manbhoom. Tin and antimony were formerly worked in Hazaribagh. Mica mines, long managed on the wasteful native system, are likely to be opened out by European practical miners in the north of that district. Gold is washed in small quantities from the sands of the rivers Subarnrekha and Sunkh in Lohardugga, and the Ib and Brahmini in the State of Gangpore. Good building stone is found in many places throughout the Division.

Forests.

9. The gradual spread of cultivation, the incessant demand for railway sleepers, and the practice of girdling the trees for resin, have combined to denude the districts of Hazaribagh, Lohardugga and Manbhoom of most of their valuable *sál* forests. Extensive jungles still remain uncleared in these districts, but nearly all the trees big enough to make sleepers have been thinned out, and little besides saplings is left. Forest reserves have been formed by Government in the north-west of Hazaribagh and in the western corner of Singbhoom, and throughout the Division the landholders are now beginning to establish small reserves locally known as *rakhwats*. These, however, are not worked on any regular system; their boundaries are usually ill defined, and the conflicting claims of the landlord and the villagers are a fruitful source of litigation in the criminal courts. A scheme for preserving the private forests of Chota Nagpore has recently been under consideration by Government. A forest officer was deputed to examine the forests, but it is believed that, except in Singbhoom, which has only been resorted to for sleepers within the last two or three years, the private forests of the Division contain no timber worth preserving. In the Tributary States, the original forests are still virtually untouched. Cart roads do not exist, and the rivers cannot be used for floating timber. Here the proposed railway will open out an enormous area of virgin forest which, if properly worked, ought to meet almost any demand for an indefinite period.

Agriculture : rice cultivation.

10. The system of agriculture followed in Chota Nagpore is determined, particularly in the case of rice, by the physical conformation of the country. This consists mostly of long undulating ridges, between which the drainage runs off to join the large streams. The lower slopes of these ridges and the swampy ground between, supply the only land on which a wet rice crop can be raised. The soil is, in the first instance, brought under cultivation by cutting level terraces out of the hill side, a small bank to hold up water being left round the edge of each plot. The hill sides, thus treated, present the appearance of a series of steps, varying

from one to five feet in height; and when the slopes are too steep for terracing or the soil too stony for cultivation, the bed of the stream is banked up and made into one long narrow rice field.

Oilseeds and other upland crops.

Tea.

11. Wheat, barley, various kinds of millet, Indian-corn, *marua*, pulses, oilseeds, sugarcane, betel-nut, cotton, tobacco are cultivated on the higher levels of the surface where the rice terraces leave off. In Hazaribagh and Chota Nagpore Proper, tea is grown by European planters on lands of this class. In 1880-81 thirty-six tea plantations had been opened in the two districts. The gross yield for that year is reported as 237,666 pounds.

Area and population.

12. The area and population of the Chota Nagpore Division, as ascertained in the census of 1881, are as follows :—

	Area in Sq. miles.	Population.
Lohardugga	12,044	1,607,038
Hazaribagh	7,021	1,072,486
Manbhoom	4,914	1,042,117
Singhoom	4,503	551,348
Tributary States	15,419	441,302
	43,901	4,714,291

These figures represent the results of the preliminary totalling of the detailed returns and consequently are liable to some correction; but they are accurate enough for practical purposes. The details of the census of 1881 have not yet been published, but it may be noted that, of the population recorded in the previous census of 1872, 54 per cent. belonged to aboriginal or semi-aboriginal races. Taking the Division as a whole, we may fairly assume that at least 50 per cent. of the population are more or less of aboriginal descent. No difficulty, therefore, need be anticipated in procuring cheap labour for the earthwork of the new railway, even in the most unhealthy parts of the line. The aborigines of Chota Nagpore are conspicuous for their immunity from malarious fever, and it is mainly by labourers of this class imported into Assam that new tea gardens are opened out in that unhealthy province.

Trade routes.

13. It will be clear from paras. 2 to 6 above, and from the annexed map, on which some of the chief lines of hills have been roughly delineated, that on the west and south Chota Nagpore is shut in by the hills of the Central Provinces and Orissa, while there are but few practicable outlets through the bordering ranges which mark the descent into the plains of Behar. Hence the main currents of export trade, like the main lines of drainage, follow the natural slope of the country from west and north-west towards the east, converging gradually after entering Manbhoom District, on the great trade centre of Raneegunge in Burdwan. Three main exceptions to this general rule deserve special notice :—

(i) Of the surplus produce of Palamow and Sirgoojah, which is collected in the marts of Garwa, Daltongunge, and Maharajgunge in Palamow, a certain portion is exported to Gaya, Shahabad and Mirzapore, and it may be expected that the Gaya-Patna State Railway will attract a continually increasing proportion of the trade of these marts, as well as of Chuttra in the west of Hazaribagh.

(ii) Part of the trade of the north of Hazaribagh, collected in the mart of Mirzagunge, finds its way into Monghyr District, and part is exported from Giridih on a branch of the East Indian Railway.

(iii) The export trade of that part of Dhulbhoom, the eastern pergunnah of Singbhoom, which lies to the east of the Kâpargâdi hills, has its natural outlet towards Midnapore. Ghatsila, the chief village of Dhulbhoom, is not much more than 60 miles from the mouth of the Midnapore Canal, and we may expect that when the roads in Singbhoom are put in order, a very considerable traffic will pass out of the district by this route.

Export routes.

14. The areas of country which either now export, or may ultimately be expected to export, by way of Gaya, Giridih and Midnapore, have been roughly marked on the map in blue. At present a certain proportion of the trade, even of these remote parts, flows towards Raneegunge, but it can hardly be expected that this reversal of natural conditions will continue when communications come to be improved. All the exports from the remaining areas find their way sooner or later through Manbhoom District to Raneegunge or Bankura, on one or other of the roads marked with green arrows on the map. I shall attempt to show in detail for each district how this takes place. In Hazaribagh the surplus for export is collected at Chuttra, Tandawa, Mirzagunge, Gola and Hazaribagh, all of which are shown on the map. The exports of Tandawa, Chuttra and Hazaribagh pass for the most part down the Grand Trunk Road by cart to Burrakur or Raneegunge direct; Mirzagunge exports by Giridih on the East Indian

Railway, and Gola through Manbhoom to Raneegunge or Bankura. The produce of Lohardugga, excluding that of the area marked blue which exports to Mirzapore or Behar, and that of an undefined area in the west of the district which deals with Chuttra, is concentrated at Ranchi or Jhalda in Manbhoom, and dispatched to Raneegunge or Burrakur through Purulia. The exports of Singbhoom, excluding Dhulbhoom, are sent by Chaibasa to Purulia, and thence to Bankura or Raneegunge.

Import routes.

15. The import trade follows the same main lines as the export trade, and needs no special description. Places which export to Raneegunge procure their exports from there, and the same holds good in the case of the areas exporting by Gaya or Mirzapore, Giridih and Midnapore.

Attraction of Raneegunge.

16. It was remarked above that the bulk of the exports of Chuttra and Hazaribagh are sent by cart along the Grand Trunk Road to Burrakur or Raneegunge. In the former case they pass within 26 miles of the Giridih Railway Station, and in the latter also within a mile of the station at Burrakur. This preference for Raneegunge over the two nearest stations on the line is mainly due to the fact that the trade of Raneegunge is incomparably larger than that of either Burrakur or Giridih, and that consignors can count upon disposing of their entire produce to a single wholesale dealer and getting at once whatever they may require for the return journey. At Burrakur or Giridih, where the machinery of trade is as yet imperfectly developed, a consignor of country produce would probably have to dispose of his stock in driblets, and to pick up his return load of piece-goods, salt and tobacco from half a dozen different dealers. For this reason, and probably also because the consignors have running accounts with the large merchants at Raneegunge, the majority of carts exporting country produce travel for their market 70 miles beyond Giridih, their nearest railway station, and 25 miles beyond Burrakur. The point is chiefly of importance as illustrating the indifference to delay, and the reluctance to abandon traditional routes and methods which are so characteristic of the ordinary country trader. If, in cases like this, the common economical maxim, that trade will seek out and follow the shortest and cheapest routes, could be implicitly relied on, it ought to follow that when the railway is open, Purulia will at once take the place of Raneegunge as the distributing centre for the trade of a large portion of Chota Nagpore. This, however, will hardly be the case unless the native firms at Raneegunge open branches at Purulia, or unless some influential dealers migrate from the large mart of Jhalda in the west of Manbhoom.

Conservatism of native trade.

Minor trade agencies.

17. It is not pretended that the foregoing paragraphs give anything more than a very general outline of the operations of trade over a large province. No reference has been made to the weekly markets held in all large villages, to the small travelling dealers (*bepāris*), or to the agents of large merchants who settle for a time at convenient centres and buy up the produce of the neighbourhood. In a country where but few large centres of trade exist, it is from sources such as these that the chief marts shown in the map derive their stocks for export, and the imports are distributed through the same channels. No statistical record of these operations is possible. As Chota Nagpore is gradually opened up by the railway and by improved roads, we may expect that the new marts will spring up, and that the trade of the Division will tend to concentrate itself, while itinerant dealers, and transport by means of pack bullocks will tend to disappear.

Exports.

18. The chief exports of the Chota Nagpore Division are the following :—

Rice—
Indian-corn—chiefly from Manbhoom.
Wheat—from Hazaribagh.
Pulses.—Mung (Phaseolus Mungo).
Urid (Phaseolus Roxburghii) known as Biri in Manbhoom.
Gram (Cicer arietinum), not grown in Lohardugga.
Oil seeds.—Sarsua—Mustard.
Til (Sesamum orientale).
Tisi—Linseed.
Surgujia (Guizotia oleifera).
Cotton—only from Palamow.
Timber—from South Lohardugga and North Singbhoom.
Bamboos—
Chope—or rope made of jungle fibre.
Bábui—string made of bábui grass.
Tusser Silk—Manbhoom and Hazaribagh.
Tusser Cocoons—
Hides—
Shellac—from Ranchi and Manbhoom.
Ghee—Hazaribagh and Palamow.
Tea—Hazaribagh and Lohardugga.
Jungle products—Petals of the *mohua* tree.
Catechu.
Resin.
Sticklac.
Dye substances of various kinds.
Wax.
Gallnuts (*haritáki*.)
Coal, *Iron*, *Mica*—from Hazaribagh and Lohardugga.

Imports.

19. The chief imports are—

European piece-goods.
„ twist.
Blankets.
Salt.
Spices.
Molasses.
Tobacco.
Umbrellas.
Brass utensils.
Paper.
Wines and spirits.
Oilman's stores.
Gunny bags—to Hazaribagh.

Trade of Tributary States.

20. I will now attempt to summarize, as concisely as possible, the available information regarding the trade of each district of the Division. Nothing certain is known about the trade of the Tributary States, except that there are no marts worth mentioning; that the resources of the country are quite undeveloped, and that the export and import trade is carried on pack bullocks, and is in the hands of itinerant traders who barter salt and piece-goods for local produce.

Trade of Lohardugga.

21. The principal seats of trade in Lohardugga District are Ranchi, Lohardugga, Palkot, Barwa, Tamar, Bundu, Garwa, Daltongunge and Maharajgunge. Garwa, in Palamow, forms the distributing trade centre for the surplus produce of great part of Sirgoojah, of the Tributary States further west, and of Palamow Sub-Division itself. The Garwa market is held during the dry season on the sands of a river, and is one of the largest in the Chota Nagpore Division. Sticklac, resin, catechu, cocoons of tusser silk, hides, oilseeds, ghee, cotton and iron are there collected for exportation. Rice and other food-grains, brass vessels and piece-goods, blankets, silk, salt, tobacco, spices, drugs, and beads are brought to market for local consumption, and to supply the stocks of itinerant merchants, who take these articles into Sirgoojah and Korea. All over Lohardugga District trade is carried on by periodical markets, held once or twice a week, according to the importance of the neighbourhood which they supply. But by far the largest amount of business, at any rate in Palamow, is transacted in what may be called the "door-to-door trade," by travelling merchants who buy up produce from the cultivators. Owing to the general insolvency of the producing classes of Lohardugga, this trade is to a great extent carried on by advances, and the prices paid are consequently very low. A large and increasing amount of country produce is exported from Lohardugga. Rice goes to Behar through Chuttra and Gya: oilseeds to Calcutta through Jhalda in Manbhoom. Hides are bought up at Ranchi by wholesale dealers, who employ paid agents in the interior to work in connexion with the village chamars. The value of the export of hides in 1879-80 was estimated at Rs. 35,000. In the same year the gross produce of tusser cocoons was estimated at Rs. 31,50,000 sold for export at from 4 annas to 8 annas per 100 cocoons. Of these, 150,000 were produced in Palamow and exported to Gaya, Shahabad and Mirzapore: the remainder being sent through Jhalda and Eloo in Manbhoom to Lower Bengal. A considerable amount of ghee is exported from Palamow, where cattle are driven in for pasturage from Shahabad, Mirzapore and Gaya. In the following year (1880-81) the crop of sticklac was very large and the demand unusually brisk. The prices per maund fluctuated remarkably during recent years, thus :—

Years.	₹		₹
1875-76	50	@	20
1877-78	30	„	16
1879-80	21	„	14
1880-81	0	„	18

The imports of piece-goods into Lohardugga for local consumption and for re-export to the Tributary States are said to be increasing rapidly; but as they enter or leave the district at numberless points, no accurate account of the quantity can be kept. It is extremely difficult to register trade carried on pack bullocks. The following table, taken from the Administration Report of the Chota Nagpore Division for 1879-80, shows the approximate proportions of the several descriptions of piece-goods imported, their value, and the price at which they are sold :—

	Approximate proportion of import from Calcutta.	Approximate value imported.	Selling price per piece.
		₹	₹ a. to ₹ a.
Grey jacconets	4	20,000	3 14 to 6 0
„ shirtings	40	2,00,000	3 14 „ 8 0
„ madapollams	3	15,000	1 8 „ 2 12
„ dhooties	28	1,40,000	0 12 „ 1 6
White jacconets	1	5,000	3 14 „ 8 0
„ mulls	4	20,000	2 0 „ 8 0
Coloured, printed or dyed cambrics	1	5,000	1 4 „ 4 0
Prints and chintz	6	30,000	9 0 „ 12 0
Other sorts each less than 3 per cent. of whole imports	13	65,000	
	100	5,00,000	

About 100,000 maunds of salt are supposed to be consumed annually in Lohardugga District. Most of it is Liverpool salt imported from Calcutta by way of Raneegunge, Purulia, Chuttra, and Gaya; but in the south of the district the people use "Kurkutch" salt brought from Ganjam and Sumbulpore on pack bullocks. Taking the average annual consumption per head at 12 lb., the figure adopted by Sir John Strachey at page 230 of the Finances and Public Works of India, it would appear that the district ought to

consume no less than 241,055 maunds of salt, or more than twice the amount of the official estimate.

As affecting the Railway.

22. No sort of guess at the quantity or value of the Lohardugga trade can be arrived at from the information put together in the last paragraph. I need only remark that whatever proportion of this trade comes on to the proposed Railway will at first be carried only 45 miles from Seetarampore to Purulia or *vice versâ*. As time goes on, and feeder roads are opened out, we may expect that the traffic of the south and south-east of the district will strike the line somewhere in the Subarnrekha Valley.

Trade of Hazaribagh.

23. Chuttra, about 36 miles north-west of the civil station, is the chief market of the Hazaribagh District. Situated on a comparatively level tract between the central plateau of the district and the tangled mass of rock and ravine which forms its western frontier, in such a way as to command the openings of the passes from the north-west, west and south-west, it is well suited by its position to be the distributing market for the country produce of Palamow and the Tributary States. The principal articles imported into Chuttra are the following:—Rice, Indian-corn, oilseeds, pulses and mohua petals are imported from Lohardugga and the Tributary States of Gangpore, Jushpore and Sirgoojah. From the same places are also brought sticklac, resin, tusser silk cocoons, gum, cotton and unwrought iron. The districts of Gaya and Shahabad send wheat, gram, *masur* (Ervum lens), *khesari* (lathyrus sativus) and similar cereals, as well as turmeric, pepper, and other vegetables. Zinc and tin are also sent in small quantities from these districts. Tobacco, is imported from Patna. English cloth, brass or bell metal, household utensils, salt, pepper and *supari* or betel-nut are imported from Burdwan, Raneegunge and Calcutta. The export trade supplies Lohardugga and the Tributary States with English cloth, salt, pepper, tobacco, household utensils, turmeric, &c. Rice, Indian-corn, *marua* (eleusine coracana), pulses, oilseeds, mohua flowers and ghee are sent to Gaya and Shahabad. Oilseeds and ghee are also exported to Burdwan and Raneegunge. Patna takes iron and certain proportion of sticklac; but the bulk of the lac which finds its way into the Chuttra market is sent to the great lac factories of Mirzapore District.

Exports.

24. The exports from Hazaribagh District in 1879-80 and 1880-81 are estimated as follows:—

Articles.	1879-80. Quantity.	Value.	1880-81. Quantity.	Value.
	Mds.	₹	Mds.	₹
Tusser cocoons (*a*)	...	30,000 to 35,000	...	
Tusser silk	200	...	200	
Catechu	1,100 to 1,200	...	...	
Rice	50,000	...	35,000 to 40,000	
Grain and pulses	20,000	...	10,000 „ 12,000	
Oilseeds	100,000	...	15,000 „ 20,000	
Ghee	...	...	30,000 „ 40,000	

(*a*) Partly produced in Hazaribagh, partly imported from Singbhoom (*sic*); exported to Mobarakpore in the North-Western Provinces.

(*b*) Exported to Calcutta.

Besides these, says the report from which the foregoing figures are taken, iron, timber, bamboos, *chope*, &c., are exported to Patna, and coal, timber, tea, hides, &c., to Calcutta; but as these articles do not pass through the local marts, no attempt was made to collect statistics regarding them.

Imports.

26. The imports from Hazaribagh during the same year are thus estimated.

European piece-goods.

	1879-80. Value. ₹		1880-81. Value. ₹
To Hazaribagh	73,438		
Giridih	14,292	=1,89,430	1,29,828
Chuttra	1,01,700		

The decrease in 1880-81 is attributed to a decline in the number of marriages; but this cause itself is left unexplained. All the piece-goods received in Hazaribagh and Giridih are required for local use, but of the Chuttra imports nearly one-fourth is exported

to Lohardugga and Palamow. The different descriptions of piece-goods and the proportion each bear to the entire quantity imported are shown as follows:—

1. Grey jacconets	1 5
2. „ shirtings	42 6
3. Madapollams	24 0
4. Dhooties	2 2
5. White jacconets	7 0
6. „ mulls	3 5
7. „ shirtings	6 0
8. Colored, printed or dyed cambrics	0 6
9. Prints or chintz	1 2
10. Colored garments	2 7
11. All other sorts	8 7
TOTAL	100 0

The imports of salt in 1879-80 and 1880-81 are given as follows, only the estimated value being shown for the latter year:—

	1879-80. Quantity. Mds.	1880-81. Value. ₹
Hazaribagh	8,000	34,000
Giridih	30,000	35,000
Chuttra	75,000	1,94,750
TOTAL	1,13,000	4,68,650

Here, again, more than half of the import to Chuttra is re-exported to Ranchi, Lohardugga and Palamow. In 1879-80 it was estimated that from 55,000 to 60,000 gunny bags were imported into Chuttra, and from 15,000 to 20,000 into Giridih. Doubtless there is a steady demand for gunny bags for use in the export trade both by carts and pack bullocks, but no reliance can be placed on any estimate of the quantities.

Trade of Singbhoom.

27. The exports and imports of Singbhoom are much the same as those of other districts in Chota Nagpore. Rice and oilseeds are exported by petty itinerant traders, who move about from village to village during the cold weather purchasing country produce, or taking it in exchange for salt which they import, mostly on pack bullocks, from Midnapore. Tusser cocoons and hides are collected on a system of advances by agents from Bankura and Midnapore, the latter being exported by carts. The following table shows the estimated exports for 1879-80:—

	Mds.	Value. ₹
Rice	18,400	26,450
Tusser cocoons	17,591 kahans	1,08,294
Hides	47,500 pieces	65,312
Horns	1,040 mds.	12,505
Til	3,000	6,375
Surgujia	2,200	3,300
Sarsua	1,771	4,095
Lac	919	18,954
Haritaki (gallnuts)	4,200	3,150
TOTAL VALUE OF EXPORT		2,48,435

The imports are returned as follows:—

	Mds.	Value. ₹
Salt	29,511	1,56,777
Tobacco	4,940	90,772
Betel-nut	2,030	25,628
Cotton thread	4,595	1,97,585
Turmeric	700	5,600
Pepper	100	2,000
		4,78,362

European piece-goods.	Approximate quantity imported.	Price per piece, etc., in Singbhoom.	Approximate value of goods.
		₹ a. to ₹ a.	₹
Grey jacconets	757 pieces of 20 yards	3 0 to 3 8	2,413
„ shirtings	25,571 „ 38 „	1 14 „ 6 8	1,02,284
„ madapollams	433 „ 38 „	2 0 „ 15 0	2,598
„ dhooties	6,870 pairs of 5 „	1 8 „ 2 4	11,998
White jacconets	525 pieces 20 „	3 8 „ 6 8	2,888
„ mulls	1,394 „ 20 „	2 8 „ 3 8	4,443
Colored, printed or dyed cambrics	20 „ 20 „	10 0 „ 0 0	200
Prints and chintz	402 „ 10 „	5 0 „ 9 0	2,487
Grey T cloth sheetings	85 „ 24 „	4 0 „ 9 0	488
Jeans, drills	34 „ 40 „	6 0 „ 8 0	317
Mulls	220 „ 20 „	3 0 „ 5 0	797
Scarves and chudders	1,968 pieces or pairs	1 2 „ 2 0	2,957
Cambrics	40 pieces of 12 yards	5 0 „ 6 8	240
White shirtings	164 „ 40 „	8 0 „ 10 0	1,476
Tanjibs	10 „ 20 „	5 0 per piece 0 0	20
Lappets and lenos	195 „ 10 „	2 4 „ 3 8	561
Checks, spots or stripes	60 „ 20 „	5 8 „ 7 8	42,268
Velvets	13 „ 40 „	13 0 „ 20 0	260
Dhooties and sarries	1,636 „ 5 „	2 0 „ 4 0	6,544
Country piece-goods		Total value	2,20,988
Saloom cloth	619 pieces of 20 yards	2 8 per piece 3 8	1,934
Dhooties	6,050 „ 5 „	2 0 „ 3 0	15,150
Chudders	6,075 pairs 3 „	1 4 „ 3 0	8,353
Sarries	10,000 „ 6 „	2 0 „ 3 8	25,000
		Total value	50,437
Total estimated value of exports	... ...	.....	2,48,435
„ „ „ imports	... ...	.....	7,49,787

28. I have already pointed out, in paras. 14 to 16 above, the important position occupied by Manbhoom in relation to the trade of the Chota Nagpore Division. In this district considerable attention has been paid to the question of trade statistics, and for the last three years special reports on the subject have been drawn up by a native officer of great local experience, from whose estimates the following tables have been compiled. The figures, however, are admittedly conjectural, and must be taken as approximate only. The table of imports includes articles afterwards exported to other districts, while the table of exports purports to deal only with exports from Manbhoom itself :—

Trade of Manbhoom.

Exports.

Estimated exports of Manbhoom District for the year 1879-80 to 1881-82.

Articles.	1879-80.		1880-81.		1881-82.		Remarks.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
	Mds.	₹	Mds.	₹	Mds.	₹	
Sticklac	10,000	2,40,000	1,60,000	31,00,000	92,000	17,74,000	
Shellac	Not ascertained.		34,000	16,63,875	16,000	6,91,000	
Rice	20,000	30,000	15,000	18,750	...	...	Not exported in 1881-82.
Indian-corn	40,000	50,000	26,000	26,000	...	...	
Pulses	30,000	75,000	8,000	18,000	...	...	
Oilseeds	20,000	77,000	10,000	33,750	10,000	32,500	
Hides	...	50,000	...	20,000	50,990*	70,000	* Pieces.
Timber	...	42,000	...	32,500	...	40,000	
Bábui string	10,000	15,000	20,000	35,000	40,000	60,000	
Tusser cocoons	30,000†	1,50,000	15,000†	1,10,625	7,500†	49,375	† Kahans.
Tusser silk	...	...	...	...	15,000	75,000	
Gallnuts	...	...	...	...	30,000	30,000	
Tamarind	...	...	...	...	40,000	20,000	
Stone plates	...	...	...	10,000	...	50,000	
Horns	...	...	...	...	1,000	14,000	
Total value	...	7,29,500	...	50,68,500	...	29,05,875	

29. Sticklac is exported to Burdwan, Bankura, Beerbhoom, Calcutta and to Mirzapore in the North-Western Provinces. It is collected by paid agents of the manufacturers, who come to the trade centres of

Sticklac.

Manbhoom during the gathering seasons, and make advances to petty brokers dealing direct with the cultivators. Shellac is manufactured at Jhalda, Eloo, Ragunathpur and Chas, and exported to Calcutta. In 1879-80 twenty-six lac factories were at work in the district, but most of them are small concerns, and in 1881-82 only one of them worked throughout the year.

Shellac.

30. Very little is known about the export of rice. On the one hand, the short exports of 1879-80 and 1880-81, and the stoppage of exportation in 1881-82 shown in the estimate, are attributed to the reduced demand consequent on good harvests in Bengal Proper, and the local surplus is supposed to be stored, awaiting a rise of prices. On the other hand, the district officer doubts the existence of any considerable surplus, and thinks that a good deal of the rice exported from Manbhoom comes from Singbhoom. My own enquiries in the Govindpur Sub-Division, to which I shall refer in detail below, lead me to think that the latter view is correct. In 1879-80 Indian-corn was exported to Patna and Monghyr. *Vrid* locally known as *biri* is the only pulse exported. It goes to Ghatal in Midnapore by way of Bankura and Burdwan. The export of oilseeds appears to be under-estimated. From February to July 1881, about 4,000 maunds of oilseeds were exported from the western part of the Govindpur Sub-Division, and the surplus of the whole district is probably at least 10 or 12 times as much.

Rice.

Oilseeds.

31. Hides are exported to Calcutta from the south of Manbhoom through Bankura by merchants residing at the latter place, who have agents at Purulia, Jaipur, Jhalda, Raghunathpur and Manbagar. From Govindpur they are exported through Burrakur.

Hides.

32. The export of timber for the last three years is estimated as follows :—

Timber.

	1879-80.	Rate.	1880-81.	1881-82.	Rate for last two years.
Large sâl beams	1,000	1-0 to 1-8 p. c. ft.	700 or 800	1,000	1-6 per c. ft.
Sâl sleepers	10,000	3-0 to 3-8 each.	5,000	10,000	3-8 to 4-0 each.

There is also a considerable export of *rollahs* (sâl saplings) to Burdwan and Bankura, where they are used for house posts, rafters, &c. The district officer remarks that "the large demand for these young trees probably causes much more harm to the forests than that for heavy timber, which can only be cut from mature trees."

33. The trade in *bábui* string made from jungle grass is on the increase. Large quantities pass through Purulia from Singbhoom, and the article is in great demand in Bankura and Burdwan for use in thatching.

34. Tusser cocoons are exported to Bankura, Burdwan, Beerbhoom and Azimgurh in the North-Western Provinces. No reliance can be placed on the figures entered in the table under this head. There is no reason for believing that the exports have declined in the last three years so remarkably as the estimate would show. It may be hoped that the cultivation of tusser silk will some day be developed under European supervision, and the improved processes of reeling described by W. Wardle introduced.

Tusser silk cocoons.

35. The trade in potstone plates is said to have increased greatly of late years. Its chief centre is Patkum in the south-west corner of the district. The opening of the railway will probably stimulate the demand for these heavy articles. The supply of the stone is said to be unlimited. The following remarks on the subject are extracted from a paper on Manbhoom District by Mr. V. Ball :—"Chloritic schists, passing on the one hand into Talcox, and on the other into serpentinous rocks, occur not uncommonly in the sub-metamorphic and somewhat less frequently in the metamorphic series. In building, the varieties of this material have only been used on a small scale for ornamental purposes, for which some of them, as being tough and at the same time easily carved, are particularly suited. They are more extensively employed in the manufacture of altars, idols, plates and bowls. In the southern part of Manbhoom on the frontiers of Singbhoom there are numerous workings, which generally take the form of narrow mines, but are deserted during the rains. From these mines a considerable quantity of stone is annually extracted; the blocks are roughly dressed to the shape required, be it for *lingam* plate or bowl. They are then fixed in a rude lathe, cut into form, and finished with a smooth surface. When finished, they are carted off to Burdwan, where they are in great demand, and a portion are sent on to Calcutta for sale. One class of the varieties used stands fire well, while the other does not. The former is, of course, the most esteemed by the natives. The cracking of the latter is probably due to the water in combination in the more chloritic varieties which becomes released on the application of heat. In many of the ancient temples in Chota Nagpore, images made from this material are met with."

Potstone plates.

Estimated imports of Manbhoom District for the years 1879-80 to 1881-82.

Articles.	1879-80.		1880-81.		1881-82.		Remarks.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
	Mds.	₹	Mds.	₹	Mds.	₹	
European piece-goods	...	3,96,000	...	4,95,000	...	8,67,832 (a)	(a) Of this deduct ₹ 1,20,000 as value of goods re-exported to Lohardugga and Singbhoom. (b) Out of this, 56,000 mds. sent to other districts. (c) 937 mds. valued at ₹ 30,000 exported to other districts.
Country piece-goods	...	98,500	...	1,23,125	...	2,49,297	
Salt	1,45,000	6,43,434	1,81,250	8,04,288	1,70,000 (b)	7,65,000	
Twist	6,600	1,98,000	9,900	2,97,000	11,311 (c)	3,62,000	
Spices	...	55,000	...	68,750	...	1,10,000	
Tobacco	...	...	15,000	67,500	21,333	96,000	
Brass utensils	...	...	...	1,00,000	...	70,000	
Gram	...	...	8,000	17,000	8,000	16,000	
Cocoanut oil	...	...	218	4,375	250	4,000	
Paper	...	...	...	8,150	...	10,000	
Umbrellas	...	10,500	...	13,125	...	14,000	
Sugar	...	...	562	7,312	950	12,350	
Imported liquor	...	3,000	...	2,250	...	395	
TOTAL VALUE.	...	14,04,834	...	20,08,375	...	25,76,874	

36. European piece-goods are imported from Bankura, Raneegunge and Burrakur. The principal centres of distribution are Purulia, Jhalda, Raghunathpore, Govindpur and Chas. The following statement shows the value of the amount estimated to have been imported into each centre during the last three years :—

European piece-goods.

	1879-80.	1880-81.	1881-82.
	₹	₹	₹
Purulia	2,26,000	2,82,500	3,75,000
Raghunathpore	65,000	81,375	1,55,000
Jhalda	62,000	77,500	1,55,000
Govindpur	27,000	33,750	1,30,000
Chas	16,000	20,375	52,832
TOTAL	3,96,000	49,55,000	8,67,832

The consumption of European piece-goods has increased of late among the aboriginal and semi-aboriginal races of Manbhoom, who are also believed to have taken a large proportion of the umbrellas imported in the last three years. Salt is imported by way of Raneegunge and Burrakur, and distributed through the same centres as piece-goods. Brass utensils are imported from Bankura, and the import is likely to continue, as the Manbhoom braziers do not make enough for local wants, and their workmanship is clumsy.

Salt.

37. Clearly the Manbhoom statistics have been compiled with great labour, and aim at a higher standard of completeness than those supplied from other districts of the division. They are based almost entirely on the following data :—

Manbhoom figures how compiled.

(a) Statements of local traders resident in Purulia as to the quantity or value of the stocks passing through their hands during the year; and the proportion of such stocks drawn from, or exported to, districts other than Manbhoom. Traders from the interior of the district were questioned on these points when they visited Purulia; and in all cases, from 30 to 50 per cent. was added by way of correcting the Mahajan's natural tendency to understate his stocks.

(b) Estimates made by local traders at the instance of the compiling officer of the quantity or value of particular articles exported from, or imported into, the whole district.

(c) Estimates framed by the compiling officer of the quantity or value of particular articles which the population of the district ought, on an average, to consume.

(d) In some few instances the traders' books were referred to.

38. With regard to (a) it would be waste of time to dwell upon the various sources of error which such a method of enquiry involves. Every local trader is possessed with a constant dread of enhanced license-tax, and regards statistical enquiries of any kind with the more suspicion because he is quite incapable of understanding the remote general objects which such enquiries have in view. He may believe that the officer with whom he is talking at the moment has no ulterior designs in respect of taxation; but nothing would persuade him that incautious disclosures made by him as to the extent of his dealings, might not hereafter be used by another officer, or another department, for the purpose of assessing a new tax or enhancing an old one. The clumsy expedient of adding a uniform percentage to the statements of stock could only yield correct results if every man lied in exactly the same ratio to the truth. In the present case, as the Mahajans were informed that this correction would be applied, there can be little doubt that many of them made allowance for it in framing their statements. As to (b), no one who has seen anything of the Mahajan class in Chota Nagpore can have failed to be struck by their peculiar inability to take a general view of any subject. Each man knows his own business and nothing more, and it is simply preposterous to expect him to be able to estimate the exports or imports of a whole district, which to him represents merely a set of arbitrary boundaries laid down for the convenience of the courts. Least of all would he be able to distinguish local exports and imports from goods in direct or indirect transit to other districts. At the best, moreover, the enquiry was only partial. It is not pretended that all the traders in the district were consulted, and that the figures represent the total of their statements and estimates. On the contrary, the compiling officer admits that he never left Purulia, and that he merely took any opportunity that offered of questioning traders from the interior who happened to come to Purulia.

Statements of Mahajans untrustworthy.

39. To argue from the recorded population of a district to its probable ultimate consumption is no doubt a legitimate process, but it can only be applied with confidence in the case of salt, and perhaps of some staple food-grains. Thus, in the case of salt, we can say that 17 lbs. is the amount required during the year by an adult, and that 12 lbs. is the average consumption in India, and we may infer from this, that with improved communications and a low duty, the Chota Nagpore Division may be expected to consume perhaps 600,000 maunds of salt. An attempt has been made by the compiler of the Manbhoom figures to calculate the import of European piece-goods on a somewhat similar method. Taking the population of the district at 1,042,117 as recorded in the last census, and deducting 281,174 for children and persons who do not wear European cloth, the remaining 760,943 persons are divided into four classes, spending respectively ₹75, 4, 1, and 0-8 per head on European cloth during the year. The number of persons in each class is then estimated, and their consumption calculated on the following scale :—

Estimates from population not generally applicable.

		₹	₹
2,000	of the upper class spending per annum	75-0 =	1,50,000
200,000	of the middle class	4-0 =	8,00,000
200,000	of the cultivators	1-0 =	2,00,000
358,943	of the poorer classes	0-8 =	1,79,471
760,943	persons spend per annum		13,29,471

Deducting from this ₹3,62,000, being the value of twist imported from Calcutta to be made into cloth in the district, the remainder ₹9,67,471 is taken as "the minimum value" of piece-goods imported from Calcutta for the "consumption of the people of Manbhoom." It is not clear why a smaller amount was entered in the figured estimate for 1881-82, and subjected to a further deduction on account of re-exports; but the whole calculation rests upon such highly conjectural data, that it would be waste of time to examine it in detail. Again, the import of salt is calculated on the assumption that 999,452 men consume 1 tola a day or 4·56 seers (say 9 pounds) in the year. I have not ascertained why the salt-consuming population was taken at this particular figure, which corresponds neither with the total population of the district nor with the total number of males or heads of families recorded in the last census.

40. Enough has perhaps been said to show that the existing estimates of the trade of Chota Nagpore are based upon methods which could, in no case, be expected to yield correct results, and must be treated as wholly fallacious. I will now reproduce, in a condensed form, the only local statistics which can pretend to even approximate accuracy. In February 1881, arrangements were made for recording daily number of carts passing through the *serai* or rest-house at Govindpur on the Grand Trunk Road, with the starting place and destination of each cart, and the quantity of goods carried. The system was carefully supervised, and the figures are believed to be substantially correct. They certainly do not exaggerate the traffic, as it was to the interest of the farmer of the *serai*, by whom the register was kept, to understate the number of carts on which his own profits depended.

Registered trade on the Grand Trunk Road.

Perhaps 10 per cent. might be added to make up for carts which escaped registration, or were purposely omitted by the farmer, but I have not thought it worth while to apply this correction. In August 1881 the Sub-divisional Officer of Govindpur compiled these statistics for the six months, February to July, and reported on the subject to the district officer, suggesting the introduction of a system by which the traffic of the whole division, except the areas exporting by Gaya, Giridih and Midnapore might be registered at certain points in Manbhoom District. This proposal was recommended to the Commissioner of the Division, but was lost sight of at the time. Shortly afterwards, a new Sub-divisional Officer stopped the registration of traffic at Govindpur. The proposal has since been revived, and a system of registration has been introduced within the last month, which will record a large portion of the trade passing through Manbhoom on the roads marked with green arrows in the map.

41. Exports from Chota Nagpore to Bengal, registered at Govindpur on the Grand Trunk Road during the six months, February to July 1881.

Registered exports.

Articles.	Quantity in Mds.
Oilseeds — Mustard	22,279
Oilseeds — Surgujia	1,080
Oilseeds — Til	997
Oilseeds — Linseed	756
Oil	1,750
Oilcake	192
Cotton seed	544
Mohua petals	1,923
Timber	7,684
Bamboos	4,288
Sticklac	437
Vrid Biri	389
Gram	32
Tobacco	50
Jira spice	32
Hides	96
TOTAL	43,229

Registered imports. The imports during the same period were :—

Articles.	Quantity in Mds.
Salt	34,979
Condiments	608
Piece-goods	515
Ganja	300
Wine, &c.	238
Tobacco	206
Rice	250
TOTAL	37,096

42. Out of the 43,229 maunds of exports, 33,180 maunds were from Hazaribagh, Lohardugga and Gaya Districts. Chuttra in the north-west of Hazaribagh sent 10,511 maunds of oilseeds and cotton. Only 4,682 maunds of produce, chiefly timber and bamboos, were exported from these districts to Burrakur, the remainder being sent direct to Raneegunge past the two stations of Giridih and Burrakur. A much larger proportion (3,316 out of 10,247 maunds) of the Manbhoom exports as opposed to the through trade, was sent to Burrakur.

Sources of export.

43. Of the imports 1,557 maunds were sent from Burrakur, 768 maunds from Burdwan, and the remainder direct from Raneegunge. Out of the total 37,096 maunds recorded, no less than 32,779 maunds were destined for Hazaribagh and Lohardugga. Chuttra in Hazaribagh took 14,454 maunds, including 13,543 maunds of salt.

Sources of import.

44. It is not suggested that these figures supply data for estimating the traffic of the entire division. They only relate to a portion of a single route, and it is believed that they do not fairly represent the magnitude of the trade even on that section. The stream of carts passing along the Grand Trunk Road, which is noticeably large from September to March inclusive, falls off with the beginning of the hot weather in April, while during the rainy months the amount of traffic from distant places is very trifling. The period covered by the statements given above includes, therefore, four months when traffic is slack, and only two (February and March) when it is fairly brisk. Similar figures for an entire year would certainly show a much larger proportional total.

Figures incomplete.

45. Here I may bring this note to a close. Nothing would be gained by piecing together incomplete and conjectural estimates of the trade of particular districts, and endeavouring to surmise how far

Totals of official estimates worthless.

their total falls short of, or exceeds, the entire exports or imports of Chota Nagpore. Nor would facts justify us in assuming that the trade registered at Govindpur represents any definite proportion of the trade of the division. Without some such assumption the Govindpore figures, interesting and curious as they are, can have no direct bearing on the prospects of the new railway. No portion of the trade which they record is likely to be carried by a line running from Sitarampur through Purulia. The causes which at present bring a large share of the trade of Hazaribagh, and of the other areas which send their produce to Chuttra down the Grand Trunk Road to Raneegunge, will operate with equal force when the railway is open; and, if in course of time, this stream of traffic should change its channel, it will flow to Gaya and Giridih rather than to any centre on the new line of rail. At present Giridih, like Burrakur, is little more than an overgrown coal depot, its produce market being four miles off at Pachamba. It is, moreover, cut off from the Trunk Road by the unbridged Burrakur river. Carters from Chuttra halting at Govindpur on their way to Raneegunge have repeatedly assured me, that if the Burrakur were bridged, they would take their goods to Giridih; and I expect that when the recently sanctioned bridge over the Burrakur is completed, there will be a sensible decline in the exports through Govindpur from Chuttra, Burhee and Bagodar.

Summary.

46. For the present this note can only claim to have established the following rather meagre conclusions:—

(i) No materials exist for framing even a probable estimate of the quantity or value of the exports or imports of the Chota Nagpore Division.

(ii) The system of trade registration recently introduced in Manbhoom will furnish a mass of statistics accurate enough for all practical purposes; but the new arrangements have only been working since the 1st of June, and figures for any period less than a year would be misleading.

(iii) The railway through Manbhoom and Singbhoom may count upon carrying the surplus produce of those districts, of a great part of Lohardugga, and of that portion of Hazaribagh which exports, by way of Gola and Chasnanda or Jhalda. It will not carry the exports of Palamow or of Hazaribagh districts generally, and it will also miss so much of the trade of the tributary States and Lohardugga as is collected at Chuttra. If I might hazard a conjecture on a subject so obscure, I should be inclined to suggest that the road from Rabkob in Udaipur, through Jashpur to Lohardugga and thence to Ranchi, might fairly be taken to indicate roughly a line north of which trade will flow towards Garwa, Daltongunge and Chuttra, while on the south it will be attracted by the railway. To the east of Ranchi the railway ought to absorb the whole trade of the country except that of the extreme eastern border of Manbhoom District. I say *ought* to absorb advisedly, because great allowance must be made for the strong attraction of Raneegunge, and for the time required for an important trade centre to establish itself on the new line. Until such a centre springs up, the experience of Burrakur teaches us that a large proportion of the traffic with Bengal will run direct to, or from, Raneegunge, even though it has to cross the new railway to reach its consignees.

Enclosure No. 3 to Railway Resolution No. 799 R.C. of 1887.

No. 1080R.C., dated Fort William, the 16th December 1882.

From—The Secretary to the Government of India, Public Works Dept., Railway,

To—The Secretary to the Government of Bengal, Public Works Department.

I am directed to intimate for the information of His Honour the Lieutenant-Governor that at a Conference recently held at Gaya, for the purpose of discussing the question of the reconnaissances which should be made in connection with the projected line of railway between Benares and Cuttack, and at which—

The Hon'ble T. C. Hope, C.S.I., C.I.E.,
Colonel W. S. Trevor, V. C., R. E., Secy. to the Govt. of India, in the P. W. Dept.,
Mr. G. F. K. Hewitt, Commissioner of Chota Nagpur,
Mr. H. H. Risley, Assistant Commissioner of Manbhum,
Mr H. W. Warden, Assistant Secretary to the Govt. of Bengal, P. W. Dept.,
Mr. W. C. Furnivall, Agent and Chief Engineer, Bengal Central Ry. Co.,

were present, the following conclusions were arrived at:—

I.—That in connection with the projected Sitarampur-Nagpur Railway, Mr. Hewitt has now withdrawn all opposition to the southern route.

II.—That a through railway from Moghal Serai to Cuttack was unanimously approved of and considered the best means of opening up Chota Nagpur coupled with a connection between such a line and Gaya.

III.—That a line traversing the Ranchi plateau, and descending by Bandgaon and Chakadarpur, or by Palkhet to Laingarh or other suitable point, to a junction with the Nagpur-Sitarampur Railway, was admitted to be the best, but doubts were expressed whether either ghât would prove practicable.

IV.—That in default of such a line over the top of the plateau, a line skirting its base, through the Damuda Valley to Jhalda (a great mart), and thence to Purulia, preferably, or Chandil, joining the through line from Nagpur to Sitarampur at one of those points, was approved. It would open up the Karanpura and Ramgarh coal-fields.

V.—That a variety of reconnaissances were found to be necessary before the best route could be determined upon with any certainty.

2. In pursuance of the above, arrangements have already been made with the Government of the North-Western Provinces and Oudh for examining a line from Moghal Serai to Gharwa near Daltonganj, *vid* Naughar and the Upper Son, in hopes of finding a less costly crossing of that river than that at Dehri—*vide* Public Works Department docket No. 1045 R. C. of the 9th December 1882, enclosing copy of those orders for the information of His Honour the Lieutenant-Governor.

3. I am accordingly to request that, with the permission of His Honour the Lieutenant-Governor, every effort may be made to complete this season the following reconnaissances.

A.—A line from Gaya to the neighbourhood of Tori at the foot of the Ranchi plateau to the westward of the direct line by Chuttra, which was examined last year.

B.—A junction between some suitable point on this line and Gharwa, up to which the Government, North-Western Provinces, are examining the line from Moghal Serai.

C.—The best ascent discoverable between the Tori point and the top of the Ranchi plateau.

D.—A continuation thence across the plateau and a descent *vid* Bandgaon and Chakadarpur to the "southern" route of the Nagpur-Sitarampur line. The Government of India, I am to add, attach considerable importance to the discovery of a suitable descent from the plateau in this quarter. Bandgaon and Chakadarpur should not be considered obligatory points, in the event of a better line being obtainable elsewhere. The ghâts in this direction should be carefully and thoroughly explored.

E.—In the event of failure to obtain such a descent (but not otherwise), a line which has been suggested as possible, from Lohardugga to the west of Palkot and descending to either Suadi or Laingharh, may be examined.

F.—A continuation from the descent by Chakadarpur (or thereabouts) by Chaibassa, to the bank of the Mahanadi opposite Cuttack by the valley of the Baitarni, or otherwise, as the Government of Bengal may deem most advisable.

4. I am also to request that the Government of India may be favoured with any information, derived from canal or other surveys, which the Government of Bengal may possess as to this last route and others to Cuttack, including that from Sambalpur.

Enclosure No. 4 to Railway Resolution No. 799 R.C. of 1887.

BENARES-CUTTACK RAILWAY—GAYA BRANCH.

Mr. Parker's Preliminary Report and Estimate.

This branch line, which is included in the general scheme of the Benares-Cuttack Railway, is projected to afford communication between Gaya and Palamow, and to afford an outlet for the coal of the Daltonganj field to the north-east.

2. A considerable amount of goods from Daltonganj and Garwa is exported to Gaya and Maharajganj, from which places also the requirements of Palamow and Sirgujia are imported.

3. The branch leaves the main line at Sukhua, a village six miles from Daltonganj and 145⅛ miles from Mogulserai. A preliminary survey was executed in 1879, but the project does not appear to have been matured. In the cold season of 1882-83, Captain Laugharne, E. G., made a reconnaissance of the country, and, without any knowledge of the existence of the previous survey, followed, almost mile per mile, the route selected in 1879, the only exception being a slight divergence between Sherghati and Gaya, the reconnaissance line avoiding the double crossing of the Jamna and its tributary.

4. A trial line was run by Mr. Luff in the cold season of 1883-84 *vid* Chattarpur and Patan, but as the line would have been six miles longer than that originally selected, and involved gradients of 1 in 75 through the hills between Chattarpur and Daltonganj, this route has been abandoned.

5. The alignment located leaves the Sukhua station with a mile radius curve, and, running to the north-east, crosses the Jingoi Nulla at 5¼ miles, near the village of Sirma. It will probably be found advisable to correct the alignment between Sirma and Sukhua so as to join on to the main line east of the Jingoi Nulla, and thus avoid the construction of a second bridge.

6. The country is fairly easy, and gradients are 5 and 6 feet per 1,000 up to the 9th mile, where the line rounds the corner of the hill range which lies east and west, and runs down very nearly to the left bank of the Jingoi Nulla. For two miles some very rough and broken ground is passed over, and up to the 16¼ mile the drainage from the hills, running into the Jingoi river, is crossed, the country being partially cultivated.

7. There is a continuous rise up to the 21¾ mile, Mannatu village, where the line crosses the ridge which borders the Ganges plain on its south side. The gradients are in short lengths not exceeding 8 feet in 1,000 with intermediate levels. With the exception of two short heavy banks, the work is not very expensive.

8. From the summit, which is 1,087 feet above mean sea-level, a continuous descent of 1 in 100 for five miles brings the line down into the valley of the Mohur river, crossing the Baludah Nulla, a tributary of the Mohur, on a level half a mile long. There is a heavy cutting at the top 1½ miles in length and from 13 to 48 feet deep. Near the bottom of the incline is a very heavy embankment for 1½ miles, the Bewalthar Nullah being crossed twice at a height of 48 and 42 feet above its bed. The double crossing is said to be unavoidable, owing to the sharp bend of the stream.

9. The cuttings are in hard gneiss rock, and will be expensive to work. The banks also will be expensive as soil is not easily procurable, and must be tipped from the cutting.

10. From the Baludah river, 26¾ mile, the work is comparatively easy, and gradients flatten off, the country improving up to the crossing of the Mohur river near Lokudi, at 33rd mile, which is 486 feet below the summit at Mannatu.

11. From the 33rd to 56¾ miles the line follows the course of the Mohur, and crosses several tributaries which flow into that river from the adjacent hills. The gradients are easy, but there is a good deal of bridging and comparatively heavy work. The country is undulating, partly under cultivation, with large patches of scrub jungle.

12. From the 57th mile to Gaya the gradients are light and the work easy. The grand Trunk Road is crossed at Gopalpúr, 1½ miles from Sherghati, mile 59; thence keeping west of the Jamna river, the line crosses it at mile 76, and joins in to the Patna-Gaya State Railway at the south end of the station ground, following the curve already laid out through Macleodganj, which is now enclosed by houses.

13. The length of line from Sukhra junction to Gaya is 80 miles, 1·96 chains. This is shorter than the original reconnaissance route, which was estimated up to Daltonganj. The probable cost, calculated from preliminary survey section, will be ₹67,39,013, or ₹84,238 per mile, which is probably a maximum.

14. The only trading towns on the route are Daltonganj and Raniganj, a mart on the east bank of the Morhur river opposite to Imamganj, which is simply a thana and postal station. At Sherghati there is but little trade. Raniganj is the central depôt for the south-western portion of the Gaya district.

15. It is estimated that coal can be landed at Gaya for ₹6-3 per ton, assuming the cost of Daltonganj coal to be ₹3-8 per ton at Sukhua station. The cost at Bankipur would be ₹6-14-6. The Giridih coal delivered at Gaya would cost ₹9-3 per ton, and at Bankipur ₹7-13-9 per ton. The saving in cost of coal at Gaya would be ₹3 per ton, and at Bankipur 12 annas 6 pie per ton, if Daltonganj coal be used.

16. The consumption of coal for 1882 on the Tirhoot and Patna-Gaya Railways is estimated as follows:—Tirhoot 4,000 tons, Patna-Gaya 3,000 tons. As considerable extensions are being made to the Tirhoot line, the consumption will probably rise to 10,000 tons before the completion of this projected branch railway: 10,000 tons may be also allowed for the Bengal-North-Western Railway now nearly completed.

17. The saving in cost of coal to these railways would amount to ₹25,062, thus—

Tirhoot, 10,000 tons	at ₹15-3	₹	9,531
Bengal-North-Western, 10,000 tons	„ 15-3	„	9,531
Patna-Gaya, 3,000 tons	„ 2-0	„	6,000
	Total	„	25,062

18. The carriage of 23,000 tons of coal at 4¼ pie per ton mile over 80 miles of line would bring in ₹43,125. There would probably be also a traffic in firewood, as fuel is scarce in the Ganges Valley, while it is very abundant in Palamow.

19. In addition to these items Captain Laugharne shewed in his reconnaissance report that the general traffic in goods between Daltonganj and Gaya would probably amount to ₹5,713 per mile per annum, which, for 80 miles, would be ₹4,57,040 per annum, or ₹110 per mile per week.

20. These figures were obtained from statistics furnished by Mr. R. W. Renny, Assistant Commissioner of Palamow, and are in excess of the actual receipts for goods of the Gaya Railway for 1882; the total receipts of the Patna-Gaya Railway for merchandise in 1882 were only ₹1,75,540 for the year, which probably included the trade with Palamow. Considering that this trade is carried on principally by pack bullocks, Mr. Renny's figures

probably represent the trade of the whole district in every direction. A great deal goes to Maharajganj in the western part of Gaya district, which is a great depôt from which merchandise is again exported to the surrounding districts and to the East Indian Railway. This will probably be now diverted to Gaya.

21. It will probably be safe to take half the amount estimated by Captain Laugharne as the receipts from goods traffic, *i. e.*, ₹2,28,500, equivalent to a freight per annum of 8,22,600 maunds at two-thirds pie per maund per mile over the whole distance, and half of this may be be taken as extra freight to be carried over Patna-Gaya Railway.

22. The pilgrims for Gaya who would go on to Cuttack would probably travel onwards by the Benares-Cuttack Railway, as the distance to Chandil, where the line joins the Bengal-Nagpur Railway, is only 246½ miles against 335⅜ from Gaya to Chandil by Bankipur and Sitarampur.

23. The passenger traffic of the Patna-Gaya Railway for 1882-83 produced gross receipts ₹3,64,762, which compared with receipts from goods traffic ₹1,75,540 is over 2 to 1. On other main lines the passenger traffic is from half to one-third of the goods traffic. The passenger traffic of the Patna-Gaya Railway must therefore be greatly increased by the pilgrims visiting Gaya. The average number carried per diem was some 1,700.

24. A large number of pilgrims do travel now on foot southwards from Gaya, who would probably take advantage of the proposed railway. Assuming that 500 passengers per diem travel from Gaya to Sukhua the receipts per annum at 3 pie per mile would be ₹2,23,125.

25. The total direct returns therefore would be ₹4,94,745 per annum, thus—

	₹
Coal traffic	43,125
Goods	2,28,500
Passengers	2,23,128
TOTAL	4,94,745

of which working expenses would be about ₹2,47,370, or 50 per cent. The balance ₹2,47,375 represents a return of 3·67 on a capital of ₹67,09,000.

26. The indirect returns would be ₹1,30,947, thus—

	₹
Saving in cost of fuel on Tirhoot and other railways	25,062
Extra freight over Patna-Gaya Railway of 20,000 tons of coal at 4⅓ pie per ton per mile	26,719
Extra freight on Patna-Gaya Railway over 400,000 maunds carried 57 miles at ⅔ per maund per mile	79,166
TOTAL	1,30,947

which is equivalent to 1·94 per cent. more on the capital to be invested, *i.e.*, the profit to the State would be 5·61 per cent.

27. An index plan and section accompany this report. The final estimate will be submitted on completion of the working drawings. The amount of this preliminary estimate is not likely to be exceeded.

Enclosure No. 5 to Railway Resolution No. 799 R.C. of 1887.

No. C. 150 W. R., dated 17th September 1884.

From—COLONEL J. O. MAYNE, R. E., Secretary to the Government of the North-Western Provinces andOudh, Public Works Department, Railway Branch,

To—The Secretary to the Government of India, Public Works Department.

I am directed to acknowledge the receipt of your letter No. 772 R. C. of 3rd September 1884, forwarding a copy of a report and estimate on the Benares-Cuttack Railway Survey, with a map showing the alignment west of Gurhwa, and asking for an expression of opinion from His Honour the Lieutenant-Governor, North-Western Provinces, as to the alternative routes suggested for reaching Mogulserai.

2. In reply, I am directed by the Lieutenant Governor to state as follows. The two routes crossing the Sone River at the same site, *viz.*, Parcha, may be thus described :—

(1) From the north bank of the River Sone running along the banks of the river in a westerly direction for about 30 miles, then turning northwards and traversing a portion of the Ghazipur District, yet undevoloped, for some 45 miles, and then 25 miles well cultivated country, making a total length of 100 miles to Mogulserai.

(2) From the north bank of the river hugging the banks of the Sone in a north-westerly direction for some 40 miles, and then turning towards the west, would traverse some 60 miles of country already well developed and cultivated, of which only about 16 miles would lie within the limits of the Ghazipur District. The total distance to Mogulserai being about 105 miles. The two routes are practically the same length.

3. Route (1) practically serves the North-Western Provinces locally to the best advantage, whilst route (2) would traverse a more fully developed tract of country. The location, however, of so important a line demands consideration on a larger basis than purely local interests.

4. It is gathered from the report received that route (2) will be nearly a level line with easy work the whole way, whereas from former reports it is known that route (1) necessitates heavy gradients and difficult works.

5. The cost of the first section by route (2) excluding cost of bridge, it is also understood, will be about ₹ 88,000 per mile against ₹ 1,02,600, the estimated cost of first section per mile by route (1), so by adopting the former, a saving of some 10 lakhs will be gained.

6. Further, as a very heavy coal traffic is anticipated between Chota Nagpur and Mogulserai, rout (2) will possess very considerable advantages in allowing full loads to be hauled and thus keep down the cost of the coal.

7. Sir Alfred Lyall, therefore, whilst feeling that for provincial interests route (1) is so far preferable that it would open out and develope a tract of country now much shut off and land-locked for want of communications, considers that the larger views in favour of route (2) should prevail.

Enclosure No. 6 to Railway Resolution No. 799 R.C. of 1887.

Report by MR. H. GRAVES upon the First Division from Garwa to Rud.

Alignment.—In the first 30 miles (from Garwa) of this section the alignment is determined by the following considerations :—

(*a*) The necessity of passing through the Daltonganj coal-field.

(*b*) Selection of the best crossings for the numerous rivers and nallahs.

In fact it may be said that the latter consideration rules the location.

2. Commencing from Garwa with a square crossing of the Dauronaddi, the line proceeds on a bearing of 285° 10′ to the neighbourhood of Banpurwa at the 6th mile, from which curve No. 1 takes it into a straight run of seven miles across the Tuhleh nallah and its two sub-tributaries, the Amriti and Kankuria, to the 13th mile at Ledki, avoiding the heavy ravines just north of this village. Here curve No. 2 brings the alignment to a bund opposite the village of Pattria in the 16th mile, where a slight bend (curve No. 3) carries it square across the river Koel and into the heart of the coal-field.

From Garwa to the Koel river, the locations is abandoned, as the line from the north-west must keep to the north side of the Garwa hill, and joins Mr. Graves' location close to the Koel river.

W. H. P.

3. On the east bank of the Koel, curve No. 4, at mile 18, brings the alignment into straight run, the location of which, after a great deal of trouble, was effected, giving good crossings to the Jingoi nallah and its sub-tributary, the Banka nallah. On this piece of straight is the Sukhua station at mile 19, from where the Gaya-Palamow branch takes off. At mile 22, on leaving the coal-field, curve No. 5 takes the alignment across the Amanat river and the Kundri nallah to mile 24½ ; here a bend to the left (curve No. 6) was necessary in order to avoid the ravines of the Maila nallah, and another curve to the right (No. 7), near Mundarria, at mile 26, gives a square crossing of that river.

4. At this spot some difficulty was experienced in effecting a location so that the crossing, which will not bear shifting either way, should not be altered, and at the same time the small tributary nallah to the east avoided. This was managed by putting in two small curves (Nos. 8 and 9) at mile 28½.

5. From here the alignment proceeds up the watershed between the tributary nallahs to curve No. 10 at the 30th mile. A bend to the left carries it to the neighbourhood of Barikhas at the 33rd mile, where curve No. 11 was necessary to avoid the hill at milli 35, curving No. 12, round which, in order to keep clear of the Maila naddi, it runs to curve No. 13 at the village of Ponchi (36½ mile). From here the line runs past Chafti Sathbarwa to the 38th mile, where a curve No. 14 is necessary in order to cross the hill range at mile 39½ at the lowest point consistent with a fair alignment.

6. On leaving this hill range, curve No. 15 at the 40th mile takes the line past the hillock north of Pipra through difficult ground covered with ravines to the neighbourhood of the Charwadih Hills at mile 42½. Here the location gave a great deal of trouble, the country being dotted over with isolated hills and hill ranges covered with dense jungle obscuring the view on all sides. On running the trial from Mankah, the lowest pass among the numerous hills was taken, and it was only on the return journey that, on obtaining a view from Charwadih Hill, it was seen that a line run straight from there towards Sinjoh, at mile 46, would in all probability avoid the hills as well as the village of Mankah through which the trial line ran. This was accordingly done, and the result proving favourable, curve No. 16 at Charwadih Hill was put in and the line taken straight to Sinjoh, where curve No. 17 carries it across the Sukri naddi at the 49th mile.

This crossing of the Sukri nallah is obligatory.

W. H. P.

7. From here commenced the most difficult part of the alignment, the country for the next nine miles being nothing but rocky hills covered with dense forest. After crossing the Sukri, curve (No. 18) takes the line to the bank of the Auranga at mile 52, the country to the north being a mass of high hills, making it necessary to look for a route by keeping in the valley of the river. By a succession of curves Nos. 19, 20, 21, 22, 23, 24, the first three of which are of 1½° deflection, a practicable line was obtained, and the 57th mile reached on the heights north of and close to Latiahur. Here a curve (No. 25) carries the alignment past the village to curve No. 26 at mile 58½, and, avoiding the high ground to the north of the police rest-house, brings it into the Auranga coal-field. After crossing the Auranga river a turn (curve No. 27) to the left at the 61st mile is necessary to avoid the Gawa nallah.

8. From here the line runs up the watershed with a slight bend (curve No. 28) at the 63rd mile near Jalum, where it leaves the coal-field, to the 2nd crossing of the Auranga at the 65th mile. Crossing this river square to curve No. 29 at the 66th mile, it proceeds so as to avoid the numerous nallahs west of Keeta to mile 67½, from where curve No. 30 brings it through another small corner of the coal-field to the neighbourhood of Rud. The last curve (No. 31), the only curve of 4° deflection in the alignment, carries it into the prolongation of the first piece of straight in the alignment of the 2nd division.

This alignment has since been improved by connecting the location of this season with that of the valley alternative of 1884-85.
W. H. P.

9. *Gradients.*—The first 37 miles, *i.e.*, from Garwa to Sathbarwa, may be considered fairly easy, rising and falling with short grades until a total rise of 222 feet is accomplished at the latter station. From here there is a continuous ascent of one in 100 to Mankah in the 46th mile, broken in two places by a short stretch of level 3,000 feet long and a falling grade of 1 in 100 (for 1,200 feet) at Namudag. The total rise in this run of 10 miles is 340 feet. A more surface line avoiding the heavy embankment east of Sathbarwa could undoubtedly have been obtained by curving to the south from Sathbarwa, running along the north base of the hills shown in the working plan, and rejoining the line just before entering the pass through the hill range; but a considerable increase in the length of the line, together with the necessity of running over four extra curves of probably short radii made this improvement a doubtful one.

When marking out the line, it would be advisable to endeavour to effect this improvement which, from inspection of the plans, would appear to be very desirable.
W. H. P.

10. From Mankah to the Sukri at mile 49, the descent is made up of easy grades varying from 1 in 100 to 1 in 200, broken by a short stretch of level, the total fall being 102 feet. From the Sukri river the grades are much cut up, rise and fall abruptly, until the second crossing of the Auranga between Jalum and Kita (at the 65th mile), from where a rise of 1 in 100, broken by a stretch of level 1½ miles long, brings the line to the junction with the 2nd section at Rud, having surmounted 430 feet after leaving the level run over the Sukri bridge.

11. *Character of country.*—The country in the neighbourhood of Garwa, our point of departure, may be described as open and undulating as far as Banpurwa at the 7th mile. From this the ground is much cut up with deep ravines covered with dense jungle on the banks of the Tuhleh nallah and its tributary the Amirti nallah, after a break on the east bank of this latter stream, where a new village, Goriadamar, has sprung up.

12. The dense jungle and ravines are again continued across the Kankarria to within a short distance of Ledki at the 13th mile. The country is now open and under cultivation as far as the west bank of the Koel river, where ravines are again met with. From the east bank, with the exception of the plots which immediately surround the villages, and have been brought under cultivation, the same ravines continue, becoming very heavy in the neighbourhood of the Jingoi and Banka nallahs at the 21st mile, where great difficulties were experienced from the dense jungle consisting of Khair trees, the branches of which are interwoven with creepers.

13. From the 21st mile to the west bank of the Amanat river, the land is cultivated, but jungle again stretches from the east bank of this river across Kundri nallah into heavy ravines in the neighbourhood of the 25th mile, from where a couple of miles of rice cultivation bring us to the difficult ground near the Maila river and its tributaries. Here nothing but jungle and ravines is seen until, on reaching the 32nd mile, the country again becomes open near Barikhas and up to Sathbarwa.

14. From Sathbarwa to Latiahur, a long stretch of 20 miles, the most difficult ground is met with, especially between the Sukri nallah and Latiahur, where low hills, covered with dense forest, made the location of a practicable line a matter of great trouble and difficulty.

15. From Latiahur to the junction with the 2nd division at Rud alternate patches of jungle and cultivation are found, with the exception of the neighbourhood of the Auranga river, the banks of which are cut up with ravines and covered with jungle.

16. There are in this district miles and miles of country which, although very uneven, could be brought under cultivation. Wherever this has been done, the new settlers have,

owing to the excellent quality of the soil, been rewarded with luxuriant crops of wheat and gram, &c.

17. *Waterways and sites of river-crossings.*—There are altogether 193 bridges and culverts on this section. Excluding the larger bridges, 123·2 square feet of waterway have been allowed per mile of line, and taking the larger bridges into account, this item is raised to 1,192 square feet.

18. The amount of waterway in running feet per mile is as follows:—

Major bridges	Feet	56·3	Total 78·7 running feet per mile.
Minor bridges	„	22·4	

19. The foundations of the minor bridges and culverts present no difficulty whatever, rock being found throughout in the bed, or with only a thin layer of 3 or 4 feet of sand and gravel overlying it.

20. The major bridges (*i.e.*, of more than 60 feet waterway) of this section are nine in number, and the rivers for which they provide waterway are as follow (showing depth of rock below bed):—

River	Depth of rock below bed.
Dauru	4′
Tuhleh	Rocky bed.
Koel	25′
Jingoi	Rocky bed.
Amanat	15′
Maila	8′
Sukri	6′
Auranga, 1st crossing	8′
Auranga, 2nd „	8′

Rock crops up in the banks of all at the crossings, so that the abutments would in all cases have rock foundations about bed level; the beds themselves also show rock cropping up here and there except in the beds of the Koel, the Amanat, the Maila, and the second crossing of the Auranga.

21. The following notes were taken of the various streams at the railway crossings:—

Dauro Nallah, 9 spans of 40 feet, mile 1.—The spot selected, which gives a square crossing, is the only one (north of the sharp bend) where rock exists throughout in the bed, and where the breadth of the stream is a minimum.

Tuhleh Nallah, 10 spans of 40 feet, mile 8½.—The banks at the crossing are high and well-defined, and the stream narrower here than elsewhere.

Koel river, 14 spans of 100 feet, mile 17.—A mile above the crossing, the Koel is joined by the Amanat, and the cross action of the waters of these two rivers is such that considerable erosion of both banks takes place, except at one spot where it is prevented by the presence of rock, by which the stream is necessarily confined within the narrowest limits. This spot has been chosen for the crossing.

Jingoi, 5 spans of 40 feet, mile 21.—This stream is similar in all respects to the Tuhleh Nallah, both having a fall of between 13 and 14 feet per mile, and showing the same huge gneiss boulders in the bed. Some difficulty was experienced in obtaining a good crossing of this stream and its tributary the Banka Nallah combined.

Amanat, 7 spans of 100 feet, mile 24.—This river is a tributary of the Koel, and joins it one mile above the crossing of the latter. The spot at which the trial line crossed being found unsuitable in consequence of its breadth, another point, a mile further down, was chosen, and a saving effected of from 300 to 400 feet of waterway. The stream here is confined between high banks and shows rock on both abutments, stretching well out towards the centre of the bed.

Maila Nallah, 5 spans of 40 feet, mile 28.—The crossing of this stream is square, and the banks high and well-defined.

Sukri Nallah, 9 spans of 40 feet, mile 49.—The line crosses just below the junction of this river with the Kurkut Nallah, and the spot was necessarily fixed by the alignment on either side.

Auranga, 1st crossing, 3 spans of 60 feet, mile 60.—The crossing of this river, which was fixed to a great extent by the necessity of avoiding the hills to the north-west and the Gawa Nallah, is almost square, and the bed and banks are all rock.

Auranga, 2nd crossing, 4 spans of 40 feet, mile 65.—The crossing here is square, and the banks high and well-defined.

22. *Station sites.*—The stations on this section are as follow:—

1. Sukhua	Mile	19
2. Kodelwar	„	30
3. Sathbarwa	„	37
4. Manka	„	45½
5. Latiahur	„	57½

23. *Sukhua* is an engine-station, and the junction with the Gya-Palamau Branch. It is on a straight run, 1,400 feet of level in the centre, and the remainder, 800 feet on the west and 1,150 feet on the east, on falling grades of 1 in 200. Its situation is about the centre of the Daltonganj coal-field, and two miles from the Singra workings, from which the supply of coal is at present derived. It would also be the station for Daltonganj, which is 6½ miles distant. Water for the engines would be got from wells, the depth to which they would have to be sunk to hold 15 feet of water being 35 feet.

Chattar station has since been added to this list.
W. H. P.

24. *Kodelwar* is a third class station, the whole length on a curve of 1° deflection and on a falling grade, from south to north, of 1 in 500. The engine-well would here have to be sunk through 50 feet of hard soil and rock.

25. *Sathbarwa* station is close to the large village of Sathbarwa, at the foot of the ascent leading to Manka and on the road from Ranchi to Daltonganj. It is a third class station, and the water-level is at about 15 feet from the surface. The well would therefore have to be sunk 30 feet. The alignment here is on the straight and formation all on the level.

26. *Manka* station (third class) is close to the large village of that name, and on the main district road. The engine-well would be sunk 30 feet. The alignment is on the straight and level, with the exception of 940 feet at the west end, which is on a grade of 1 in 100. This will, however, not effect the level of the station yard, as the ground will allow the sidings to be run out on the level without embankment.

27. *Latiahur* is a third class station close to the village of Latiahur, where a considerable trade in grain is carried on. The alignment is straight and the station ground level throughout. The engine-well would be sunk 30 feet. This station is situated on the western edge of the Auranga coal-field and 3½ miles from the village of Gawa, which is close to the line, and is mentioned in the report of the Geological Survey as one of the likely spots where good coal would be found.

28. *Material available and rates.—Building-stone* of good quality, but difficult to work, is to be had from the Banda and Sanpurwa Hills, about four miles north of the village of Garwa, and also directly on the line on the banks of the Tuhleh river; also two miles north of the line between the villages of Maddia and Lakhna. Sandstone fit for building is found at Kotam Raj hill, eight or nine miles south of Garwa.

29. The sandstone of the Daltonganj coal-field, *i.e.*, all within the area of the coal-bearing strata, does not appear to me fit for building purposes; its texture is granular, coarse, friable and earthy; a fair stone is obtainable outside this area near the village of Pokraha, about seven miles sourth-east of Daltonganj, as also in the neighbourhood of the Maila river crossing at the 28th mile. At this point the crystalline series is met with, and rocks of granitic gneiss are found all along the line at intervals as far as the Auranga coal-field, which commences about a mile east of Latiahur.

When construction is put in hand, further search will probably show that sandstone fit for building purposes can be obtained.
W. H. P.

31. A great deal having been heard of the stone in the Palamau forts, I paid the latter a visit. They are built on isolated hills, and were in former days the stronghold of the Rajahs of Palamau; to judge from the height (in some places 90 feet) and thickness of the walls, they must have been almost impregnable; they are now in ruins and overgrown with dense jungle inhabited only by wild beasts. The walls are made of stone and brick indiscriminately mixed and cemented together by a profusion of the best mortar. In the jambs and soffits of some of the gateways are large slabs of beautifully-dressed stone, eminently suitable for girder-bed pieces; one I measured was 8′ × 1′ 8″ × 8″. Amongst the ruins were found most exquisite carvings as sharp and well-defined as if they had only just been executed, notably the brackets of a balcony over one of the gateways, each bracket containing the figure of an elephant carved in full, its size being only about 1′ 3″ long by 9″ high.

32. The stone used is apparently a crystalline limestone almost approaching quartzose in hardness, but capable, as shewn by the above-mentioned decorations, of bearing the most delicate chiselling. Another slab measured 6 feet square by 8 inches thick, hewn in the form of a *dais*; the body, to a depth of 4 inches, being chiselled out underneath, leaving eight pedestals at exact intervals of 2 feet round the outer edge of the slab.

33. The same remark, as regards the unfitness for building purposes of the sandstone of the Daltonganj coal-field, applies also to the Auranga field; all specimens that were obtainable shewed the same coarse, friable texture, and broke off easily under the hammer. Some large slabs were found upright, embedded in the soil 500 feet west of the village of Kinanmand; one of these measured above ground 11′ × 3′ × 1′, but the quality of this stone would render it useless in such a position as the lower courses of the pier of a large bridge, as it would crush under the superincumbent weight.

34. Outside the area of the coal-bearing strata, however, at the junction of the latter with the metamorphic rocks, near Kurkut about mile 53, this soft friable texture is lost, and good building-stone can be obtained. It is, of course, a matter of future enquiry as to whether, on opening out a quarry within the area of the coal-field, better material would not be found than shown on the surface, from which the specimens inspected were taken. Should this be the case, an extensive supply could be obtained from the low hill running parallel to the line and within a few hundred feet of it near mile 57, the bed of the sandstone being normal to the hill face, and therefore easily detached in large blocks.

35. From here to the junction with the second division at Rud the supply of building-stone would necessarily be obtained from outside the coal-field, or as nearly as possible along the line taken by the reconnaissance, in the neighbourhood of the Auranga near the village Sose, and in the adjoining hills.

36. To conclude on this head, it would appear certain that the crystalline rocks which are distributed over most of the Palamau district constitute the source from which the supply of building-stone will be mostly derived when the work of construction is commenced; and although the material is hard and rather difficult to work, there can be no doubt as to its superior strength and durability.

37. *Lime* of good quality can be manufactured from the Kunkur nodules which are found in any quantity along the line between the terminus at Garwa and the neighbourhood of Maila river at mile 30. The stone found in the beds of the nallahs enumerated in the margin also appears to be calcareous.

Birka nallah, Kundri nallah and Banka nallah.

38. On the north bank of the Auranga, between Patki and Latiahur, among the metamorphic rocks, is found a deposit of limestone yielding a pure white lime suitable for white-washing; the extent of this deposit laterally is not known; it shows the following sections:—

Earth above	3 feet thick.
Limestone proper	1½ ,,
Ditto mixed with quartz and felspar and clay	3 ,,
Sand and grit	depth unknown.

This limestone is also found in the neighbourhood of Semri, three miles south-west of mile 61 of our line.

39. Kunkur nodules are found at about 2 feet below and occasionally on the surface of the ground within the area of the Auranga coal-field. There are none to speak of between it and the Maila crossing.

40. The geological survey refer to a very superior limestone between Olherpat and Deridag on the Balumath-Chattra road, and the spot was accordingly visited. The deposit is about five miles off this road due west from Balumath, about half a mile south-west of Deridag, on the southern edge of the country mentioned by the geological survey as being peculiarly rich in iron-ore It appears to me very similar to the deposit found on the banks of the Auranga near Hutwag, and again at Semri, both of which have been alluded to in this report The limestone at Deridag crops up out of the ground in masses rising to a maximum height of 6 feet, and having an aggregate area of about a mile square. Beyond these limits it disappears beneath the surface of the ground, to what extent is not known. The supply would seem practically unlimited.

41. I also found a crystalline limestone four miles from Chandwa on the road to Balumath, but cannot state as to its quality, although it effervesces freely under the action of hydrochloric acid.

42. *Timber* may be said to be an unknown quantity on this section; there are extensive areas occupied by sâl forest, but none of the trees are even large enough to yield a sleeper of good quality. The permanent-way might derive their supplies to a certain extent from the Sargujia forests, but the Chaibasa district would appear from all accounts to be the depôt of the future.

Unlimited in quantity, but inferior in quality.
W. H. P.

43. Since writing the above, I met with, at Chandwa, about twenty sâl logs that were said to have come from the Surju forest, 12 miles south-west of Latiahur, and were on their way to the railway at Sahibganj (Gya). The logs were rough-hewn, and about the size of broad and narrow gauge sleepers, but their shape was so irregular that a square sleeper, 5 inches thick, certainly could not have been got out of them. The wood seemed finer and closer grained than the Nepal sâl, but there was a good deal of sap.

44. *Iron-ore* exists in large quantities all over the district except within the limits of the coal-bearing strata, and numerous signs of iron-smelting having been carried on formerly are met with. I came across slag in several places where now there is nothing but dense forest, without a sign of a human habitation: in one instance, notably on the banks of the Auranga, near the spot where the deposit of rich limestone has been also discovered.

45. The rates of materials which at present prevail are as follow :—

	Rs.	A.	P.
Ashlar, dressed at quarry, per cubic foot	0	12	0
Stone, rubble, at quarry, per 100 cubic feet	2	0	0
Bricks, 1st class at kiln, per 1,000	11	0	0
Lime, kunkur, at kiln, per 100 cubic feet	12	0	0
„ stone			
Flags, stone, at quarry, per 100 square feet	10	0	0
Ballast, kunkur, at site, per 100 cubic feet	2	0	0
„ stone „ „	3	0	0
Timber, in scantling, per cubic foot	1	12	0

46. *Daltonganj coal-field.*—The only spots where coal has been got out are as follow :—

I.—*Rajhera*, right bank of Koel, two miles above Gaddikhas.

II.—*Pandua*, 1½ miles east of Rajhera.

III.—*Singra*, at the confluence of the Koel and the Amanat rivers.

Rajhera and Pandua were worked by the Bengal Coal Company, the material being obtained by surface workings principally. There is one shaft at Pandua, 13 feet in diameter, now full of water, the mouth of which has been entirely closed by jungle. The coal lying on the ground from the old workings is now being picked and carted to Daltonganj, where it is used for burning bricks.

47. At Singra several shafts have been sunk; they are all full of water except one, from which Mr. Hodges, a resident of Daltonganj and proprietor of the land, has been extracting coal since the year 1882. About 60 feet from the surface, a seam 12 feet in thickness is met with. The material has been used for locomotive purposes, and appears to be fully equal to the Raniganj coal.

48. *Auranga coal-field.*—There are several out-crops of coaly shale in the Auranga and its tributaries near Jagaldagga, but very little workable coal appears.

49. *Labour available and rates.*—Skilled labour of all kinds would be obtained from the Dehri canal, Sasseram, and the stations north, as Mirzapur, &c.

50. There being comparatively so little cultivation throughout the Palamau district, the indigenous labour could not be relied on to any extent, and regular excavators would therefore have to be imported. The rates of labour are as follow :—

Coolies, per diem	2 annas.
Bullocks	3 „
Carts (carrying 8 maunds each)	8 „

51. *Market and traffic.*—The principal marts in the Palamau district are—

Garwa.	Sathbarwa.
Daltonganj.	Latiahur.

Manka, although a large village, does not possess a trade of any importance.

52. The exports are lac, *harri* (a dye expressed from the seed of the tree of that name, and exported in large quantities from the Government waste lands), til-seed, wheat, fuller's earth, *geru* (a mineral dye), *gur*, horns, hides, iron in large quantities, also cotton to some extent.

The imports are piece-goods, salt, tobacco, and utensils.

Enclosure No. 7 to Railway Resolution No. 799R.C. of 1887.

Report by Captain M. LAUGHARNE, R.E., Executive Engineer, on the North-West Provinces Division.

THIS division commences at the Moghalsarai station of the East Indian Railway, which is the proposed starting point of the Benares-Cuttack line, and extends to the left bank of the Koel in Palamau, where it joins the first survey division located in 1883-84, its length being 143⅝ miles. The original intention was for this line to pass through the Kaimur range to Palamau, but this idea was abandoned; the line now skirts the range on the north and east.

Alignment and character of Country.

2. The first 63 miles of the line from Moghalsarai to Sasseram pass over a flat, open plain, and are laid out as straight as possible in a south-easterly direction, deviations only being necessary to obtain suitable and rectangular crossings to the Karamnassa and Durganti rivers, and to avoid the many villages which are thickly scattered over the country

3. The line leaves the East Indian Railway with a curve of 66 chains in length and 7,640 feet radius, and commences 790 feet from the distant signal of the Moghalsarai station, or 468¾ miles from Calcutta.

4. The Grand Trunk road is crossed on the 6th mile, and with one slight curve on the 8th mile the line runs on the straight to the 14th mile, where the Karamnassa river is crossed, the site selected for the bridge being at the lower end of a fairly long, straight reach with well-defined clay banks, below which the river winds considerably: the choice for the crossing was limited by the confluence of the Chandarprova nullah with the main stream just above the site selected. After continuing on the straight for another 4 miles, a deflection of 19° to the south enables the line to run almost direct to the Durganti river, skirting the large and important village of Bhabua on the south, which is at present the most important place in this part of the Shahabad district.

5. There are three fair-sized nullahs that have to be passed in this portion of the route—the Gauhua, Kora and Sura—requiring 4 openings of 20 feet, 4 of 40 feet, and 3 of 60 feet, respectively, and in constructing the line it will probably be advisable to alter the location so as to cross the latter nullah on the straight.

6. The next point of importance in the alignment was the crossing of the Durganti river, whose banks are much cut up with ravines and whose course is very devious. A fairly long, straight reach was found, and a point selected where the banks were better defined and the ravines less prominent. A deflection of 31° to the north was rendered necessary to bring the line at right angles to the river course, followed by a reverse one of 36° to the south to regain the general direction, and keep the line to the south of the Kudra nullah, which throws out a sudden bend southwards about the 57th mile of the line. The straight on which the river is crossed between these two curves is 4,400 feet. Between Bhabua and the Durganti there is a stream necessitating a bridge of 3 spans of 40 feet on mile 37, and on the east of the Durganti a bridge of 4 × 20 feet is required on mile 51, and 1 of 3 × 40 feet on mile 52 over the Dharmsot nullah.

7. On the 57th mile the line deflects 29° to the north, and runs to the mouth of the Kota pass, which is situated between the main Kaimur range and a detached hill. Just before entering this pass the station for Sasseram, about two miles south of the town itself, is situated.

8. From Moghalsarai to Sasseram the country is, as has been stated, very level, there being a total rise of 100 feet in the 62 miles, and the gradients being very easy, none steeper than 1 in 400 occurring, except for half a mile before Sasseram station, where the gradient is 1 in 250.

9. The line is all embankment, 75 per cent. being under 10 feet in height and only a few chains being over 20 feet. Though the ground is so flat, the line cannot be carried on the surface, as a certain amount of height is necessary to raise the line above the flood level, the minor waterways required being considerable. The major streams are few in number, and, except the Karamnassa and Durganti, there are no deep water channels to take off the drainage from the Kaimur range, which seems to spread over the country generally, and to be retained by the cultivators by long bunds over which the formation has been carried.

10. This portion of the line passes through a well-cultivated and thickly-populated district, the principal towns of which are Sasseram and Bhabua. In laying out the line through the Kota pass, the upper part was fixed by the necessity of taking the line in the gap between the two hills and on the south of the Kudra stream, so as to avoid interference with the road, which runs just on the other side of this stream at the pass. To allow of a ruling gradient of 1 in 200, a bank, some half mile in length and 25 to 35 feet in height, will be necessary, and a short cutting in sandstone rock at the lower end is necessitated to keep the line clear of the stream, which runs in a considerable hollow.

11. The double crossings of the nullah shown in the centre of the pass might be avoided, either by deflecting it and keeping it entirely to the north of the line, or else by introducing two extra curves and running the line as shown, dotted in red, in the plan, which would reduce the height of bank necessary.

12. After emerging from the pass, the line skirts the base of the hills, and on mile 66-67 turns sharply to the south, with two curves of 30° and 26° deflection, with a short straight of 800 feet between them; and after 1½ mile on the straight another deflection of 42° 30° on the 69th mile brings the line parallel with the Son, up the left bank of which it runs to the 105th mile until a suitable crossing is met with.

13. Near Rhotas the line passes between the main hill and a small detached hill, it being found that the country on the river side of this hill was liable to inundation.

14. From the top of the Kota pass to the 83rd mile the ground is open, level and well cultivated; the line being mostly in bank, the greater part of which is under 10 feet in height: the same necessity is experienced for providing abundance of minor waterways as over the first portion.

15. The Kota ghât is ascended with a gradient of 1 in 200 for a little over one mile, but the remaining gradients are very easy up to the 84th mile: the line is continued up

the valley of the Son till the 104th mile is reached, the Ausoni being crossed on the 88th mile with a bridge of 3 spans of 60 feet. The ground is undulating and less cultivated than over the previous portion of the line, considerable patches of thick, thorny jungle being met with. This portion of line is principally in light bank with a few slight cuttings: there are no waterways of importance and the minor ones are better defined.

16. The crossing of the Son has been selected at a point above the junction with the Koel, where the river narrows and rock crops up on the surface at the right bank (and from borings taken was found to dip to about 35 feet below water level in the centre, rising to 22 feet on the left bank). In order to cross the river the line bends sharply to the south with a curve of 75 chains in length, the deflection of the curve being 1° per chain: the formation is carried over the river at a height of 20 feet above high flood level and about 48 feet above the bed of stream.

17. The waterway allowed is 27 spans of 150 feet each, and the approach on the west is by a bank some 20 to 30 feet in height. After crossing the Son the line is carried up the valley of the Koel to join the line located from Garwa to Daltonganj, with which it unites just before the latter crosses the river.

18. The line is carried between the river and a series of detached hills which border it. The Paknaha nullah with a waterway of 3 spans of 40 feet is crossed on the 113th mile.

19. The Banki river is crossed on the 118th mile with a bridge of 8 spans of 60 feet: this crossing is on the skew, but a better crossing could not be obtained. There is a considerable amount of jungle between the Son and the Banki; the ground is undulating and in many places intersected with deep gullies and ravines.

20. A heavy bank above 25 feet high is required on the 108th and 109th mile in order not to exceed the ruling gradient of 1 in 200, and a hard rock cutting, ¼ mile long, is met with on the 118th mile. After crossing the Banki the line continues on the straight to the 124th mile where it deflects 31° 11′ to the east and continues on the straight to the 135th mile, where it deflects 43° 44′ more to the east to cross the Tahli nullah at right angles.

21. The Danru is crossed on the 131st mile with a bridge of 7 spans of 60 feet. **Between the Banki and the Danru there are a considerable number of streams to be crossed, the—**

Bichli	**on mile 123**	**taking 2 spans of**	. . . . .	.	**60 feet.**
Phalarni	,, 125	,, 1 span ,,	. . . . .	.	80 ,,
Kunilwah	,, 126	,, 2 spans ,,	. . . . .	.	25 ,,
Bhagi	,, 127	,, 2 spans ,,	. . . . .	.	25 ,,
Gura	,, 130	,, 1 span ,,	. . . . .	.	60 ,,

This latter stream will require diverting so as to reduce the bridging required. Rock will probably be found at no great depth for the foundations of all these bridges.

22. The ground over this portion of the line is undulating, and several lengths of 1 in 200 will be required. A bridge of 60 feet will be required, for the Udra nullah on 133rd mile.

23. The Tahli nullah is crossed on the 136th mile with a bridge of 10 × 40 feet span, and the Kankaria on the 138th mile with 2 of 60 feet After which the line runs over tolerably level ground to its junction with first division, located in 1883-84, joining it with an easy curve at chain 86,940, 143⅝ mile from Moghalsarai and some 3,000 feet from the crossing of the Koel.

Waterways and river crossings.

The waterways in this division are of considerable extent: the line runs across the drainage of the country for its entire length. The major bridges of 100 feet span and over are 14 in number.

The Karamnassa, which is crossed on the 14th mile, requires a bridge of 4 spans of 100 feet and two flood openings of 40 feet. The site selected for the crossing was chosen for reasons given under description of alignment: the banks are well defined and consist of a stiff clay, which also underlies the sand in the bed at a depth of about 12 feet in the centre. The drainage area of this river is 1,053 square miles, and the raise of flood above water level is 30 feet, the declivity of bed per mile being 1·66 feet. The pier will be on wells.

The Kora nullah on the 29th mile necessitates a bridge of 4 spans of 40 feet: the drainage area of this stream is 73 square miles, and rise of floods 8 feet.

The Sura nullah 33rd mile, is crossed on the skew, and it will probably be advisable to alter the alignment so as to obtain a square crossing: the drainage area is 162 square miles, the declivity of the bed 1·9 feet per mile, and the rise of the flood is reported to be 15 feet, which shows it to overflow a considerable tract of country. The pier will be on wells.

The Bhabua nullah on 36th mile has a drainage area of 32 square miles, and a bridge of 3 spans of 40 feet has been allowed. Owing to bunds, &c., it is difficult to ascertain the real flood level and area of these three streams.

The Durganti, mile 48½, requires a bridge of 4 spans of 80 feet girders, and two land openings of 40 feet. The selection of site has been described under alignment; the banks are of stiff clay and well defined; the drainage area is 322 square miles, and the flood rises 30 feet; declivity of bed 2·9 feet per mile. The piers will be on wells.

The Dharmsot on mile 52½ takes a bridge of 3 spans of 40 feet. The drainage area is 57 square miles, and the rise of flood 15 feet. The banks are of clay.

The Ausani, mile 87, has a drainage area of 50 square miles, and the flood rises 18 feet. Three spans of 60 feet are required. The stream will probably be diverted into an old channel more on the square with the line than the present one, and into which there seems a tendency for it to cut naturally. The foundation will be on rock, which will probably be found some 10 feet below the bed of stream.

The Son.—**This river drains an area of 20,040 square miles: in the cold seasons the depth of water is about 9 feet and breadth about ¼ mile, but in the rain the flood rises 26 feet, and a bridge of 27 spans of 150 feet each has been provided.**

At the site chosen for the crossing, which is about 9 miles above the junction of the Koel, the river narrows somewhat, and rock crops out at the surface on the right bank, giving a favourable abutment. The rock was found from boring to dip to a depth of 35 feet below the surface in the centre. The pier will be on wells carried down to this rock.

The Paknaha, mile 112½.—This nullah requires a bridge of 3 spans of 40 feet with land arches: the pier will be founded on rock; the drainage area is 26 miles, and the rise of flood 10 feet.

The Banki, mile 118, is crossed on the skew, but it is impossible to get a more favourable crossing: 8 spans of 60 feet will be required; rock crops out at the surface on the right bank, and probably exists at no great depth on the left bank. The rise of flood is 17 feet.

The Bichli, mile 122⅞, requires a bridge of 2 spans of 60 feet with land arches. Rock exists at no great depth. The rise of flood is 6½ feet.

The Danru, mile 130½, requires a waterway of 7 spans of 60 feet each: the drainage area is 200 square miles; the rise of flood is 13 feet; rock probably will be available for foundation at a depth of 12 feet.

The Talheh, mile 136, requires a waterway of 10 spans of 40 feet: the banks are well defined, but low rock crops out on the surface at the left bank, and foundation will rest on it at a depth of about 12 feet: the drainage area is 136 square miles, and the height of flood 17 feet.

***The Kankaria,* mile 137, is crossed with a bridge of 2 × 60 feet land arches. Rock does not exist here, and the foundation will be on wells 20 feet below the bed.**

Station sites.

1. *Moghalsarai,* junction station.—The ground for this station will be in extension of that occupied by the present station of the East Indian Railway, which is about to be enlarged as a junction for that line with the Oudh and Rohilkhund Railway.

The position is rather confined on the northern side owing to a large tank and village, but there is ample room on the south of the line. The curve at the junction has been laid out with a deflection of 45 feet per chain, which can be sharpened to give more room, if found necessary.

2. *Majhwar,* mile 9½, is situated near the large village of Chandali on the Grand Trunk road, the ground being open and level.

3. *Govindpur,* mile 18⅝ (water).

4. *Bhadari,* mile 28⅛.

These two stations divide the distance between Majhiwar and Bhabua, and are in open and level ground.

5. *Bhabua,* mile 34½ (goods and water), is near the village of that name, which is the principal mart for the produce of the Kaimur range: the site presents no difficulties.

6. *Nawadih,* mile 44⅞.

7. *Maldahar,* mile 53⅛ (water). The stations divide the distance between Bhabua and Sasseram, and are in open and level ground.

8. *Sasseram,* mile 62⅝ (goods and water), is situated 1½ mile to the south of important town of the same name on a gradient of 1 in 500, and just before the line enters some raviny ground at the entrance to the Kota pass.

9. *Tilothu,* mile 75 (second class and engine). This station is situated half-way between Moghalsarai and Sukhua (where the Gya-Palamau branch joins the main line), and has been selected as an engine station: it is near the village of the same name, which is of some size, and stands in open and level country.

10. *Rhotas,* mile 86¾ (goods and water)—This station is at the foot of the Kaimur range, below the old fort of Rhotas, and near the thriving village of Akbarpur.

The formation is on the level, but on a curve of 1° deflection.

11. *Jaitipur,* mile 95⅝, is situated in open rice cultivation, and is the last station on the left bank of the Son.

12. *Mainabar,* mile 107¾ (water)—Is situated on the right bank of the Son, on the only available piece of high ground in the neighbourhood: the greater part of its length is on a gradient of 1 in 400.

13. *Munjianwan,* mile 121⅛—Is about two miles from the large village of the same name on the bank of the Koel, and is situated at the end of a long incline of 1 in 200, the station ground being ⅓ on the level and ⅔ on a gradient of 1 in 400.

14. *Garwa road,* mile 128¾ (goods and water)—Is situated about four miles from the village of Garwa, one of the most important marts in Palamow: the site selected for the station is in open country, and the formation on the level for most of its length.

15. *Korta,* mile 136⅞—Is the last station in this division of the line, and is situated on the only available piece of high ground between the Tahleh and Kankari nullahs. The formation is for the most part on the level.

Labour and Materials.

Throughout the Benares and Shahabad districts, that is, for the first 104 miles of line, the country is well populated, and plenty of unskilled labour would be available. Round Sasseram masons could also be obtained, but after crossing the Son the population is scanty, and labour of all sorts would probably have to be imported. The rates for unskilled labour in the Shahabad district are 2 annas to 3 annas per day; masons and carpenters receive 4 annas to 6 annas. Kunkur and clay for bricks are obtainable throughout the line, and the Kaimur hills, which border it, consist almost entirely of red sandstone of an excellent building quality. There are Government quarries used for the Son canal work at Dhodhand, and a tramway connects them with Dehri. Limestone is also obtainable at many spots at the edge of the hills. Timber for sleepers would have to be brought from Palamow.

Markets and Traffic.

The principal villages are Chanudali on the 9th mile, situated on the Grand Trunk Road and a place of some size. Chenpur, some 4½ miles to the south of the 30th mile, has a population of 4,000, and was formerly a place of some trade, which seems recently to have been diverted to Bhabua on the 36th mile, which is stated to have recently much increased in size, and to be the principal market to which the produce of the Kaimur hills is brought. Chinari, near the 50th mile, is said to be another mart for hill produce. Sasseram on the 63rd mile is a town of over 20,000 inhabitants. The imports of Sasseram are stated in Hunter's Statistics to be 95,698 maunds, valued at ₹1,98,553, and the exports 35,253 maunds, valued at ₹66,603. Tilothu on the 76th mile is a thriving village, and Akbarpur on the 87th mile has about 2,000 inhabitants, but from thence to the end of the division there are no places of importance until Garwa is reached, which is the principal trade centre of the Palamow district, and is situated about four miles from the line and at a distance of 128 miles from Moghalsarai.

Enclosure No. 8 to Railway Resolution No. 799R.C. of 1887.

Report by Mr. E. C. HAWKES, Temporary Engineer, on the West Damuda Division.

General.—The preliminary survey was in the first instance ordered to be made up the Damuda valley, from Ramgarh to Rud, a distance of about 59½ miles, keeping along the south side of the Damuda river, locally called Deonad, as far as the village of Dumerbera, and thence along the north bank to Rud. This was carried out, but on an inspection of the country on the south bank by the Engineer-in-Chief, it was decided to make the crossing of the Damuda at Ruhbea, from which point fresh trial surveys had to be made for the purpose of the location, resulting in getting a better section, better gradients, lighter work and in a saving of 1·79 miles in length. The selection of the line was limited with respect to the gradients and curves: the former had not to exceed 1 in 100 and the latter were not to be sharper than 2,865 feet radius.

The located line starts from a point on the first section of last year's located line, *viz.*, chainage 3,698·42 near the village of Rud, and passes to the north of Chandwa, where it enters the Damuda valley, and thence to Ramgarh, following the valley, which lies to the north of the Ranchi plateau.

The line passes through both the Lohardagga and Hazaribagh districts, and there is every reason to believe that the principal traffic from these districts would in time be attracted to it.

Alignment.

Starting from Rud, at a point 197 miles 9·34 chains, from Mogulserai, the line takes a slight turn to the left, by a curve of 5,730 feet radius, and crosses the Gagri nullah on the square, thus avoiding the sharp curve of 1,433 feet radius, which occurs on the line as located last year. The crossing of the Gagri at this point was advantageous for the climb up to the Koel-Damuda watershed. Shortly after leaving Rud the valley becomes very steep, the ground being much broken up by ravines and covered with jungle, and is surrounded by hills. To the right of the Gagri the ground seemed particularly broken up and hilly, and the windings in the nullah projected awkwardly on that side. The alignment was carried winding along the left bank, where the ground was comparatively clear. Moreover, this side was more cultivated, and the line more direct than if carried to the right of the nullah, and by following a rising contour of 1 in 100 the ascent is made with comparatively light work. The height to be overcome was 173 feet, while the distance was barely sufficient, necessitating several trial lines and numerous cross sections. The level of the watershed here reached is 1,728 feet above the level of the sea, and is the highest point crossed by the line between Mogulserai and Chandil.

The country now opens out into the extensive fields of the Tori pargannah, is well cultivated, and studded all over with villages; the ground is gently undulating, and the gradients favourable (1 in 125 to 1 in 500).

After a stretch of three miles over this open space, the country falls rapidly towards the Lohsingna-Murmur nullah on the east and the Damuda on the south, and it was necessary to try several possible routes, resulting in the selection of the most northerly, which is also the most direct line. The route to the south of Mahawa Milan was found impracticable for a grade of 1 in 100. The located line follows the course of a nullah the whole way till the valley is crossed near the village of Murmur. The double crossing of this nullah could not be avoided owing to an awkward bend occurring in close proximity to the low range of hills which skirt the south bank, right down to the Lohsingna-Murmur river.

The next three miles (206½ to 209½) runs along a cultivated strip between the lower Sulaia Hills and the Damuda: it is rainy, and slopes off rapidly towards the river. At the 209th mile the hills rise up abruptly from the Damuda, making it obligatory for the line to pass at this point, and the location had to be fixed very minutely.

The line now follows the tortuosities of the Damuda river along its northern bank and at no great distance from it, as far as the villages of Kotar and Rulaia, near the 214th mile, where it crosses the Damuda. The ground in this section of the line is principally formed from the numerous small spurs which roll down from the higher peaks of the Sulaia range of hills. It is sidelong, cut up by very deep ravines which cross the line at right angles, and is covered with jungle. Good gradients are, however, obtained, the greater part being $\frac{1}{150}$ and $\frac{1}{100}$. The location of this length was very tedious and difficult indeed, curves needing to be set out more than once before the required points on the ground were hit off. Along this length the cultivation is almost *nil,* and, judging from the nature of the ground, probably no considerable extension of the cultivated area is ever likely to take place.

Near this an alternative line was also located, crossing over the Damuda near mileage 209½, passing close to the village of Domaru and joining on to the main line near Rulia. It did not, however, give such favourable gradients as the line *viâ* Chainpur, and there was no saving in expense.

Not far from Koter stands the village of Santi, from whence, as before mentioned, a network of trial lines and cross sections had been run with a view to the line being taken along the north bank of the Damuda and crossing it at Dumarbera. This was a work of great labour, the country being very difficult indeed.

The crossing of the Damuda and Chatti rivers was carefully fixed at points where the banks were well defined and square with the line. There were two main features which determined the precise location of the crossing, *firstly,* the rocky hills which tail out a little to the south of Rulia had to be avoided; and *secondly,* an easy ascent from the opposite bank to the next obligatory point at Nawadih had to be found. Nawadih is situated on one of the principal spurs from the Ranchi plateau. The spur at this part shelves gradually down, and has no very abrupt features. The height to be gained was about 80 feet, and the distance somewhat limited. By taking advantage of the Koel nullah, which is shown between Rulia and Hesalong, along which ran a narrow open strip of ground, a section with very light work is obtained. The ground is hilly on both sides of this nullah.

From Nawadih the ground slopes away rapidly southward and eastward, while to the north the country is broken up by high ridges and deep valleys, which run down to the Damuda on the left. The descent to the Chatra nullah at Dukanda was over 130 feet in a distance of about three miles. This alignment was laid out so as to avoid the low hills and spurs about the locality of Bisrampur, and to turn an awkward bend in the river at the 219th mile, at the same time maintaining a continuous falling gradient, without which the valley could not have been crossed within any reasonable height.

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From the 219th mile the choice lay between a line following the course of the Chatra nullah, then turning easterly along the Damuda and crossing over the next spur opposite Rai, and a line crossing the same spur at Mankitand. An inspection of the country on an elephant showed that the latter was the best route to adopt, for by taking advantage of the counter spur and the Sappei river, both of which features run parallel with the required direction, almost any level could be obtained along the base of the hill.

The Sappei river is then crossed a little to the south of the important village of Rai, the Rai-Bamni road crosses here. There is rock all across the bed at this particular point, and from the fact that the river forms a big bay immediately to the north, and on account of the sharp bend on the south, this crossing becomes an obligatory point from which the next ascent to Bachra must start.

The ascent of 64 feet to the Bachra spur was unavoidable. Beginning in the high range of hills which lie about a mile to the south, it runs northwards straight down to the Damuda, a distance of two miles, and could not possibly have been turned.

Between Bachra and Chapur, 10 miles, no more important ascents are made, and the line falls about 250 feet in eight miles. A good deal of jungle is met with in this length, but the ravines are not numerous. Four abrupt spurs, which run down to the Damuda, are encountered at Hosil, Mendi, Hendigir and Chapur, each of which had to be turned, necessitating a good deal of winding about. The location was a very laborious task, as often a divergence of 10 feet altered the levels some 15 to 20 feet. The cross sections were plotted daily, and every chain of the line carefully located therefrom.

The Binjaspur, at the 235th mile, terminates at the Damuda in a high rocky scarp, and is crossed at its most favourable point, and a good crossing of the next river, the Margamdaha, is also obtained.

The line now makes an ascent of about 30 feet to Tukisud, crossing a low range of hills. Advantage is taken of the nullah shown at the 236th mile to get a very smooth ascent.

The country here opens out, it is pretty clear from jungle, is cultivated, is more thickly populated, and the ground is undulating as far as the Naikari river. The line skirts the high ground of Barwadih and Sakul, leaving those villages on the right, and piercing the ridge at Patratu at its narrowest and lowest part reaches Jainagar.

After crossing the Naikari river another ridge had to be crossed near Kursa, 244th mile, and from thence there was a fall of 112 feet to the Maramgarah nullah, in a distance of about two miles. The lowest point in the ridge was first determined by a line of levels, and as there appeared to be a considerable choice of ground, several trial lines were run down to the nullah, one to the north, and the other to the south of a stream which runs almost parallel to the located line between the 244th and 245th mile. The line to the north ran over a mass of bare high rocks, and had nothing to recommend it.

The line for the next eight miles as far as Ramgarh passes through a pretty open but very undulating strip of country, between the Damuda and the lower hills of the Ranchi plateau; it is mostly cultivated; there are numerous villages studded about, and the inhabitants seem well to do; the alignment here is very direct, and there are no special features connected with it which require to be mentioned. Both high and low level lines were tried, and approval was accorded to the higher one, in order to keep well up for the rise to Ramgarh and the final junction with the east Damuda Division. Ramgarh is about 1,122 feet above mean sea level, and is 606 feet below the crossing of the Koel-Damuda watershed.

The length of the division as staked out is 57·77 miles. There were 172½ miles of trial lines run, surveyed, and levelled, up and down the valley, while 100 miles of cross sections were necessitated by the difficult nature of the country. Some 26½ miles of the most important rivers were also levelled and surveyed, and an alternative line *viâ* Domaru, 4½ miles in length, was located, making a total of 361½ miles of work during the season.

The average height of embankment or depth of cutting is 8·65 feet. The total estimated quantity of earthwork, however, is equivalent to average section of the height of 10¼ feet. One-half the division has grades of from 1 in 100 to 1 in 150. One-tenth is on the level, and the remainder, or four-tenths, has grades varying from 1 in 200 to 1 in 1,000.

About two-thirds of the alignment is on the straight, and the remainder is set out with curves of 2,865, 2,438, 3,820, 5,730 and 11,360 feet radii, about one fourth of these being of the minimum radius.

Character of the Country.

From the zero of the division up to the Koel-Damuda watershed the country has already been described as a narrow valley surrounded by hills, forming one of the head waters of the Auranga. The line then enters the Damuda valley and traverses it as far as Ramgarh. Though, generally speaking, the Damuda river follows a pretty direct course from west to east, it winds very considerably; its tortuosities in some

instances being very eccentric. For at least 30 miles, mile 205 to mile 235, the valley is very much contracted by the hills on both sides, and by the numerous lofty and rocky spurs which project from the Ranchi plateau on the south, with the Sulaia hills, and the lower hills belonging to the Hazaribagh plateau, to the north. These hills, which are exceedingly irregular in plan, broken and rugged, give the country a wild and picturesque aspect. To the right and left of the village of the road lofty peaks rise up some 1,700 to 1,800 feet above the village level. Conspicuous to the south, and rising above the valley to a height of some 1,200 or 1,300 feet is the Ranchi plateau, with its outlying spurs and hills, with their deeply furrowed and wooded slopes. These hills are never lost sight of. Nearer the located line, however, the hills are lower, as at Mahlan they rise up some 766 feet, in the locality of Patal 829 feet, the Sulaia group 200 to 400 feet, and the Mahudi block 829 feet above the valley. The ground naturally inclines towards the Damuda, being in some cases very steep and in places is freely intersected by deep ravines. In the rougher parts of the valley, in the vicinity of the line, the cultivation occurs in patches, and appears to be sufficient only for the requirements of a sparse local population: the uncultivated parts are covered with a forest of small sâl trees. However, towards the Chandwa and Ramgarh extremities of the division there is extensive cultivation, and the same may be said of the Karanpura valley lying a few miles to the north, which is a very populous part of the district and the inhabitants well to do. The principal towns are Bargaon and Tandwa.

There is no road or cart track down the valley, except for a short length, 14 miles at the Ramgarh end. The valley, however, is crossed by two very important district roads and by three good fourth class roads, all of which routes serve to connect the most important traffic centres of the Hazaribagh and Ranchi plateaux, including Palamow. They are as follows:—(1) The Lohardagga to Chattra and Palamow road crosses the proposed line near Chandwa, the descent of the plateau being made at the Bohlia pass; (2) a road crossing at Hesalong (Deonad station) *viâ* the Upa ghat; (3) the Rai-Bamni road *viâ* the Serun ghat; (4) a road crossing the line at Jainagar *viâ* the Radha-Pira ghat; (5) the Ranchi to Hazaribagh road crossing at Ramgarh.

Minerals.

This division passes through a country having a very large coal-producing area, which has hitherto never been worked. The located line taps the north Karanpura coal-field at a point four miles to the east of the Chandwa station, and runs through it for a distance of nine miles. After crossing the Damuda, the south Karanpura coal-field is entered, the line passing through its entire length of 37 miles, many parts being situated in the very heart of the coal-field. The Ramghar coal-field is also touched at Ramghar.

The following information regarding the extent of these coal-fields is obtained from Ball's Geology of India. The Karanpura coal-fields, north and south, are situated towards the head of the Damuda valley, the areas being 472 and 72 square miles respectively. The estimated total thickness of seams is 38 feet in the north and 70 feet in the south Karanpura fields. The coal is a fuel with high calorific power.

The Ramgarh coal-field has an area of 40 square miles, and is considered to be of poor quality.

The geology of the valley is described as belonging to the metamorphic, Upper Panchet Talchir, and Barakar coal series.

Two quartz pebbles were picked up near Chenpur in the hills, having marks and specks of gold on their surfaces. The natives at Santi also report the existence of gold and silver in the surrounding hills, and specimens of a yellow mica shale, which were said to contain silver, were obtained.

Red and brown hæmatite ironstone was picked up at Sonda, Dumerbera, Lupanga and between Nawadih and Chapur (six specimens), but it is found also in other parts of the division, and remains of native furnaces, long since abandoned, are numerous all over the valley. At Tandwa small quantities of iron are still manufactured.

The 15 specimens of coal are principally surface coal, picked up in the beds of rivers and nullahs in the following localities. Naikari river, Sulaichanwan, Kunkariatand, Kirigarha, Chatta river at Rulia, Hesalong, Loharsa, Bundu Huphwa, Beti, Kollra, Bhugia, Chircluriatand, Santi, Murmur, Lohsinghna, Mahua Milan.

Four specimens of Kaolin were obtained at the Gharri river, at Bijan, and other places. The natives call it *dudh mattee*, meaning milk clay.

Borings were taken along the line, and the quality of soil met with is noted on the sections.

Waterways and sites of river crossings.

The waterways have been determined on a consideration of the areas of the different drainage basins crossed, as well as for reasons of height to formation level and nature of the crossing. The principal rivers crossed are the Gagri, 6 spans of 40 feet; the Lohsingna, 8 spans of 30 feet; the Deonad, 3 spans of 100 feet; the Chatti, 3 spans of 60 feet; the Dukanda, 6 spans of 30 feet; the Sappei, 9 spans of 40 feet; the

Hendigir, 6 spans of 20 feet; the Margamdaha, 1 span of 100 feet; the Naikari, 5 spans of 60 feet; the Murumgurha, 1 span of 80 feet; the Siarbhuki, 1 span of 80 feet; the Harharri, 1 span of 80 feet. These crossings are all on the square, and are well selected.

The Gagri and Damuda bridges would require well foundations, sunk some 15 to 20 feet below the surface of the sand, or cold weather level of the stream. Rock is found near the surface in the beds of all the other rivers and nullahs.

The minor waterways necessary average about 40 running feet per mile, or the major and minor together 77 running feet per mile.

Station sites.

The only favourable place for an engine station anywhere about midway between Sukhua and Chandil (both engine stations) is Jainagar, which is 103 miles from the former and 83 miles from the latter station.

Jainagar is the principal centre of the south Karanpura coal-field, is rather an important village, and is situated on the north bank of the Naikari river, in open cultivated country. It has a post office, and is on one of the cross roads, running between the civil stations of Ranchi and Hazaribagh, being 19 miles from the former and 23 miles from the latter. Water is obtainable from wells at no great depth, and there is a suitable valley not far off, for the construction of a reservoir, if necessary. The ridge to the north would afford excellent sites for residences.

The following is a complete list of the stations, in the order in which they occur :—

Name of station.	Mile.	Distance from last station.	Class.	Remarks.
Chandwa	201¼	5¼	3	Water and goods.
Deonad	213	11¾	3	Passing.
Bachra	224¼	11¼	3	Water.
Jainagar	241¼	17¼	2	Engine station and water.
Ramgarh	254¾	13½	3	Water and goods.

Chandwa, the first station, is situated on the watershed, at the summit of the road incline, and close to the important district road which connects the towns of Ranchi and Lohardagga on the south with Chattra and Palamow on the north and north-west. The greater part of the export and import trade passes through this place, and it is a post-town and police outpost.

The next station, the Deonad, near the small village of Koter, takes its name from the river which is here about a quarter of a mile distant. This station is midway between Chandwa and the next station at Bachra; it is at a suitable distance for working the traffic (about 11¾ miles), and would catch the traffic entering the valley by the Upa road.

Bachra station is favourably situated for catching the cross traffic from the Ranchi and Hazaribagh plateaux, which usually passes down through the village of Rai along the Rai-Bamni road. Raie is an important village situated at a distance of about two miles from Bachra, but gradual considerations compelled the selection of the latter place for the station, the distance being 23 miles from Chandwa: watering arrangements are necessary at this mileage.

Jainagar station has already been referred to at some length as being favourably situated for an engine station.

Ramgarh station is situated on high ground nearly half a mile to the south of the town, and close to the Ranchi and Hazaribagh district road. The Gola road, leading into the fertile district of Manbhum, also branches off here. There are several large tanks in the vicinity which might be utilized for watering purposes, as they retain a good supply of water all the year round. Ramgarh is an important zemindari centre, and a periodical market is held there, which is well attended by people from all parts, within a large radius. Ramgarh is about midway between the civil stations of Ranchi and Hazaribagh, or, more exactly speaking, 24 miles from the former and 29 miles from the latter.

The stations are all favourably situated for tapping the best tracts of the Hazaribagh district and Ranchi plateau.

It will probably be found advisable to introduce a passing station at Churugarha or Chapur, midway between Bachra and Jainagar, as the traffic becomes developed.

Labour available and rates.

A limited number of carpenters and masons are always obtainable at the principal towns, as Hazaribagh, Chattra, Ramgarh, Lohardagga, Ranchi, &c., but ordinary labour

is plentiful and cheap. In the Karanpura valley and surrounding country men coolies can be had for 1½ to 2 annas a day. The daily wage of a woman is 1 anna, a boy 1 anna, a plasterer 6 annas, a head mason 8 annas, a common mason 4 annas, and ordinary two bullock cart and driver gets from 6 to 8 annas a day; saggars 3 to 4 annas a day. The rate for carting is from ₹1 to ₹1-4 per 100 maunds per mile.

Materials.

No quarrying has been done in the neighbouring hills, but a variety of rocks crop up at the surface in different parts of the valley, and in the dry beds of rivers, from which it is inferred that *stone* of almost every degree of hardness is obtainable within a reasonable distance of the line. The principal rocks met with were gneiss, syenite, sandstones, conglomerates, and yellow and blue shales.

Good *clay* for bricks is obtainable at Ramgarh, Jainagar, and Chandwa. Tiles are used in all the larger villages.

Gneiss was observed at Changarha, Dumerbera, Mahlan hill, and other places, two specimens of syenite were obtained at Loharsa, and 15 specimens of sandstones were obtained from the following localities:—Pachanda, Gahrri river, Damuda river at the Mendi rapids, Chainpur, Naikari river, Gahrri river, Lohsingna nullah, and other places.

The average level for the stone *ballast* will be about 0·63 miles, and the average rate (not spread) would be under ₹2-12 per 100 cubic feet.

There will be no difficulty in obtaining *lime*, as will appear from the following details:—At Daredagiepat there is a deposit of limestone rock of considerable extent. This locality lies about 14 miles to the north of Chandwa. Good kunkur is found at a good many parts of the line, notably at Bhusar, Murmur (banks of Damuda), Santi (two miles off), Bundu, Kursa, Sonda, and Ramgarh, 11 specimens were obtained.

A large area of rock kunkur or massive kunkur was found in the banks and bed of the Damuda river at Dumerbera.

Coralated limestone is obtainable in large blocks in a hill at Bunda, about six miles to the west of Mondu, and is used by the Public Works Department. Similar limestone is obtainable at Lugu pahar, which is about 16 miles to the north-east of Ramgarh, and just beyond the Jugessur thana. The best specimen was obtained from the latter place, where the supply is unlimited.

Sharp, clean, *sand* is easily obtained.

There were plenty of sâl trees in the jungles passed through, of a suitable size for fencing posts or roofing poles, but *timber* large enough for sleepers and beams was not seen in any quantity. The villagers, however, report that in the vicinity of Mahudi hill and westwards a considerable number of sleepers may be obtained.

Probably the greater number of the *sleepers* required would be got from the southern slopes of the Ranchi plateau. There is a plentiful supply of jungle wood for lime burning.

Markets and traffic.

The principal trade centres of the districts passed through are Lohardagga, Chattra, and Hazaribagh; and most of the traffic passes over the road between Lohardagga and Chattra, and its branch from Chandwa to Palamow.

The imports are salt, rice, piece-goods, tobacco, spices, wheat, goor, mahowa, lac, and ghee.

The exports are oil-seeds, ghee, catechu, cocoons, lac, hides, coal and mahowa.

The exports, which are likely to be largely developed, are coal, iron ore, timber, cereals, pulses, oil-seeds, tobacco, lac, mahowa, and tea.

Lac is cultivated on the palash tree, and almost all the villages along the line.

The mahowa is also plentiful at all the villages; and as brandy has been made from it in the south of France, an increase in its export may be expected.

It is estimated that about 2,000 maunds of tea will annually finds its way to the railway at Chandwa and Ramgarh from the numerous tea gardens which are dotted about the Ranchi and Hazaribagh districts. This would be despatched to Calcutta.

There are periodical markets at Ramgarh, Umendanda, Pali, Barkagaon, Tundwa, Balumath, and Chandwa, along the line and to the north, as well as at all the most important villages on the Ranchi plateau.

Except at the Ramgarh station, the local passenger traffic will probably be very small.

Enclosure No. 9 to Railway Resolution No. 799 R. C. of 1887.

Report by Mr. J. M. CHABREL, Executive Engineer, on the East Damuda Division.

Alignment.

1. The zero of the division is about half a mile east of the village of Ramgarh, where the west Damuda Division ends at mileage 254, chain 50. 19, and from there the line follows the valley of the Damuda river to Ruhpura on the watershed, whence it descends to the valley of the Subanrika river, which it follows for the remainder of the distance to Chandil.

Immediately after the starting point, the line turns slightly towards the village of Kaitha to avoid the end of a spur from the main range of hills planking the Ranchi plateau; near Kaitha the line bends again to the right or south-east to cross the nullah, at chain 357 on the square, and another curve to the left takes the line on the Simra nullah at right angles. There are three small cuttings in this portion through hard earth or moorum soil. From the Simra nullah the line runs close to Chattan, a fair-sized village, crosses a nullah at chain 344,350, and making a slight bend near Barlong runs straight to Chiturpur, a large village at the 264th mile. In this length the ground undulates considerably, requiring numerous small waterways in paddy depressions and rather heavy bank and cutting. From Chiturpur the line turning south-east descends to the Kochi nullah, after passing which another slight bend takes its square across the Bhera nullah, a large stream rising in the Ranchi plateau, and thence it passes about a mile and a half south of the town of Gola, opposite 269th mile, to Ruhpura on the watershed. In this section there is heavy bank opposite Sikni, 267th mile, and again at the Bhera nullah; the remainder of the work is comparatively light.

The descent to the Subanrika valley commences a little beyond Ruhpura in the 271st mile, and involves the heaviest work in the division. There is a continuous descent of 1 in 100 for 155 chains followed by 1 in 200 for 26 chains, with a heavy cutting at the summit and a heavy bank over one and a half miles in length. This, however, is the most feasible way of crossing the watershed.

From the foot of this descent the line runs almost due east crossing the Jhuria nullah, and then turns to the right past Sondimra, 276th mile, and thence with two more curves to the Parchando hill pass, an obligatory point in the 279th mile. The Parchando spur juts out abruptly on to the left bank of the Subanrika river, and can only be rounded by crossing some low-lying flooded ground. The small pass through which the present road winds was therefore selected for the alignment. In this section the work consists almost entirely of bank, and is not heavy.

From the Parchando hill the line runs straight to Burlanga, 280th mile, and thence almost due east crossing the Dakkagarha nullah to Burjpur, mile 282, whence it follows the general curvature of the river up to Tholen on the Purulia-Ranchi road, crossing the Dhuriar, Kurial and Sanpahi nullahs on the way. In this length, especially in the latter part, the work is heavy, there being some very high bank and several large waterways. At Tholen the main road from Purulia to Ranchi crosses the line.

From Tholen the line descends to the Soldaha nullah, mile 289½, where there is not a very good crossing as the stream follows a continuous bend from its junction with the Rupai nullah to that with the Subanrika, and it was therefore not possible to get the crossing on a straight reach of the river. From this nullah the line runs straight to the 292nd mile and is nearly all in bank, but the work is not heavy. From Hariband it turns to the right and crosses a valley opposite Ilu, where there is a considerable bank, and thence crossing the ridge at Kusi descends with gradients varying from 1 in 100 to 1 in 400 to the Posti nullah, mile 297, the work being nearly all embankment and comparatively light. From this nullah the line ascends to the Phultang spur, mile 297½, which runs right out on to the Subanrika, causing the river to make a sharp bend, and cannot be rounded without excessive length of line and sharp curvature. From this ridge there is a considerable fall to the Chota nullah, mile 300, which is disposed of by a grade of 1 in 100 for 73 chains with two shorter lengths of 1 in 500 and 1 in 200. There is one heavy bank in this length, the remainder being moderate.

There is a good crossing of the Chota nullah after passing which the line near Muhtodi, mile 300¾, turns to the right and runs nearly due south past Soisa to Sumali, mile 303½, whence there is a descent to the Karru nullah which is crossed at mile 305. Before reaching this nullah near mile 304, the line bends to the left crossing the Karru nullah on the square, and the ridge at mile 306 at the most favourable point. In this length there is heavy bank near the Karru nullah; the remainder of the work is however moderate.

From the abovementioned ridge (through which there is a long cutting) there is a sharp descent to the Sobha nullah (the gradient being 1 in 100) which, with the aid of two slight curves, is crossed nearly square, and then the line runs straight to a high ridge at

Harmuli, mile 308¼, the ascent to which is all on a gradient of 1 in 100. The work in this length is heavy, there being a very high bank at and before the Sobha nullah, and another considerable bank at the latter part of the 308th mile.

There is a considerable cutting through the Harmuli ridge from which the line descends to the low ground at mile 309½, from which it runs fairly level to near Inchadih, whence there is a descent to Kenda Inda a short level, and then another short descent to the Janum nullah near mile 313. In this section there is a long rather heavy bank at the beginning and two shorter ones at Kenda Inda and the Janum nullah, the remainder of the work is light. From this nullah there is a general ascent on moderate gradients to mile 314½, there being a curve to the right about midway, and then a descent to the Sakha nullah, mile 315, which is crossed on the square. The work in this length is generally bank, which is only heavy in two places. From the Sakha nullah the line runs straight across the ridge at mile 316¾, a moderate ascent, and thence past Gopalpur descending to the Chengra nullah, mile 318¼, before which there is a sharp curve to the right, and from this point there are several curves which take the line around the end of the Sason hill near Ruvani which runs out to within a short distance of the Subanrika river. In this length the work is nearly all embankment which is not heavy excepting for a short length at the Chengra nullah. From the Sason hill the line, curving eastward, runs with short lengths of ascent and descent to the Bamni nullah, whence there is a considerable ascent to the Chandil station, where the line running almost due east joins on to the Bengal-Nagpur Railway opposite to chainage 4134·00 on that line. The principal work in this section is embankment of which there is a considerable quantity.

It will be seen from the foregoing that owing to the excessively undulatory nature of the country, the work throughout the line will be very heavy, especially in the Subanrika valley, where the ridges run sharp out on to the river bank, necessitating continually recurring ascents and descents generally on a gradient of 1 in 100. This will readily be seen from the list of gradients, where out of a total of 69·92 miles there are 27·25 miles of 1 in 100 and only 12 miles of level. The character of the country also entails heavy bridging owing to the large number of nullahs to be crossed and the numerous depressions for which outlets have to be provided.

Character of the Country.

2. As already mentioned above, the general configuration of the country is undulatory. The country in the Damuda valley in the vicinity of the line is well cultivated throughout the high lands with dry crops and the low grounds of the depressions with rice almost exclusively. The valley is, however, hemmed in by the hills of the Ranchi plateau, and there is therefore no great extent of country under cultivation. The Subanrika valley from Begedih to Badoluhur is more jungly, but beyond that the lands lying along the alignment are rich and well cultivated. This valley is also not extensive, being shut in a few miles from the river bank by jungle clad hills. The cultivation is similar to that in the Damuda valley, consisting of oil seeds, pulses, &c., on the high lands, and rice in the depressions. Throughout the route proposed there is probably only as much cultivation as is necessary for the sparse population.

Waterways.

3. The waterways do not call for any special mention. As already stated, the bridging will be very heavy, but there are no very large bridges, and owing to the nature of the country, there will probably be no difficulty about foundations.

Labour.

4. It will probably be difficult to obtain labour in large number locally. The villagers appear to be entirely of the cultivator class who did not as a rule take readily to other works, and when they do, only work during such intervals of leisure as they have from their ordinary vacations; most of the cooly labour will therefore probably have to be imported from other parts of the province. This applies with greater force to artisans, of whom there are but a few unskilful members in the district.

Materials.

5. But few indications of good building *stone* were meet with in the vicinity of the alignment, but it is probable that a more extended exploration of the neighbouring country would lead to suitable material being discovered. At Soisa there was a large quantity of fine slab-stones used as tomb-stones which would make excellent covering slabs or rough masonry. The villagers stated that they were obtained from the neighbouring hills. On the other side of the Subanrika, almost opposite to this place and also near Ilu, mill-stones are obtainable, but this stone would not stand weather well and seems to be brittle.

Kunkur *lime* can be obtained all along the line, and stone lime of good quality occurs about five miles from Chiturpur in the Ramgarh valley. Rock kunkur can also be obtained not far from Chandil. There is good *brick earth* at most places along the line, and fuel

for brick burning can be obtained at a moderate rate. *Sand* for mortar can be obtained from the Subanrika and Damuda rivers or from the larger nullahs.

Good sâl *timber* can be obtained from the slopes of the hills of the Ranchi plateau. Timber is at present exported from the Sillighât in these hills. There are also large exportations from Patkum; good sleepers at a low cost can therefore be obtained.

Good *ballast* can generally be obtained, the lead will generally be about one mile.

Trade, Traffic, &c.

6. There does not appear to be much trade or traffic in the districts traversed by the line. Periodical hâts or markets are held at some of the principal villages where the inhabitants procure domestic necessaries and dispose of small quantities of local produce. These markets are, however, not far from the villages they serve, and it is unlikely that they will cause any appreciable passenger traffic until the general condition of the people improves. The imports are owing to the simple wants of the people, necessarily small, and the exports are not large, cultivation generally being practised only to an extent that suffices for local wants. Lac and timber are probably the principal articles of exports.

Enclosure No. 10 to Railway Resolution No. 799 R. C. of 1887.

Report on an alternative route from mile 275 to Purulia.

A trial line was run to the station of the Nagpur-Bengal Railway at Purulia, from the 275th mile of the main line, under instructions from the Bengal Government.

2. From the departure from main line to Purulia station is a length of 33 miles The country traversed is mostly cultivated and open, but very undulating. The estimate is based on the section taken over the trial line. By locating more to the south between Baduluku and the crossing of the Kasai river, there would be a saving in earthwork, and probably the gradients might also be eased. The waterways on this branch are very much less than on the length from Baduluku to Chandil, the largest stream being the Kasai river which would be spanned by one girder of 100 feet.

3. In paragraph 33 of report on main line it was pointed out that for goods and passenger traffic to Calcutta, this branch would be the shortest connecting link of the Benares-Cuttack Railway, northern section, with the Nagpur-Bengal Railway, although for pilgrim traffic it would involve a detour of 29 miles. The construction of this branch would attract the goods and ordinary passenger traffic of north Lohardagga and south Hazaribagh districts, and transfer it to the Nagpur-Bengal Railway.

4. The cost of the branch works amount to ₹1,11,817 per mile, including indirect charges, or ₹36,89,981 for the 33 miles. Its construction would direct most of the goods traffic of the main line from Chandil to Purulia. The goods traffic would be the exports and imports of the northern half of Lohardagga and the southern half of Hazaribagh, in addition to a fair local traffic between Ramgarh, Gola, Jhalda and Purulia.

5. In the event of construction of the southern section of the main line being set aside in favour of the alternative pilgrim route from Panchpara to Cuttack, the construction of this branch in preference to the portion of main line between Baduluku and Chandil might be advisable. For such pilgrims or travellers desiring to proceed south, the route *viâ* Midnapur and the coast road and canals would be the line of country they would adopt, and Purulia would be preferable as a terminus to Chandil, from which place there is no communication with Cuttack.

6. Owing to the smaller waterways required and the shorter length by six miles of line to be constructed, there would be a considerable economy in constructing these 33 miles in preference to the 39 miles between Baduluku and Chandil, there would be greater traffic in goods, and indirect benefit to the Nagpur-Bengal Railway.

GENERAL ABSTRACT ESTIMATE.

				₹	₹
I.—Preliminary expenses at				1,200	39,600
II.—Land at				2,000	66,000
III.—Construction—					
	₹				
(*a.*)—Earthwork at	20,329	=	6,70,857		
(*b.*)—Bridgework at	10,163	=	3,35,379		
(*c.*)—Fencing at	2,160	=	71,280		
(*d.*)—Level crossing at	260	=	8,580		
					10,86,096

				₹
IV.—Ballast and Permanent-way—				
(*a.*)—Ballast at	5,430	=	1,79,190	
(*b.*)—Sleepers at	10,130	=	3,34,290	
(*c.*)—Rails and fastenings at	13,924	=	4,58,492	
				9,71,972
V.—Stations and Buildings—				
(*a.*)—Station buildings at	2,012	=	66,396	
(*b.*)—Station machinery at	1,784	=	58,872	
(*c.*)—Staff quarters at	3,404	=	1,22,232	
(*d.*)—Workshops and stores at	1,500	=	49,500	
				2,97,000
VI.—Plant at	1,800	=	.....	59,400
VII.—Rolling stock at	10,000	=	.....	3,30,000
VIII.—Establishment, 10 per cent. in I to V				2,43,067
IX.—Contingencies 5 per cent. in I to VII				1,41,153
TOTAL DIRECT CHARGES				32,37,288
I.—Capitalized abatement of land revenue			655	
II.—Loss by exchange at 1*s.* 7*d.*			1,79,505	
III.—Leave and pension allowances			49,213	
IV.—Interest during construction			2,18,820	
TOTAL INDIRECT CHARGES				4,48,193
GRAND TOTAL FOR 33 MILES, AT ₹1,16,681 PER MILE				36,85,481

Detailed Estimate of Purulia Alternative.

LAND *vide* section V, Nagpur-Bengal, nearly ₹2,000 per mile.

EARTHWORK.

			₹
In 62 miles from Ramgarh to Purulia, quantity	= 17,22,74,020 c. ft.		
17,22,74,020 ÷ 62 = 27,78,613 c. ft. per mile.	Banks at ₹ 6	=	16,672
1,88,94,790 ÷ 62 = 3,04,755 c. ft. „	Cuttings at ₹ 12	=	3,657
TOTAL PER MILE			20,329

33 miles, at ₹20,329=₹6,70,857.

BRIDGE WORK.

See detail. Total cost for 33 miles=₹3,35,379=₹10,163 per mile.

FENCING.

See northern section, Benares and Cuttack Railway, ₹2,160 per mile.

LEVEL-CROSSINGS.

	₹
As per Nagpur-Bengal Railway, section V	244
Distance posts, section V, at ₹13	13
Gradient posts	3
TOTAL PER MILE	260

SLEEPERS.

Can be delivered for ₹4 per each at depôt; 2,200 sleepers per mile, including stations, ₹8,800. 190 tons × 33 × 16 = 1,00,320 ton miles by cart at 7 annas ton mile =₹43,890 cartage 43,890÷33 = 1,330 per mile for cartage.
8,800 cost of sleepers.

TOTAL . ₹10,130

RAILS.

	₹
One mile delivered at Calcutta	₹ 11,280
Railway freight to Purulia, 121·78 tons, at ₹8-10 per ton	1,050
Terminal charges	152
Laying road	1,320
Lead to works	122
TOTAL	13,924

Number.	Description of openings. No.	Span.	Flat or arched.	Height above flood or bed.	Cost.	Remarks.
		Feet.			R	
1	1	15	Arch.	30	7,500	
2	1	25	,,	34	17,000	
3	1	6	,,	24	2,000	
4	1	25	,,	36	18,000	
5	1	3	Barrel	8	436	
6	1	3	,,	12	607	
7	1	6	Arch	14	1,220	
8	1	80	Girder	36	24,000	Amrujurrah nulla.
9	1	3	Barrel	5	334	
10	1	15	Arch	26	6,300	
11	1	10	,,	23	4,050	
12	1	60	Girder	30	15,000	Dimajori nulla.
13	1	6	Arch	20	1,680	
14	1	3	Barrel	8	436	
15	1	6	Arch	13	1,145	
16	1	25	,,	26	11,300	
17	1	3	Barrel	3	339	
18	1	6	Arch	16	1,300	
19	1	6	,,	8	920	
20	1	100	Girder	38	35,000	Kasai river.
21	1	6	Arch	22	1,840	
22	3	10	,,	18	5,039	
23	1	6	,,	12	1,070	
24	1	15	,,	20	4,700	
25	1	10	,,	20	10,361	
26	1	10	,,	18	4,200	
27	1	6	,,	14	1,220	
28	1	3	Barrel	12	571	
29	1	3	,,	5	334	
30	1	6	Arch	13	1,145	
31	1	20	,,	33	12,400	
32	1	10	,,	18	3,170	
33	1	6	,,	16	1,375	
34	1	6	,,	20	1,690	
35	1	40	Girder	28	8,000	
36	1	3	Barrel	10	504	
37	1	6	Arch	22	1,840	
38	1	10	,,	20	3,535	
39	1	3	Barrel	6	368	
40	1	6	Arch	17	1,450	
41	1	10	,,	16	2,800	
42	1	6	,,	14	1,220	
43	1	6	,,	14	1,220	
44	1	20	,,	28	10,100	
45	2	20	,,	28	14,000	
46	2	20	,,	23	10,000	
47	1	3	Barrel	4	336	
48	1	15	Arch	26	6,300	
49	1	3	Barrel	5	334	
50	1	10	Arch	22	3,800	
51	1	15	,,	17	4,100	
52	1	6	,,	20	1,690	
53	1	6	,,	22	1,840	
54	1	6	,,	22	1,840	
55	1	3	Barrel	10	504	
56	1	6	Arch	18	1,530	
57	1	3	Barrel	7	402	
58	1	10	Arch	32	5,720	
59	1	25	,,	22	10,200	
60	1	10	,,	12	1,900	
61	1	15	,,	30	7,000	
62	1	3	Barrel	7	402	
63	1	10	Arch	25	4,450	
64	1	6	,,	15	1,300	
65	1	6	,,	20	1,690	
66	1	6	,,	12	1,070	
67	2	25	,,	32	21,700	
68	1	6	,,	12	1,070	
69	1	6	,,	15	1,300	
				Total .		3,35,378

Enclosure No. 11 to Railway Resolution No. 799 R.C. of 1887.

Mr. Parker's Report at the end of 1884-85.

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Northern Section.

10. *The Northern Section* of the railway leaves the East Indian Railway at Mogul Sarai Station, which is also the junction station of the East Indian and the Oudh and Rohilkand Railways, distant six miles from Benares, which city is on the left bank of the Ganges; a bridge is now being constructed over this river by the Oudh and Rohilkand Railway Company. From Mogul Sarai to the Karamnassa river, the line traverses the Benares district of the North-West Provinces.

11. For a distance of 65 miles, the line traverses in a south-easterly direction a flat cultivated country, with a population of 270 to the square mile, but subject to inundation during the rains from the drainage pouring down from the Vindhya plateau, the base of which it gradually approaches, passing through a gap which divides the main plateau from a range of low hills east of Sasseram.

12. After crossing the Karamnassa, the line enters the Shahabad district in Bengal. Bhabua, 35th mile, is a large and important village, with a population of 5,000, and is the trade centre for produce from the Vindhya plateau. Sasseram, 62nd mile, is a town of 24,000 inhabitants, through which the Grand Trunk road passes, and is at present the terminus of a branch of the Son canals. The exports and imports aggregate 1,30,000 maunds per annum, valued at 2¾ lakhs of rupees.

13. Turning to the south-west, up the valley of the Son, and along the narrow strip of country between the foot of the Kaimur range and the Son river, the line makes for a comparatively narrow crossing of the Son at Parcha some five miles above the junction of the Son and Koel rivers. Dehri, the head of the Son canal, is about seven miles from the line at the 67th mile.

14. At Tilothu, mile 75, the produce from a large tract of flat cultivated portion of the Gya district on the right bank of the Son will probably be attracted to the line.

15. At mile 87 is the village of Akbarpur, at the foot of the Rhotas hill. The produce of the Son valley, which is now floated down the river to Nasriganj, consisting principally of bamboos and wood, will probably be intercepted here by the railway. Akbarpur is a village of some 2,000 inhabitants; communication from the west by cart with the Bengal plains ends here.

16. The Son river is crossed at the 106th mile. A bridge of 27 spans of 150 feet each on well foundations, will be required. Rock crops up in the bed, on the right bank of the river, but dips to a depth of 36 feet on the left bank, below low-water level. The abutment on the right bank will be founded at the foot of the slope of a small rocky hillock on which is the small hamlet of Srinagar.

17. After crossing the Son, the line enters the Palamau sub-division of the Lohardagga district. The country from the Son eastwards is thinly populated, hilly and undulating. The line runs up the valley of the Koel river, crossing a considerable amount of drainage from the hilly country between the Koel and Kanhan. Opposite the 128th mile is the important market of Garwa on the left bank of the Danro river, which is the trade centre for produce from the Sarguja State, and a market is held here twice a week at which lac, resin, tusser cocoons, hides, and oil-seeds are the principal articles of export. The population is about 5,000, and the town is five miles from the proposed Garwa road station. The hilly nature of the country does not admit of the line being taken nearer to the town.

18. The Koel river will be crossed at the 144th mile, a bridge of 14 spans of 100 feet on well foundations being required. At the 146th mile it is proposed to locate the Sukhua engine-station, which will also be the junction station of the Gya-Palamau Branch. Up to this point a ruling gradient of 1 in 200 is feasible. From this station to Chandil, the ruling gradient is 1 in 100. Sukhua being within the limits of the Daltonganj coal-field will be the principal coal-station on the line. Daltonganj, the head-quarters of the Palamau sub-division, five miles south of Sukhua, is a rising town of 7,400 inhabitants. A civil officer, a police and a forest officer reside here, and a court-house, school-house and charitable dispensary have been built. An increasing trade is carried on with Jashpur, Sarguja, Mirzapur, and the districts of Gya, Behar and Hazaribagh.

19. In Appendix A attached to the reconnaissance report by Captain Laugharne (*vide* enclosure No. 2 to Resolution No. 73R.C. of 29th January 1884) the present exports from Palamau sub-division are given as 4,38,380 maunds, and the imports 14,53,711 maunds. These amounts, as stated in paragraph 20 of the preliminary estimate report of the Gya-Palamau Branch, probably represent the whole trade of the sub-division, and may practically be divided between Daltonganj and Garwa.

20. Between Sukhua and Rud, 197th mile, the line traverses the Auranga coal-field, and runs within 15 miles of the Hutar coal-field, which lies to the south. A trial line was run to the village of Hutar situated on the bank of the Koel river, which shows a line of country much the same as that traversed by the main line. Should a branch be at some future time constructed, it would start from the Kodelwar station, 157th mile. The coal is said to equal the average of the Raniganj coal, but is inferior to that of Daltonganj.

21. The Auranga coal is of an inferior description, containing a large percentage of ash, but as the specimens, experimented on, both of this and the Hutar coal, were probably from the surface, it is possible that borings and further examination of the field might bring to light some better quality. Valuable deposits of iron ore and limestone, ten miles north of the line, are known to exist, the limestones being of a very fine quality, fit for building purposes, statuary, and as flux for smelting the iron. The samples of iron ore tested by Mr. Ball, the Geologist, *vide* page 459, "Economic Geology," gave from 39 to 49 per cent. of metallic iron.

22. From Rud, two alternative lines have been located. The "Plateau line," which after ascending the watershed dividing the Damuda valley from that of the Auranga, descends some 200 feet into the Deonand or Damuda valley, crossing the river, ascends the Lohardagga plateau by the Mahlan spur, and again descends at the south-east corner of the plateau to Chandil.

23. "The Valley alternative" crosses the Deonand lower down, and keeping to the low grounds at the foot of the Lohardagga plateau runs into the valley of the Subanrikha and joins the Nagpur-Bengal Railway also at Chandil. The valley of the Deonand is a trough with high hills shutting it in on either side.

24. On neither alternative can the long rising gradient of 1 in 100 from Rud to the watershed near Chandwa be avoided, but, as stated in paragraph 6 of this report, the plateau alternative, after descending 200 feet to the foot of the Mahlan incline, has an immediate ascent of 700 feet to overcome by an incline of 1 in 100, and a further rise of nearly 270 feet beyond the top of this incline to the summit level at Similia, and then descends to the level of Chandil, a fall of 1,200 feet, the incline descending from the plateau being on a grade of 1 in 100 19 miles in length.

25. The valley line, with the exception of occasional short rises and falls, necessary to pass the successive cross ridges, descends continuously to Chandil. The respective lengths of these two alternatives from Rud are 128½ and 130½ miles, the valley line being slightly the longer.

26. The cost of the line by each alternative is shown in the comparative estimates attached; the amount of waterways on each is given in Form E, and gradients in Form B.

27. The "Plateau alternative," after touching a corner of the north Karanpura coal-field, ascends the Mahlan spur, and makes for the station of Ranchi, which is the principal sudder station of Chutia Nagpur, joining on to the military station of Daranda. The description of this alignment is given in full detail in paragraphs 29 to 43 of the preliminary survey report.

28. As the whole export trade of the plateau flows to the north and to the east, from which directions also the imports come in, it follows that the same amount of goods would be carried by a railway running along the base to Chandil as by the line crossing the top. The plateau route has this disadvantage, that all through traffic must be lifted 967 feet to be dropped again 1,200 feet at Chandil. The coal required for working the 128½ miles between Rud and Chandil must be lifted in a similar manner, and if quarried in the Karanpura field must be led by carts to the station at the foot of the Mahlan incline, and by rail 37 miles to Similia engine station. Ranchi is the only important market on this alternative. The town has a population of 18,000 and a large fair is held yearly at the outlying village of Chutia.

29. The valley alternative would obtain the whole of the traffic from the plateau, and, in addition, receive that of the southern part of the Hazaribagh district. It would traverse the southern portion of the Karanpura coal-fields from end to end, passing through the middle of that portion known specially as the "South Karanpura" field, in which, moreover, would be located the engine-station of Jainagar, mile 241¼. The coal at this place is reported to be of very good quality. The pergunnah of Karanpura is said to be the "granary" of the Hazaribagh district.

30. At Chandwa, mile 201, the traffic of the western portion of the Lohardagga plateau, and the eastern portion of Sarguja, which is now led northward from the town of Lohardagga to Chatra, would be intercepted. The traffic at present amounts to 17,000 maunds of imports and 88,000 maunds of exports annually, which is carried by pack-bullocks only, and would be common to the two lines.

31. The principal stations on the valley line between Chandwa and Chandil are—*Deonath*, on the left bank of the Deonath river, which would serve the villages in the Tandawa thana, the population of which is estimated at over 70,000. *Jainagar*, an engine-station, the site of which has been selected—first, as the nearest convenient division of distance between Sukhua and Chandil; second, on account of the coal seams which crop up in the Neckari river within a quarter of a mile of the station; and third, a good site for location of quarters. *Ramgarh*, mile 254½, on the Ranchi and Hazaribagh road, nearly half way between the two sudder stations. *Gola road*, on the Ranchi and Gobindpur road, the principal market in the south-east corner of Hazaribagh, and centre of trade of the country for some miles round. Tholen, on the Ranchi and Purulia road, five miles from Jhalda, which is a well known market in Manbhum.

32. It appears doubtful, however, if the traffic either from the Hazaribagh or Lohardagga districts would be attracted to the railway, if compelled to go round by Chandil; the main line located to that station would probably carry pilgrim passengers only and a small local traffic; for trade purposes, a branch to Purulia, on the Nagpur-Bengal Railway, leaving the main line about the 275th mile, would be required.

33. A trial line in this direction was run in accordance with instructions received from the Bengal Government, which shows a section very similar to the main line to Chandil, but with less waterway, and the cost would be about ₹ 1,11,681 per mile. A saving would be effected in distance for carriage of goods from Hazaribagh and Lohardagga districts to Calcutta, of 39 miles; the distance from mile 275 of main line to Purulia being 32 miles, but to Chandil and back to Purulia the distance would be 71 miles.

Enclosure No. 12 to Railway Resolution No. 799 R. C. of 1887.

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No. 516, dated Cuttack, the 14th April 1883.

From—A. SMITH, Esq., Commissioner of the Orissa Division,

To—The Secretary to the Government of Bengal, Public Works Department.

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2. Of the many benefits that the province will derive from being connected with the other parts of India by a system of railways there can be but one opinion, and the only question for consideration is the financial prospects of such a scheme.

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13. From whatever point of the Barakur and Nagpur line the branch railway to Cuttack starts, it is certain that, both from a political and economical point of view, the gain to the country would be enormous; that the line will pay there cannot be the slightest doubt; it will attract an immense number of pilgrims from Bengal and Upper and Central India; it will monopolise a large portion of the trade that is now being carried on with great difficulty and enormous cost by land and water; trade and commerce will spring up where it is not now thought of; and a vast extent of country now lying unoccupied and useless for all practical purposes will be utilised.

* * * * * * * *

15. Statistics of trade carried on over one of the principal roads along the course of the Mahanaddi are now being collected in accordance with the instructions contained in paragraph 5 of your No. 898R. of the 6th March 1882.

16. These statistics are being collected at Cuttack and at Barmul in Daspala on the line of road that runs from Cuttack to Sambulpur through Sonpur and also on the river Mahanaddi. Two statements, marked A and B, are annexed, showing the figures for the past eight months, from July 1882 to February 1883. This, it must, however, be remembered, is only a portion—a very small portion—of the traffic that will without doubt, be carried by a line of railway taking this direction. It will monopolise nearly the whole of the trade that now passes through this line; it will take up at least three-fourths of the trade that is now being carried on chiefly by means of pack-bullocks along the road to Sambalpur from Cuttack *viâ* Angul. It will accommodate a large portion of the pilgrims that now come in immense numbers by different routes from all parts of India, and will also take up a portion of the trade between Cuttack and Northern India. It will take up, up to a certain distance, the trade that comes from the Madras Presidency to Cuttack, Sonpur, and Sambulpur, and will also have an immense amount of local trade. This it will have at starting, and the greater influx of pilgrims that will certainly come on account of the facilities afforded by railway communication, and the stimulus that the trade of the country will receive, should not be lost sight of.

17. Orissa, on account of its isolated position, is liable to famine. It has a system of canals which gives protection to a portion of the Cuttack and Balasor districts, but a large portion of the province lies beyond its influence, and can be protected only if, in addition to the canals, a railway is provided, and it is connected with the other parts of India by land as well as by water.

* * * * * * *

19. There is another and also a very potent reason why the system of railways should be extended to Orissa. Owing to the immense number of pilgrims that at all times and seasons of the year, and specially during the rains, when the Rath festival comes on, crowd to Puri, it has specially become the home of cholera, and the suffering and loss of human life that it causes in each and every part of India is great. Weary, emaciated, under-fed and under-clothed pilgrims, who continually pass to and fro in sunshine and rain, carry the disease along with them in every direction; and although the sanitary arrangements that have in recent years been made have partly reduced the death-rate, still the loss of life is terrible to contemplate. There is no doubt that the pilgrims become amenable to the influences of the disease from the long and tiresome journeys without good food and prbper shelter, and nothing will afford such efficacious relief to Orissa—nay India—from this scourge as the construction of a railway.

* * * * * * *

53. We have no statistics to show the traffic that comes from the different directions which the railway will catch at Khurda; but looking into the figures of the statement of traffic coming from one direction and collected at Mardah, a copy of which was forwarded with my No. 975 of the 3rd July last, it appears that between the months of March 1880 and February 1881 the traffic was as follows, *viz.*:—

Passengers	86,284
Pack-bullocks	5,084
Loaded carts	6,928

54. The statistics collected at Tangi show that during the nine months from December 1878 to August 1879, 32,126 loaded carts, 7,907 laden bullocks, and 33,145 foot passengers came from Ganjam to Khurda and *vice versâ*, and adding one-third for the remaining three months, we find that for a whole year the figures come to—

Foot passengers	44,183
Laden carts	42,833
„ bullocks	10,663

55. Having these figures in view, we may safely calculate that by making a detour through Khurda we will at the outset increase the railway traffic by 60,000 passengers, 30,000 carts and 5,000 bullocks, and then if we reduce the rate for through passengers in consideration of the greater distance to 2 pies, and of the goods traffic to ½ pie per maund, we will arrive at the following figures:—

Khurda Route.

Coaching	Through passengers	$4,51,000 \times 2 \times 60 \times \frac{7}{8} \div 192$	= 2,46,640
	Khurda ditto	$60,000 \times 2 \times 30 \times \frac{7}{8} \div 192$	= 16,406
	Local ditto	$60 \times 10 \times 52$	= 31,200
Goods	As per direct route	$9,53,000 \times 30 \times \frac{3}{4} \times \frac{1}{2} \div 192$	= 55,859
	Additional for Khurda	30,000 × 10 = 3,00,000 5,000 × 3 = 15,000	
		$\frac{3,15,000 \times 30 \times \frac{1}{2}}{192}$	= 24,609
Ferry and miscellaneous			= 40,000
		TOTAL	4,14,694

56. The above figures give a total gross income of ₹4,14,694, and deducting 60 per cent. on account of working expenses, the net profit stands at ₹1,65,878, which means an income of over 4 per cent. on a capital of 40 lakhs.

Enclosure No. 13 to Railway Resolution No. 799 R.C. of 1887.

No. 22R.T.—R., dated Dacca, the 29th August 1883.

From—The Secretary to the Govt. of Bengal, Public Works Dept., Railway,

To—The Secretary to the Govt. of India, Public Works Department.

I AM directed to acknowledge the receipt of your letter No. 732R.C. of the 18th instant, and, in reply to the second paragraph, to state that His Honour the Lieutenant-Governor, having no personal knowledge of the tract of country which a railway from Lainghar or other suitable point on the Nagpur and Barakur line would serve, has to rely to a great extent upon opinions recorded by the Commissioner of Orissa and other local officers on the subject.

2. The line of country referred to is, for want of good communications, generally perhaps the least known in this province; and though since the Orissa famine of 1867-68, communications with Cuttack and Orissa generally have been largely developed by sea, and the canals made and still under construction, these advantages only extend to the sea-coast towns and their neighbourhood, and do not in any way affect the hill tracts in the interior.

3. The Commissioner has remarked that Orissa, from its isolated position, is liable to famines, and its system of canals by itself affords no adequate protection to the province generally against the calamities of drought and scarcity; and having regard to the configuration of the country, and the vast area which stretches north-westwards into the interior from Cuttack, now almost entirely without good communications, the Lieutenant-Governor quite concurs in what the Commissioner reports in the 13th paragraph of his letter No. 516 of the 14th April last, copy of which was forwarded to the Government of India, with this office letter No. 3072R. of the 6th instant, and which is here quoted:—"From whatever point of the Barakur and Nagpur line the branch railway to Cuttack starts, it is certain that, both from a political and economical point of view, the gain to the country would be enormous; that the line will pay there cannot be the slightest doubt; it will attract an immense number of pilgrims from Bengal and Upper and Central India; it will monopolise a large portion of the trade that is now being carried on with great difficulty and enormous cost by land and water; trade and commerce will spring up where it is not now thought of; and a vast extent of country now lying unoccupied and useless for all practical purposes will be utilised."

4. I am to observe that what Mr. Smith thus says regarding the great difficulty and enormous cost of conducting the trade is confirmed by the statement recorded later on in the 17th paragraph of his letter, that that trade is now being carried on chiefly by means of pack-bullocks along the road from Cuttack *viâ* Angul.

5. Further statistics of existing traffic are being collected, and will be submitted as soon as received; but whatever it may be, a railway in these parts will not only rapidly develop it, but will be the only means of giving security in times of famine to a wide area of country extending some thousands of square miles.

Enclosure No. 14 to Railway Resolution No. 799 R.C. of 1887.

Copy of a letter No. 13C., dated 31st December 1884, from the Secretary to the Chief Commissioner, Central Provinces, P. W. Dept., to the Secretary to the Government of India, P. W. Dept.

I AM now directed to reply as follows to your memorandum No. 01R.C., dated 19th November last, forwarding, for the opinion of the Chief Commissioner, certain correspondence connected with the proposed Benares-Puri Railway, and enquiring how far a route which would to some extent serve the Sambalpur district might be practicable from Laingarh or some station further west which would not entail too long a detour on the pilgrim traffic from the north-east.

It was deemed desirable to obtain this opinion on the reference of Colonel Bowie, Inspector-General of Prisons and Police, who is intimately acquainted with the Sambalpur district; and I am desired to submit, for the information of the Government of India, a copy of his letter No. 7230, dated 10th current.

The Chief Commissioner's opinion (in which he is supported by that of Colonel Browne, Secretary, Public Works Department) is that Colonel Bowie's advice is sound. The distance of the proposed line through or near Sambalpur will be under 200 miles, differing little from that of the line through the Keunjhar plateau. There will, however, be no large bridges to construct, and the heavy work of crossing the Brahmini river will be avoided. The objection to this proposal is that pilgrims from the east will have about 100 miles more of the Nagpur-Bengal line to traverse than they would if the Cuttack line took off from Kuchai and about 50 miles more than if the point of leaving the Bengal line was at Laingarh. The pilgrims from the west will, however, be the gainers to the same extent, and therefore it seems open to the Government to adopt the cheapest and easiest route. The pilgrim traffic will not be appreciably affected, whichever route is chosen.

The Chief Commissioner records this as his opinion, having regard to the general interests of the country, and not with any desire of benefiting the Sambalpur district in particular.

Copy of a letter No. 7230, dated the 10th December 1884, from LIEUT.-COL. M. M. BOWIE, Inspector-General of Police, to the Secretary to the Chief Commissioner, P. W. Dept.

I HAVE the honour, in acknowledging the receipt of your No. 7890, dated the 8th instant, with its annexure, to state that, in my opinion, the Sambalpur district would not be in any way served by a line running from Laingarh to Cuttack. If such a line were taken along the valley of the Brahmini river, the only part of the Sambalpur district through which it would pass would be the Bamra State. From Laingarh to Talcher also the line would pass through a waste of hill and jungle, and if a practicable route could be found, which I am almost certain would not be the case, the construction of a railway along it would be certain to prove very expensive. I have myself travelled through the greater part of the Bamra hills, and I should say that a line from Laingarh to Cuttack would prove just as difficult as a line across the Keunjhar plateau to Cuttack.

2. I think then that the line should start from a point considerably further west; and as the Sambalpur district would be best served by a line which ran in the neighbourhood of the town of Sambalpur, I think the nearest point to Sambalpur on the east of the Ib river should be the point selected. As the papers regarding the Nagpur and Sitarampur Railway are not at present in your office, I have been unable to learn what is the name of the station for Sambalpur on this main line; but I believe it is Panchpara, a village close to the point where the line crosses the Ib at Rajpur. Assuming this to be the name of the station, I would strongly recommend that the line should run from Panchpara to Sambalpur, and from Sambalpur along the old Rampur and Angul road to Cuttack. This is the shortest and I believe the best route that could be taken. If the starting point of the line were made at a point midway between Panchpara and Laingarh, it would still be necessary to skirt the hills which lie within 20 miles of Sambalpur, so that the distance which pilgrims from the east and north would have to travel would be very little decreased, while the length of the line, and consequently the cost of construction, would be very greatly increased.

3. From Panchpara to Sambalpur the line would run through a well cultivated and thickly populated tract of country, and from Sambalpur through Rampur and Angul to Cuttack it would run along the watershed between the Brahmini and Mahanaddi rivers; and though a great part of this route, as far as Angul, is through jungle, there is much land capable of cultivation, and the sâl forests of Radhakol are perhaps the finest in India. I can say confidently also that no serious engineering difficulties exist along the whole of this line. The country between Panchpara and Sambalpur is thoroughly well known to me, and I have frequently travelled along the Sambalpur and Rampur road to Angul and Cuttack.

From Panchpara to Sambalpur the country is open and undulating, and only a few large nullahs running into the Ib have to be crossed. On the section between Sambalpur and Cuttack some hill ranges have to be crossed; but these are low, and there is no difficult Ghât on the road; there are also very few rivers or nullahs of any size. In fact I do not think that anywhere along the whole line it would be found necessary to construct a bridge as large as that over the Wainguna.

4. If it be considered compulsory to take the line *through* the Talcher coal-fields, it would be necessary to take a line to the north of that I have here indicated, and it will be seen that there is another road marked in the map running through the villages of Megpal and Hiraloi, which also goes to Angul. I am not so well acquainted with this route, having only travelled along it a short distance into the Radhakol State; but I believe that it also does not present any serious difficulties. It is not, however, I believe, so direct as the road through Rampur to Angul; and as this last-named route also must pass close to coal-fields, there would be no great difficulty in constructing a branch to Talcher if workable coal were ever found there in sufficient quantity.

5. My opinion then is that the line which ought now to be surveyed is that above detailed, *viz.*, from Panchpara to Sambalpur and from Sambalpur to Cuttack *viâ* Angul. I am quite certain that an attempt to get a practicable line from Laingarh to Cuttack would fail, and any intermediate line would prove more expensive in construction and would have no compensatory advantages that I can see.

No. 319, dated the 10th January 1885.

Memo. by the Offg. Secretary to the Chief Commr., Central Provinces, P. W. D.

COPY of the following is forwarded to the Secretary to Government of India, Public Works Department, for information, in continuation of Central Provinces Public Works letter No. 13C., dated 31st ultimo.

Copy of a letter No. 110C.—A., dated 16th December 1884, from the Director of Agriculture, C.P., to the Secretary to Chief Commissioner, C. P., P. W. D.

IN reply to your letter No. 7889 of the 8th instant, I have the honour to state that I have no personal knowledge of the greater portion of the tract through which it seems that the proposed line would pass, and am therefore quite unable on so short a notice to offer an opinion which would be in the least worth having. The line which the proposed railway would take is not quite clear from the papers annexed to your letter; but I presume that the alternative route now referred to would carry the Puri Railway down the valley of the Ib, and that the railway would therefore pass in the close vicinity of Sambalpur instead of running some distance east of it, as would be the case were it carried over the Keunjhar plateau on the eastern border of the Bamra State. A railway running to Sambalpur, down the valley of the Ib, would pass through a tract which I know to be of considerable fertility, and so far as provincial interests are concerned, would be of course out of all comparison more advantageous than a line which would merely touch the Sambalpur district on the eastern border of the Bamra State, which is, I believe, a tract of little present fertility.

Copy of a letter No. 373, dated 13th January 1885, from the Secretary to Chief Commissioner, C. P., P.W.D., to the Secretary to the Government of India, P. W. D.

IN continuation of Central Provinces letter No. 13C., dated 31st ultimo, and enclosure, having reference to the proposed Benares-Puri Railway, I am now desired to forward a copy of a letter No. 7372, dated 18th idem, and enclosure, from the Commissioner, Chhattisgarh Division, connected with the subject.

Copy of a letter No. 7372, dated Camp Desgaon, 18th December 1884, from Commissioner, Chhattisgarh Division, to the Secretary to the Chief Commissioner, C. P., P. W. D.

IN reply to your No. 7888, dated 8th instant, I have the honour to forward the accompanying letter from Deputy Commissioner, Sambalpur, dated 17th instant, advocating Talpachia as the point to which the junction of the Benares-Puri line with the Nagpur-Bengal Railway should be brought in order to serve to some extent the requirements of the Sambalpur district. I agree with the Deputy Commissioner that, in the interests of the Sambalpur district, Telpachia would be a better point for the junction than Laingarh or Sagra. At the same time if the line is brought either to Laingarh or Sagra, it will draw a considerable portion of the trade and pilgrim traffic of the Sambalpur district; but the further west and south the line can be brought consistent with other conditions, the better it will serve the wants of the district.

Enclosure No. 15 to Railway Resolution No. 799 R.C. of 1887.

MAHANADDI-VALLEY RAILWAY FROM PANCHPARA STATION OF THE BENGAL-NAGPUR RAILWAY, *vid* SAMBALPUR, TO CUTTACK.

Note by MR. W. H. PARKER, Engineer-in-Chief, Benares-Cuttack Railway Survey, and Offg. Joint-Secretary to the Government of Bengal, Public Works Department.

This line has been suggested as an alternative pilgrim route, in place of the section of the Benares-Cuttack Railway, from Kantera to Cuttack, of which a survey was made in 1884-85, and which ran through the Keunjhar State, a line affording no immediate prospects of any traffic beyond that of pilgrim passengers from Benares and Gya to Puri.

2. That section of railway, with additions made by the Secretary to the Government of Bengal, Public Works Department, was estimated to cost ₹2,41,90,000 for 182 miles of line, terminating on the left bank of the Mahanaddi. To connect it with the Cuttack-Puri section, *vid* Khurda, would add ten miles to the length and ₹17,00,000 to the cost, making a total of ₹2,58,39,000, of which amount ₹49,00,000 was due to the bridges required over the Brahmini and Mahanaddi rivers.

3. The estimate of the alternative route now proposed up to the left bank of the Mahanaddi, after correction and addition of "Indirect charges," amounts to ₹1,95,30,651, and adding ₹25,00,000 for the cost of the Mahanaddi bridge and 3½ miles connection with the Cuttack-Khurda-Puri line, the total would be ₹2,20,30,651 or ₹38,08,349 less than the Kantera-Cuttack route.

4. This line would not accommodate the pilgrims from Northern India and Lower Bengal; but quite as many persons, if not more, visit Puri from Western India, who would not have travelled over the Kantera-Cuttack route. It has the advantage of running through the Talchir coal-field, would tap the valleys of the Brahmini and Mahanaddi, many parts of which are very fertile, and would carry the trade of Sambalpur, a town of 12,000 inhabitants, which is now conveyed between Cuttack and Sambalpur by boats and pack-bullocks. The navigation of the Mahanaddi is so difficult that the pack-bullocks compete successfully with the boats. There is little fear, therefore, of the river competing with the railway for traffic.

5. Captain Laugharne, in paragraphs 9 and 10 of his note, details the further advantages of this line over the Keunjhar route, *viz.*, the reduced cost of working, due to more favourable gradients, the proximity of the Talchir coal-field, and the shorter distance grain would have to be carried, to supply the famine-stricken districts of Orissa in times of scarcity.

6. The alignment suggested by Mr. Von Ahn *vid* Denkanal and Hero to Panchpara, leaving Sambalpur ten miles to the west, appears to be the best. It might be advisable to take the line closer into Sambalpur, which would add five miles to the length. Although the trade of Sambalpur itself is not very great, the proximity of the line to the town would soon increase it, and the necessity of a branch at a future date would be avoided.

7. In the note by the Chief Commissioner, Central Provinces, on Mr. Fuller's report, No. 240 of 11th July 1883 (paragraph 5), he states that the crossing of the Mahanaddi at Sambalpur is very difficult, and that the traffic from the south of the river is all carried by boat, and will probably continue to be so carried, as the tributaries on the south are all more or less navigable.

8. The railway traffic at first would, perhaps, be confined principally to the district north of the Mahanaddi, the trade of which at present is but small, owing to the difficulties of carriage; but the cheapness, and greater speed in transit, afforded by the railway, would probably soon attract the traffic also from the southern districts.

9. From a statement of statistics collected at Burmul on the right bank of the Mahanaddi and of traffic on the Mahanaddi from July 1882 to July 1883, the most important articles of export and import amount to 2,118,180 maunds exports, 780,739 imports, and 103,932 passengers up and down.

10. Mr. Smith, Commissioner of Cuttack, in 1883, reports, in his No. 516 of 14th April 1883, that, from whatever point of the Nagpur-Bengal Railway the branch railway to Cuttack may start, the gain to Orissa would be enormous, that such a line would attract an immense number of pilgrims, would monopolise a large portion of the trade now carried on by land and water, that trade would spring up where now it is not thought of, and that large tracts of country now lying unoccupied would be utilised.

11. Mr. Gupta, Officiating Collector of Puri, in his No. 1363 of 22nd December 1883, reports to the Commissioner of Orissa that the average number of pilgrims visiting the shrine at Puri for nine years from 1874 to 1882 was 210,605, the largest number in any one year being 337,235, and this estimate taken from police reports he considers on the safe side.

12. Taking half the existing traffic reported in paragraph 9, and adding for pilgrims and the extra traffic in wood, fuel, coal, and timber that would immediately be created, a moderate estimate of the gross receipts per annum would be as follows; taking passenger fares at 3 pie per mile, and goods at ½ pie per maund per mile:—

	₹
300,000 passengers at R2-13 for 180 miles	8,43,750
14,49,460 maunds goods, at As. 7-6 for 180 miles	6,79,434
Local and miscellaneous traffic, at R20 per mile per week	1,87,200
GROSS ANNUAL RECEIPTS	17,10,384

13. This return would amount to 7·76 per cent. on ₹2,20,30,651, the cost of the line including the Mahanaddi bridge, and 8·74 per cent. if the bridge and connection with the Cuttack-Puri line be omitted. As coal is procurable within a short distance of Panchpara, the western end of the line, and in the Talchir district at the eastern end, working expenses would be under the average of Indian lines, and 50 per cent. of the gross receipts a fair

allowance, leaving a profit of 3·88 per cent. for a line crossing the Mahanaddi, or 4·37 per cent. for a line terminating at Naraj.

14. The construction of this line would add to the traffic on the Cuttack-Puri line by the additional number of pilgrims visiting Puri from Central India, which may be taken at least as 200,000 per annum up and down. At the rate of 3 pie per mile, for 50 miles, a passenger traffic would be added to the Puri line of ₹1,56,250, or ₹60 per mile per week. In addition to this may be added the extra receipts that would be taken by the Nagpur-Bengal Railway between Nagpur and Panchpara.

15. Since the return of the Panchpara-Cuttack reconnaissance party to head-quarters, a letter* has been received from the Commissioner of the Orissa Division, suggesting, as a better route between Orissa and the Central Provinces, a line from Khurda on the Cuttack-Puri proposed railway to "a point between Sambalpur and Raipur on the bank of the Raipur-Mahanaddi." The object of this line would be to connect the Central Provinces more directly with Puri, as a seaport outlet for the trade between the Central Provinces and Madras, and to save the cost of bridging the Mahanaddi at Naraj.

* No. 659, dated 6th June, to the Secretary to the Government of Bengal, Public Works Department.

16. The Commissioner's proposal is based on information from native sources to the effect that the country is fairly open, presenting no great natural difficulties, and he does not apparently contemplate a junction with the Nagpur-Bengal Railway; but it is presumed that it would be necessary to cross the Mahanaddi near Raipur to effect this junction. The Indian Atlas maps do not confirm this native report of fairly open country to the west of Khurda, through which a railway might be economically constructed. The country appears to be a mass of hills, and the rough tracing of the proposed routes shows by its sharp bends and twists that natural difficulties do exist.

17. A suggestion somewhat similar to this was made by Mr. Smith, Commissioner of Orissa, in 1883, in his No. 516 of 24th April, for an alternative line up the right bank of the Mahanaddi; but in paragraph 14 he acknowledges that heavy banks would be required to keep above floods and tunnelling through the hill ranges.

18. Part of the route suggested by Mr. Metcalfe would be on the alignment of the Raipur-Vizianagram project, which has been rejected, and the construction of a line in this direction would, judging from the heights shown of the different ranges of hills, and the magnitude of two tributaries of the Mahanaddi, which have to be crossed, prove very expensive, and involve the construction of some 70 or 80 miles of extra railway.

19. The advantage of the coal-fields of Talchir and Hengir would be lost to the line and working expenses be increased by the cost of coal. The construction of the Mahanaddi bridge at Naraj, would not be an undertaking of such difficulty as is represented by the Commissioner, and might be completed in four years at the outside.

20. The town of Cuttack is unapproachable on any side by a railway, except at great expense, the Mahanaddi, on the north side of the town, being a mile-and-a half wide, the Katjori, on the south side, being as wide as the Mahanaddi at Naraj. A station on the south bank of the Katjori would be easier to get at from Cuttack town than one on the north bank of the Mahanaddi. A branch of six miles would connect the Katjori station with the through line from Panchpara to Puri.

21. Considering the extra length of construction required to connect Raipur directly with Puri, also the topographical features of the country shown on the map, and the disadvantage of leaving out the Talchir coal-field, this route does not appear one that can be recommended as a substitute for the line from Panchpara to Naraj.

Enclosure No. 16 to Railway Resolution No. 799 R. C. of 1887.

Note by MR. J. B. FULLER, on the extension of Railway Communication to the Sambalpur District, dated August 1886.

The object of this note is to discuss the advantages which would result from the extension of railway communication to the Sambalpur district. The facts on which the consideration of this question is based, so far as they are not supported by statistics, are derived from my personal acquaintance with the Sambalpur district, in which I have spent a portion of two camping seasons, and from information which has been contributed by Mr. Goodridge, the present Deputy Commissioner of the district.

2. The Sambalpur district forms an oasis of highly cultivated land in the midst of an extensive region of hills and forests. Towards the west it is separated from the Chhattisgarh plain by 75 miles of almost continuous jungle. On the south it is bordered by the feudatory chiefships of Patna, Sonpur, and Kalahandi, which cover a tract of wild country extending almost as far south as the Godavari. On the east a wide belt of hills and forest separates it from the plains of Orissa, and, extending round towards the north, merges into the wild country of Chota Nagpur. The only approach to the district which does not lie through thick jungle is by the left bank of the Mahanaddi, along which there lies a narrow strip of cultivated country forming the Padampur-Chandarpur zemindari and part of the feudatory State of Raigarh. The lie of the district compared with the country

which adjoins it will be seen from the annexed map, in which the open country is coloured yellow, and hills and forests green.

3. The open portion of the Sambalpur district covers about 2,468 square miles, of which 1,89- square miles are held direct from Government by the villagers and 576 square miles belong to the zemindaries of Padampur-Chandarpur, Kodibaga, and eight other petty zemindaries towards the south. Isolated though it is, this tract is one of the best cultivated and most thickly populated in the Provinces. The population of the part of Sambalpur held direct from Government falls at the rate of 191 to the square mile, a rate which is exceeded in only two districts out of the eighteen which comprise these Provinces. The population of the Nagpur district falls at the rate of 200 to the square mile, but this is in great part due to the large urban population of the towns of Nagpur and Kampti. The population of Bilaspur falls at the rate of 203 to the square mile. Hence in regard to density of population the Sambalpur district ranks third in the Provinces. As might then be expected, the proportion of the total area which has come under the plough in Sambalpur is higher than in most other districts. Exact figures will not be forthcoming till the conclusion of the present settlement survey, but the statistics which have been collected up to date indicate that between 60 and 70 per cent. of the total area is under cultivation, whereas in only one other district (Wardha) does the percentage of cultivated to total area exceed 50. Next after Wardha come Narsinghpur (49 per cent.), Raipur (49 per cent.), Nagpur (48 per cent.), and Bilaspur (46 per cent.). Hence the Sambalpur district may be regarded as exceptionally well cultivated. Of the total "open" area of 2,468 square miles, 1,600 square miles may be regarded as under cultivation.

4. Not only is the proportion of cultivated to total area exceptionally high in Sambalpur, but the cultivation is of exceptionally good character. Rice covers nearly three-fourths of the area under the plough. The produce of this crop depends very greatly indeed on the method of its cultivation. If grown from transplanted seedling, its yield is very much larger than if grown from seed sown broadcast. In the districts of Raipur and Bilaspur the rice crop is almost entirely grown from broadcasted seed, but in Sambalpur a very large proportion is grown from transplanted seedlings, and this is a very striking difference between the agricultural system of Sambalpur and that of the other tracts included in the Chhattisgarh Division. The Sambalpur district is also noted for the production of sugar, and the sugarcane plays a very important part in its agriculture. For its successful cultivation a fine loam is absolutely necessary, and this occurs abundantly in Sambalpur, but is comparatively rarely met with over the rest of the Provinces, or indeed anywhere in the Deccan, where the prevailing soils are black soil or soils into the composition of which black soil largely enters. The area under sugarcane in Sambalpur cannot be stated even approximately, but it is considerable, and sugar is exported in considerable quantities eastward towards Cuttack and westward towards Nagpur. It is a striking indication of the low cost at which sugarcane can be grown in Sambalpur that it is found possible to cart the produce 350 miles to the Nagpur market. There is also a considerable export trade in the til oilseed (or gingelly), which is produced in large quantities in the poorer soils, and last cold weather I met 80 carts belonging to a single village returning to Raipur laden with til seed.

5. So far as production is concerned, the Sambalpur district is then exceptionally well off, and it might be expected to pay a relatively rather larger revenue to Government than the other districts of these Provinces. But its contribution is almost ludicrously small. The present land revenue of the tract held direct from Government is, including assignments, only ₹1,15,600, which falls at the rate of 1·5 anna per acre of total area and 2·3 annas per acre of cultivation. I contrast below the land revenue incidences in some other typical districts :—

	Incidence of Land Revenue,	
	Per acre of total area.	Per acre of cultivated area.
Raipur	2·1	4·2
Bilaspur	1·6	3·5
Bhandara	3·3	9·2
Wardha	5·2	8·7
Narsinghpur	5·4	11·0

The re-settlement now in progress may be expected to result in a very considerable increase of revenue, but when this is included, the incidence of the land revenue per acre will still be strikingly small. The reason of this lies in the great difficulty which the people have in exchanging their produce for cash. There is a distance beyond which raw produce cannot be carried with profit, though its cost of production be extraordinarily low, and the distance which separates Sambalpur from markets is exceedingly near this limit. Rice—the staple product—will not bear the cost of transport to Raipur, and though sugar and til seed can be transported with some profit, yet the profit is small and uncertain. The main export route is the river Mahanaddi, down which a considerable amount of rice is annually exported in boats to Cuttack. But unfortunately the navigation of the Mahanaddi is exceptionally difficult below Sambalpur owing to rocks and rapids, and only boats of small size can be employed. As a rule, a boat carries no more than 175 maunds. The boatmen can

only navigate by day, and have to cast anchor at night: even with this precaution wrecks are not uncommon; and the channel is only open for four months in the year. Moreover, the market to which Mahanaddi leads—Cuttack—is one in which rice is exceptionally cheap. The tract in which the rice of Sambalpur would be in demand lies on the western side of the Peninsula. But its only communication is with the eastern coast, where rice is at times almost a drug in the market.

6. The line which a railway to Sambalpur should follow, if it was aligned along the most open route, would be from the Bilaspur district following the course of the Mahanaddi, and keeping as near to the river as engineering considerations permitted. The alignment of the proposed railway between Bilaspur and Calcutta lies considerably to the north of the cultivated tract on the left bank of the Mahanaddi, but provided that it is brought into connection with the town of Sambalpur by a branch from Panchpara, it should serve the requirements of the district tolerably well. But the construction of this branch is of the highest importance if the line is to derive much traffic from the Sambalpur district, or is to benefit the Sambalpur district to the extent which should be expected of it. Panchpara lies at the extreme north-east corner of the plain, 45 miles distant from Sambalpur, and 70 miles distant from the fertile tract which lies round Bargarh to the west of Sambalpur. The construction of a branch to Sambalpur should form part of the project for the Bilaspur-Calcutta line, whether it is intended to carry it on to Cuttack or not.

7. A branch line to Sambalpur in addition to attracting the traffic of the district might be expected to gain something by intercepting a considerable traffic which now runs down the Mahanaddi past Sambalpur. "The proposed line of railway from Nagpur to Calcutta," writes Mr. Goodridge, "will not touch the main arteries of the water system of the Chhattisgarh country at suitable points, will not in fact touch the Mahanaddi at any point. It will cross its tributaries, the Sheonath at Drug, and again on the borders of the Raipur and Bilaspur district at Nandghât, and the Arpa and Hassod in the Bilaspur district. But at none of these places is there likely to be any great boat traffic. By bringing the line to Sambalpur, Cuttack and the Eastern Coast will be placed in communication by water with every portion of the Chhattisgarh country from Pendra in the north of the Bilaspur district to Khariar and Kanker in the south, and from Khairagarh and Kawardha in the west to the eastern portions of the Sambalpur district. It will be noticed that all of the rivers that water the Chhattisgarh country converge towards Sheorinarain, and also that between that town and Sambalpur several large rivers from the north fall into the Mahanaddi before it reaches Sambalpur. During the rainy season, therefore, the whole of the productive Chhattisgarh country, and a portion of the Chota Nagpur Garjat States, are in easy water communication with Sambalpur, and would be with Cuttack also but for the rocky beds and rapids below Sambalpur. If the railway does pot touch the river at some point between Sheorinarain in the Bilaspur district and Sambalpur in this district, it will never, in my opinion, be able to work in communication with the boat traffic of this district and the Chhattisgarh country. The most convenient point in the Mahanaddi for the railway to tap the water-borne trade is Sambalpur."

8. It will be inferred from what has been written above that the present export trade of Sambalpur cannot be accepted as an indication of what the export trade would be were Sambalpur given the benefit of railway communication with the places where its produce is most in demand. The routes along which the present trade of the Sambalpur district run are—

(1) to Cuttack down the Mahanaddi,
(2) to Cuttack by road *viâ* Angol,
(3) to Raipur by road.

We possess statistics of only the first stream of traffic, which has been registered since April 1884, at a registration post established on the river at Binka. The returns of each of the two subsequent years are abstracted below :—

Year.	Rice.	Sugar.	Metals.	Salt.	Cocoanut.	All other commodities.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
			Down stream to Cuttack.				
1884-85	1,24,297	614	...	...	...	20,678	1,45,589
1885-86	1,28,493	244	...	...	...	18,299	1,47,036
			Up stream from Cuttack.				
1884-85	...	...	2,813	53,345	13,130	5,799	75,087
1885-86	...	...	3,374	32,603	27,057	7,156	70,190

There was then a down stream traffic amounting to something under 1½ lakh maunds per annum, and an up-stream traffic of about half this amount. These figures are borne out very closely by the result of enquiries made by Mr. Goodridge as to the number of boats employed in the trade, the freights carried by them, and the number of trips made by them.

Of the road traffic to Cuttack on one side, and to Raipur on the other, no statistics are available; but Mr. Goodridge's investigations indicate that the exports by road to Cuttack amount to about 75,000 maunds, consisting chiefly of sugar and oilseeds. The export to Raipur may be set down as 25,000 maunds, bringing up the total exports of the district by road and river to 2½ lakhs maunds.

9. But in addition to the traffic of the Sambalpur district a line of railway to Sambalpur might expect to catch some trade which now runs between the Raipur district and the Orissa coast *viâ* the Sambalpur district. This trade runs *viâ* Binka and does not now come to Sambalpur, though there can be very little doubt that it would be diverted to Sambalpur were Sambalpur in railway communication with the Chhattisgarh plain. The trade comes to Binka partly by river and partly by road, thence proceeds by road to Raipur *viâ* Sohela. It has been registered during the last two years with the following result :—

Year.	Rice.	Sugar.	Salt.	Cocoanuts.	All other commodities.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
			Towards	Raipur.		
1884-85	...	...	25,142	2,681	84,578	1,12,401
1885-86	...	...	40,352	7,369	3,946	51,667
			Towards	Cuttack.		
1884-85	4,627	168	...	...	22,998	27,793
1885-86	24,460	183	...	...	10,096	34,739

10. In discussing the commercial effect of the extension of railway communication to Sambalpur, a leading fact to be borne in mind is that a far more extended demand exists for Sambalpur produce on the west than on the east side of India. Rice and sugar are the typical products of Bengal and of Orissa, and to place Sambalpur in communication with those tracts is merely to offer facilities for the export of rice and sugar to places where they are already abundantly produced. On the other hand, the agricultural system of Western India and the Deccan is, speaking generally, characterized by the absence of rice and sugarcane cultivation, for which black soil is very unsuitable, and for which the rainfall is, as a rule, insufficient. A great deal of rice is of course grown in the Bombay coast districts, but the area under rice in these districts is small in relation to the total cropped area of Bombay and Berar, and accordingly the prices of rice as well as of sugar range much higher west than they range east of Nagpur.

One of the most striking results of the extension of railway communication to the Chhattisgarh plain has been the enormous increase in the export of rice from these Provinces to places in the Bombay Presidency and Berar.

The amount of rice exported from these Provinces during each of the last five years has been—

Year.	Mds.
1881-82	5,50,117
1882-83	9,95,365
1883-84	10,63,865
1884-85	12,83,019
1885-86	13,59,014

During 1881-82 the Nagpur and Chhattisgarh Railway was only open as far as Amgaon in the Bhandara district, and had not pierced the hills and forests which shut off the Chhattisgarh plain. During the next year the railway was completed to Nandgaon, its present terminus, and the increase in export is very striking. To the total amount of rice exported the contribution of Chhattisgarh, in each year since the railway reached it, has been as follows :—

	1883-84.	1884-85.	1885-86.
	Mds.	Mds.	Mds.
To Bombay Presidency	4,28,488	6,18,927	5,76,482
„ Berar	2,49,441	1,27,782	1,54,375
„ all other places	76,358	58,624	60,308
Total	7,54,287	8,05,333	7,91,165

The following figures give the average prices ruling for rice per maund of 40 seers in Sambalpur, Cuttack, Burdwan, Calcutta, Nagpur, Akola, and Dhulia (in Khandesh) at the end of April during the last ten years. The end of April is selected as being the period when trade is briskest. These prices are contrasted with the cost of carrying a maund of rice from Sambalpur to each of the other places named, and with the cost at which a maund of Sambalpur rice could be delivered at each of these places, were railway communication available :—

	Average price ruling at end of April during 10 years, 1877 to 1886.	Cost of carrying a maund by rail from Sambalpur.	Cost at which a maund of Sambalpur produce could be delivered by rail, *i.e.*, its price at Sambalpur *plus* freight.	Difference between this cost and average price at each place, *i.e.*, profit per maund exported.
	R a. p.	*R a. p.*	*R a. q.*	*R a. p.*
Sambalpur	1 7 0	.....	.....	.....
Cuttack	2 1 2	0 9 2	2 0 2	0 1 0
Burdwan	2 2 1	0 9 7	2 0 7	0 1 6
Calcutta	3 0 5	0 11 5	2 2 5	0 14 0
Nagpur	2 14 10	0 11 5	2 2 5	0 12 5
Akola	4 10 0	0 15 7	2 6 7	2 3 5
Khandesh (Dhulia)	3 14 9	*1 7 0	*2 14 0	1 0 0

* Including an allowance of R 0-2-0 per maund for carriage from Chalisgaon to Dhulia (34 miles.)

It will be observed that the profit on exports to either Cuttack or Burdwan would be very small. Calcutta offers a better opening owing to the exceptional demand of a large urban population, but the profit which would result from export to Nagpur (which would be equidistant with Calcutta from Sambalpur) would be almost as large, with the difference that the demand would not be limited by the consumption of a single town, but would be capable of great expansion for the supply of places in Berar and Khandesh. The large profit which these figures indicate on the export of rice from Sambalpur to Akola and Khandesh is very noticeable.

The extent to which the value of sugar in Western India exceeds its value in Eastern India is indicated by the following figures (taken from the table annexed to Government of India's Resolution No. 505A., dated May 30th, 1882) which give the average price of *gurh* in Bengal, in the Central Provinces, in Berar, and in the Bombay Presidency :—

	Bengal.	Central Provinces.	Berar.	Bombay Presidency.
	R a. p.	*R a. p.*	*R a. p.*	*R a. p.*
Price per maund of 40 seers	4 10 0	6 5 0	9 8 0	6 7 0

It would appear then from these figures that Sambalpur has much more to hope for from a connection with Nagpur than from a connection with either Cuttack or Calcutta.

11. There is then a good deal to be urged in favour of making a branch line to Sambalpore a part of the project of the Nagpur-Bengal Railway, irrespective of any intention to carry the line on to Cuttack; and indeed, even were the project for a through line between Nagpur and Calcutta abandoned, there would still remain good reasons in favour of carrying on the line from Bilaspur to Sambalpur. A great portion of the country between Bilaspur and Sambalpur is no doubt very unproductive, but, as remarked above, some local traffic may be expected from the country lying along the left bank of the Mahanaddi if the line be aligned at no great distance from it. If the Nagpur-Bengal Railway be proceeded with, a branch line to Sambalpur would leave the main line at Panchpara and run down the valley of the Ib river. The country which the branch line would traverse, though not of such fertility as the central portion of the district, is still by no means destitute of possibilities. I am only acquainted with the southern portion of the Ib valley, which contains some very fine villages, and regarding the valley as a whole, I quote the words of Mr. Goodridge :—

"The country on both banks of the Ib is open and well cultivated. That on the eastern side is principally a *rice* country of great fertility, and the accompanying sketch map will show what proportion of the total area is well cultivated, what proportion is fairly well cultivated, and what is either uncultivated or under forest. There are altogether about 200 villages on this side falling under the first class containing 130,000 acres, and 80 villages under the second class containing 7,000 acres. A reference to the settlement records shows that in these villages there are altogether about 30,000 acres of land of the first quality, 20,000 of the second, 65,000 of the third, and 85,000 of the fourth quality."

"The land on the west side of the Ib is perhaps even more fertile than that on the east bank, and is well watered. In nearly every village there are one or more large tanks which are used for irrigation purposes, and here a great deal of coarse sugar (*gurh*) is made. During a recent tour in this part of the district, I observed also in many places that spring crops were also being introduced and I saw in several villages some good wheat and gram-fields. The soil on the west bank, having more clay in it, and there being greater facilities here for constructing tanks, is better adapted for spring crops than the land on the east bank."

12. If, however, the construction of a branch line to Sambalpur will not be undertaken except as a portion of a line to Cuttack, I venture to represent the very great importance of carrying the line as near the town of Sambalpur as possible, as shown by the considerations already adduced. On this point Mr. Goodridge writes :—"The high lands surrounding the town of Sambalpur on the north do not permit of the railway being conveniently brought into the town of Sambalpur itself, and the best site for the station would probably be a couple of miles outside at a place named Sarla, but it would be well if arrangements could be made to unload boats into the railway wagons at all seasons of the year by providing a siding running down to the banks of the river at the Panch Kouria landing and ferry. The Executive Engineer, who has laid out the line to Sambalpur, informs me that there will be no difficulty in arranging for such a siding, which will be less expensive and more convenient than having the station itself at Sambalpur."

It is understood that for a railway to Cuttack two alternative routes have been surveyed—one running *viâ* Nakridol and Dhenkanal, and the other lying to the south *viâ* Rampur and Angol. Whether the line takes the northern or southern route it will on leaving the open country round Sambalpur "enter," writes Mr. Goodridge, "a hilly, thickly wooded, and sparsely cultivated tract not at first of much agricultural importance. The southern route *viâ* Rampur will doubtless render the railway more accessible to a small tract of open country lying to the south and east of the town of Sambalpur, but that area is, as shown on the accompanying map, comparatively insignificant, and would not, I apprehend, be considered of much importance in deciding the question one way or the other. On the other hand, the northern route would be more convenient to the Bamra State, which is rich in timber and iron and capable of great development."

But so long as the railway comes to Sambalpur it makes very little difference, so far as the district and the feudatory chiefships are concerned, what course it takes to Cuttack; and hence the alignment would seem to depend on purely engineering considerations.

Enclosure No. 17 to Railway Resolution No. 799 R. C. of 1887.

No. 424, dated Cuttack, the 27th February 1886.

From—C. T. METCALFE, Esq., C.S.I., Commissioner of the Orissa Division,

To—The Chief Secretary to the Government of Bengal.

I have the honour, in reply to your letter No. 89A, dated the 9th of January 1886, to submit a report on the line of country between Sambalpur in the Central Provinces, and Cuttack, through which it is proposed that the Cuttack-Benares line of railway shall pass.

2. The proposed line, after leaving the Sambalpur district, passes through the State of Bamra, also under the Central Provinces Agency, and enters Talchir at Sapkata Hill, and runs for 30 miles parallel to the Government estate of Angul.

3. In the western part of the Talchir State, the country for miles is covered with scrub jungle intersected by numerous nullahs; scattered villages here and there are to be found, wretched in appearance, the people very poor. The Talchir estate generally is poor: the total area of cultivated land is estimated at 14,502 acres, and of jungle land 7,043 acres. The soil is hard and so stiff that iron crowbars are used in digging the earth in place of spades. The ground under the influence of the sun, even in the cold weather, binds and then splits, forming miniature crevasses. The iron bar is worked into these, and the earth removed in lumps. The State is small, containing only 116 villages in all—in the north-west, 105 villages; in the west, the direction the line will come, 7 villages; and in the south-west, 4.

4. The proposed line will pass near the Talchir coal-fields. I have no description of the value of the coal; but it was examined and reported on by Mr. Ball of the Geological Department. It is described to be as inferior; but the lower stratum has not been yet examined. The same coal-field extends to the Government estate of Angul.

5. The only possible exports from Talchir will be timber from the forests of the neighbouring State of Pal Lahera.

6. The population of the State is 35,590 as found at the census of 1881. There is very little trade of any kind: a little rice may be bartered in exchange for salt, sugar, and other necessaries of life.

7. There is no culturable waste land in the State. The scrub grows on a rocky soil not capable of cultivation; only in detached plots is the soil productive. These are marked by the presence of villages.

8. Facing Talchir on the south is the British territory of Angul, formerly one of the Gurjat States, but taken from its former chief, who was convicted of murder. The country has improved considerably under English administration. The people are exceedingly well to do, but far too proud to think of working on the roads, and too lazy to exert themselves beyond cultivating their fields. There is a considerable area of uncultivated land on scattered parts of the estate.

9. Coal exists along the banks of the Ouli river near Patrapara, six miles distant from Chendipara, through which the proposed line passes. I have no reports as to the quality of the coal; but the coal field extends for some distance—I should say over a square mile.

10. Rice, mustard, moong (a pulse), koolthi, a small pea, and oil-seeds are abundantly cultivated and exported. Angul feeds itself with paddy, but requires cotton-cloths, salt and spices.

11. The area of the estate is 563,840 acres, of which 259,797 are occupied by hills; of the remaining 304,083 acres, 51,022 were found cultivated at the last rough settlement. It is believed that 108,981 acres more have been reclaimed from waste and brought under cultivation, leaving 144,080 acres still capable of cultivation. Of this area, 71,295 are devoted to forest, leaving 72,785 for increase of cultivation.

12. After leaving Talchir, the line skirts the Hindol hills on the one side and the Brahmini river on the other, till it enters the State of Dhenkanal, the chief of which is a minor, the administration being under the Superintendent of the Tributary States. The country is in every way superior to Talchir and Hindol. The land is well wooded, the soil rich, the villages large and well populated, the scenery very pretty, high hills rise covered with dense vegetation, the green of which contrasts with the red soil below.

13. The chief produce is rice, of which there is little exported. The chief place is Dhenkanal; the residence of the chief is a long straggling village without trade or manufacture, but there are extensive forest lands in places, capable of cultivation. The character of the country is valleys with overhanging hills, the highest of which is Kapilas, 2,098 feet above mean sea-level.

14. The State is divided into two parts by the Brahmini river; the proposed line will pass through the southern portion, but the line will materially benefit the northern portion also, which abounds in iron, and where there is plenty of land available for extension of cultivation.

15. The line passes from Dhenkanal into the State of Athghar, a small state of 168 square miles, containing some 200 villages with a population of 2,000. The southern portion is very low and covered in floods by the spill of the Mahanaddi. It is proposed to carry the line through the low country in order to reach Naraj, a gorge through which the Mahanaddi passes, and across which it is proposed to carry the railway on its way to Puri. Scrub jungle on rocky soil with low intervening paddy-fields is the chief feature of the country. The branch to the station of Cuttack will pass along the northern bank of the river to a spot opposite the fort.

16. There is not much available land for increase of cultivation. There are no engineering difficulties along the whole route, large rivers to be crossed, or deep cuttings required. The difficulties arise when the Mahanaddi is reached. The line will pass through land which will probably be given free to the British Government for the Railway; but questions of jurisdiction over British subjects will arise which will require to be settled.

17. The evidence is against any large export or import trade except in oil-seeds from the States of Talchir, Dhenkanal, Athgar: from Angul rice and oil-seeds will be exported. A considerable local passenger traffic may also be expected from Sambalpur, Bamra, Pal Lehara, Athmallik, Talchir, Hindol, Dhenkanal, Athgar and Angul; but oil-seeds will form the chief export to Cuttack, while salt, sugar, shirtings, silks, spices, will be carried inwards. The line selected is the cheapest and the best that can be selected for joining Cuttack to Sambalpur, although a more direct line between Raipur and Puri could be found west of the Mahanaddi, avoiding the larger rivers, such as the Mahanaddi and the Katjori.

18. The Sambalpur and Cuttack line will pass through a country with a population of 335,917 persons, *viz.*:—

Pal Lehara	15,450
Dhenkanal	178,072
Talchir	38,021
Angul	78,374
Athgar	26,000
TOTAL	335,917

19. No statistics of the productive capabilities of the States or of the amount of the produce likely to be exported can be obtained. If compiled, the figures would be mere guess work. I have not therefore given any figures. The inhabitants of the Tributary States of Orissa through which the line will pass cannot be said to be energetic or alive to their material interests like their countrymen in Cuttack; they will allow the whole trade to be taken away from them by either European or Mahomedan merchants from Bombay. The Uriya has no energy, and is so apprehensive of sustaining loss that he would rather continue poor than hazard his capital in opening out the trade of his country. As regards trade, then, it will be developed very speedily by others than Uriyas: but as regards cultivation, the pressure of the population on land in Orissa will rapidly

convert the waste land into cultivated field wherever the nature of the soil will permit of it, and the undoubted effect of the railway will be to bring the waste lands of the Tributary States rapidly under cultivation.

20. In matters of cultivation the Uriyas cannot be charged with apathy or indifference; but it is in matters connected with trade that they are chargeable with indifference.

21. The present export trade of Cuttack depends mainly on the supply of grain from Sambalpur and the Central Provinces. I have no doubt that the railway will enormously develope this trade. The present route is by water, 200 miles by the Mahanaddi down stream, with a long and tedious return journey of 17 to 20 days. The carriage, under these circumstances, is expensive, besides being hazardous. A railway will largely develope this trade. The difference between the local selling price of grain and the market value at Cuttack is very large. I have known paddy selling at 70 seers for the rupee in the Gurjats, and the same quantity at the same time selling in Cuttack at 2 rupees, and I have no doubt that further into the interior the difference is even much larger.

22. I believe the development of trade will be enormous. It is only a few years ago that the value of export at False Point amounted to R12,71,575, while in the last year it had reached the sum of R26,49,195. When in addition to the present exports the vast stores of grain now cooped up in Central India are released, the traffic by rail must become very large.

Enclosure No. 18 to Railway Resolution No. 799R.C. of 1887.

Note left by MR. PARKER, Engineer-in-Chief, when going on furlough, 1886.

The object of the railway is to provide railway communication for pilgrims from Central and Western India visiting the shrine of Jaggannath at Puri. The railway will also open out the country between Sambalpur, Cuttack, and Puri, and it is supposed will materially facilitate and increase the trade of the three towns. As a famine relief work it will connect the districts of Orissa, periodically stricken with famine, with the rich grain-producing district of Chattisgarh, being connected with the Nagpur-Bengal Railway at Panchpara station, 3½ miles east of the Ib river.

2. The original project of the Benares-Cuttack Railway comprised a line from Mogul Serai station of the East Indian Railway, near Benares, to Chandil, a station on the Nagpur-Bengal Railway. From Chandil junction to Kantera on the Nagpur-Bengal Railway (ten miles north of Chaibassa, the sudder station of Singbhum) the traffic would have to be taken a distance of 28¾ miles over the Nagpur-Bengal line. From Kantera junction a length of 180 miles would bring the line to the north bank of the Mahanaddi.

3. From this station two alternatives existed—one for running the line up the north bank of the Mahanaddi, crossing that river at Naraj, and thence running in *viâ* Khurda to Puri, the other for establishing a ferry across the Mahanaddi at the terminus near the Beropa river, opposite Jobra, a suburb of Cuttack, and thence running a line across the Khukai river *viâ* Khurda to Puri. The comparative cost of these alternatives was given in the preliminary report and estimate on the line submitted by Mr. Parker in 1884.

4. A final estimate of the lines located from Mogul Serai to Chandil, from Kantera junction to the Beropa terminus, and from the south bank of the Khukai river to Puri, was submitted in 1885.

5. The section of the line between Kantera junction and the north bank of the Mahanaddi proved to be very expensive, amounting to R2,57,81,818, or R1,41,659 per mile on the 180 miles, the cost of this section being materially enhanced by the cost of a bridge required over the Brahmini river, and heavy ghât work at the descent from the Keunjhar plateau to the Orissa plains. The gradients were unfavourable, and the country traversed promised no results within any reasonable time that would warrant so expensive a line being made.

6. A reconnaissance was ordered by the Government of India, in the cold season 1884-85, of a line connecting Cuttack with the Nagpur-Bengal Railway near Panchpara, a village some 30 miles north of the town of Sambalpur and passing near to the town. The reconnaissance showed that a line could be constructed at a very much less cost than the Kantera-Cuttack section of the main line, Benares-Cuttack-Puri Railway, with more favourable gradients, and some prospects of a paying traffic, although this line would not serve passengers from the North-West of India, Benares and Gya. It would, however, be of material benefit to a very large number of pilgrims who visit Puri from Central and Western India.

7. The project to be submitted comprises therefore working plans and estimates for a railway from Panchpara to Naraj, crossing the Mahanaddi at Naraj, either by a ferry or by a permanent bridge, and joining the line located in 1884-85 from the south bank of the Khukai river to Puri, about three miles south of the Naraj bridge and four miles from the Katjori terminus, Cuttack-Puri section. To the amount of this estimate must be added the estimated cost of the Cuttack-Puri section, omitting the portion of the line between Katjori station and the junction.

8. It seems to me that the line now proposed might be connected with the Benares-Cuttack Railway at Sathbarwa in the Palamau district, by running a line northward from Panchpara up the valley of the Ib river as far as Amriha, a village in the Jashpur State, thence turning eastward *viâ* Kurdeg, Tainsar, Ramdega, Reidih to Gumla in the Panari pergunnah of Lohardugga. From Gumla the line would make for the pass near Saranga at the head of the Phuljar tributary of the north Koel river, run down the valley of the tributary and north Koel to Kuku in the Simah pergunnah, Palamau, cross a ridge, and join located line at Sathbarwa station.

9. There would be a rise of some 1,400 feet to Gumla, a further rise of 900 feet to the pass near Saranga, and a corresponding fall to Mankah, but the line would traverse a rich part of the Lohardugga plateau. No suggestion of this subject has yet been made to the Government, but I have myself traversed the country as far as Rehi, and the remainder has been levelled over by Mr. Concanon.

10. Should the Government of India entertain the idea, there would be a very large increase to the traffic of the Panchpara-Puri line, as pilgrims would make direct from Benares and Gya for Puri; and the section of main line, between Palamau and Mogul-serai was shown in the estimate submitted for main line to be also the most favourable for construction as regards cost and prospects of the traffic.

11. The line from Panchpara to Puri would, besides the pilgrim traffic, attract a considerable traffic between Sambalpur and Cuttack. The Deputy Commissioner, Sambalpur, has been asked for an estimate of this traffic. The railway should be able to compete with the boats of Sambalpur and Cuttack. Some 2,000 boats are employed during the period the river is navigable. The navigation is difficult, and boats are occasionally lost. From Sambalpur to Katjori terminus is 144 miles: at ¼ pie per maund per mile, lowest rate, the cost of carriage of one maund is 4 annas; but the boats charge 6 to 8 annas up from Cuttack and 8 to 12 annas down.

12. There would also be through traffic between Panchpara and Cuttack in a small way, as Talpachia, which is an important market, 1½ miles from Panchpara, supplies the country round about and the Native States to the north with goods from Cuttack, such as salt, piece-goods, brass vessels.

13. There would be also some local traffic, as hundreds of carts and bullocks from Cuttack traverse the country, being employed by banjaries and mahajuns, who purchase grain, jaggree, cotton, &c., in the different villages between Sambalpur and Cuttack.

14. From Panchpara to the 19th mile the line runs down the valley of the Ib river through an easy country, which is however much covered with jungle scrub and young sal trees. The only river of importance in this is the Bonun, which takes some 600 running feet of waterway.

15. Between the 19th and 20th mile passes through a gap in a range of hills running east and west and makes for Sambalpur: the site for railway station is about two miles from the bazar, but nearer approach cannot be made, as there is a mountain on the north-east of the city, to go round which would add three or four miles to the length of the railway, and the land and buildings interfered with would be costly. Sambalpur station is about the 31st mile from Panchpara, the country from the 19th mile being much the same as before.

16. After leaving Sambalpur the line runs through some five miles of open, but undulating ground, crossing two large streams, the Harrad and Maltijor nullahs. It then enters jungle and somewhat difficult ground to locate through, having to cross the watershed between the Brahmini and Mahanaddi rivers. This watershed is crossed at Kasinda, whence the line follows the valley of the Tikaria nullah to Kusala, 104th mile. The hills stand boldly up from the comparatively flat ground between them, rising from 1,000 to 1,500 feet above the general level of the country. A tributary of the Tikaria (an alternative trial line was run through the hills *viâ* Hero and Heraloi to Konchonpur, but as the summit was 110 feet higher than at Kasinda, this was abandoned in favour of Maltijor valley line, which has also better gradients) is crossed at Nakridol, requiring 100 running feet waterway, and the Ouli nullah at the 91st mile. Between Nakridol and Kusala several ridges are crossed which run from the hill south of the line down to the Tikaria nullah, having long gentle slopes, and the country is more than half covered with jungle. Kusala is a large village of 1,500 inhabitants. Mahajuns are established here, who trade with Cuttack.

17. From Kusala to Dhenkanal, 155th mile, the line traverses the Brahmini valley crossing one rather high ridge at the 117th mile, which extends some miles to the north-east. From Jarridoh, 118th mile, the valley is open and cultivated up to Bolpur. Three large nullahs—Sankria, Nongra and Bangursinga—are crossed. Coal shale crops out in the Sankria nullah, mile 111, and the trial pit was sunk 40 feet deep some years ago near the village Gopalprosad, ¼ mile from the railway, water being 10 feet only below the surface. No specimen could be obtained, but Superintendent of Geological Survey has been addressed on the subject.

18. Kadakpershad, a mile north of railway, mile 132, on the banks of the Brahmini, is an important village of some 1,000 houses, and 25 mahajuns reside here. Bolpur and Dhenkhanal are large villages, the latter being the residence of the Chief of Dhenkhanal Tributary State. All round Dhenkhanal is a good deal of bamboo jungle, and from here to the river there is a length of some 12 miles of very dense jungle, scrub thorns, and bamboos. South of Dhenkhanal the line crosses again the dividing ridge of the Brahmini and Mahanaddi basins, passing between hills of laterite. The work is not heavy, and the gradients of 1 in 100 are not very long.

19. The line makes for a crossing of the river Mahanaddi at Naraj, 3,600 feet wide in full flood. There are low sandstone hills on either bank, but spill-water passes over the low land behind the hills on either side. On the north bank the spill-water appears to come from the large nulla that enters the river west of the Dawkoti hill. On the south side the river is embanked, but the embankment at Modilan, west of the Saidessen hill, is liable to be breached.

20. In the original project the line from Cuttack to Puri started from the bank of the Katjori river where the road to Khurda begins. The line now laid out joins this location four miles from this point, but as I understand from the Commissioner of Orissa that the Katjori terminus would not be workable for a ferry steamer in the rains owing to the fluctuation of the depth of water, a branch line has been located from near Hortikal to Sumliaband on the left bank of the Mahanaddi, opposite Cuttack fort to serve the town of Cuttack. The length of this is 8 miles, and a ferry steamer would be required to ply between the fort and Sumliaband. This station would also probably attract some of the pilgrims who travel by the Orissa Grand Trunk road to Puri.

21. Details of alignment and materials, &c., available for the line will be found in reports by Executive Engineer.

22. Permanent-way and English material would be landed at False Point and brought up to Cuttack by canal. Some might possibly be landed at Puri, but there is only an open roadstead there. I think it would be safest to land all English material at False Point, though it would be a convenience for the line south of the Mahanaddi to have a plate-laying head at Puri. There are workshops at Jobra where probably engines and wagons be set up, and for the Puri section it might be worthwhile to run a temporary line from Jobra to Naraj on the surface of the ground, crossing the Katjori by a temporary bridge, which would not cost much, as the river is fordable in the dry season.

Enclosure No. 19 to Railway Resolution No. 799R.E. of 1887.

Extract from the report by MR. T. OWEN, Officiating Engineer-in-Chief, Benares-Cuttack-Puri Railway Surveys on the line of railway from Panchpara on the Bengal-Nagpur State Railway to Cuttack.

3. The following statistics have been prepared showing the state of the water-borne trade at Sambalpur. There are about 2,000 large boats plying between Sambalpur and Cuttack, of an average carrying capacity of 250 maunds. Freight is at the rate of from 6 to 8 annas per maund on goods imported or coming up the river, and from 10 to 12 annas per maund for goods exported. About 4,50,000 maunds of rice, wheat, gram, tillee, horns, and about 500 bales of cotton, each of 3 maunds, worth about ₹25,000, are exported monthly and for six months of the year. In return 1¼ lakhs of maunds of salt, cloth worth ₹50,000, cocoanuts worth ₹3,000, and brass utensils worth ₹1,500, are also received monthly. In short, an estimate made by some of the leading merchants of the town puts the annual value of the exports at ₹12,00,000 and the imports at ₹13,00,000. The total value of the articles taxed for octroi entering the town at Sambalpur is alone ₹6,47,720. Thirty miles to the south on the river is Binka. It is the centre of the salt and cocoanut trade of the Raipur districts, it being nearer to Raipur than Sambalpur, the traffic to Raipur striking the eastern road at Sohella. The average exports and imports for a month are as follows:—

Exports.		*Imports.*	
Rice . . .	16,500 maunds.	Salt . . .	15,500 maunds.
Cotton . . .	330 ,,	Cocoanuts, valued at ₹ 25,000.	
		Brass utensils, valued at ₹ 2,000.	

Even supposing that the railway does not create any new trade, there is at present an export and import trade of not less than 25 lakhs of rupees annually between Sambalpur, Binka, and Cuttack, and considering the comparatively heavy rates for water carriage between Sambalpur and Cuttack, and still heavier cost for cart traffic, it is likely that the railway will be able to carry most of those articles much cheaper and all the year round instead of as at present for only eight months in the year. The journey to and back from Cuttack takes six weeks, and the boats at many places are subject to risk. Last year six large boats were lost. The traders of the town do not avail themselves of insurance.

4. The high lands surrounding the town of Sambalpur on the north do not permit of the railway being conveniently brought into the town of Sambalpur itself, and the best site for the station would probably be a couple of miles outside, at a place named Sorla, but it would be well if arrangements could be made to unload boats into the railway wagons at all seasons of the year by providing a siding running down to the banks of the river at the

Panchkauria landing and ferry. The Executive Engineer, who has laid out the line to Sambalpur, informs me that there will be no difficulty in arranging for such a siding, which will be less expensive and more convenient than having the station itself at Sambalpur.

5. So long as the railway comes to Sambalpur it does not matter, so far as the district and the feudatory states attached to it are concerned, what course it takes to Cuttack: therefore the shortest and easiest from an engineering point of view will probably be the best, and that selected by Mr. Parker from Sambalpur to Hiro and on to Nakridol seems a good one. Whether it take the northern or the southern road to Cuttack, it will in either case shortly enter a hilly, thickly wooded, and sparsely cultivated tract not at present of much economical importance.

The southern route *viâ* Rampur will doubtless render the railway more accessible to a small track of open country lying to the south and east of the town of Sambalpur, but that area is, as shown on the accompanying map, comparatively insignificant, and would not, I apprehend, be considered of much importance in deciding the question one way or the other. On the other hand, the northern route would be more convenient to the Bamra State, which is rich in timber and iron and is capable of great development.

6. I now proceed to give a brief sketch of the nature and productiveness of the country through which the line will run if it be brought from Panchpara to Samalpur till it reaches the hilly and sparsely cultivated country on the east of the district.

The country on both banks of the Ib is open and well cultivated. That on the eastern side is principally a rice country of great fertility, and the accompanying sketch will show what proportion of the total area is well cultivated, what portion is fairly well cultivated and what is either uncultivated or under forest. There are altogether about 200 villages on this side falling under the first class, containing 130,000 acres, and 80 villages under the second class, containing 7,000 acres. A reference to settlement records shows that in these villages there are altogether about 30,000 acres of land of the first quality, 20,000 of the second, 65,000 of the third, and 85,000 of the fourth quality. The land on the west side of the Ib is perhaps even more fertile than that on the east bank, and is well watered. In nearly every village there are one or more large tanks which are used for irrigation purposes, and here a great deal of uncured sugar (*gur*) is made. During a recent tour in this part of the district I observed also in many places that spring crops are also being introduced, and I saw in several places some good wheat and gram fields. The soil on the west bank having more clay in it, and there being greater facilities here for constructing tanks, it is better adapted for spring crops than the land on the east bank.

7. In conclusion, I would add that there is every promise of a very considerable railway-borne trade between this district and Cuttack if a line to meet the Nagpur-Bengal Railway were constructed from Panchpara to Cuttack, and such a railway would also give an enormous stimulus to the water-borne trade of the whole Chhattisgarh country if brought to Sambalpur or some other point near by on the Mahanaddi.

Enclosure No. 20 to Railway Resolution No. 799R.E. of 1887.

No. 567, dated Hazaribagh, the 13th November 1886.

From—T. E. OWEN, Esq., Engr.-in-Chief, Benares-Cuttack-Puri Railway Surveys,

To—The Chief Engineer, Bengal, Public Works Department.

I have the honour to submit complete estimates and plans for a line of railway (broad gauge) from Panchpara *vid* Sambalpur to Naraj, on the river Mahanaddi, with a branch line to Cuttack.

2. Panchpara is a station site on the proposed line from Sitarampur to Nagpur (124 miles from Sitarampur), within the district of Sambalpur, in the Central Provinces, and was fixed on as a suitable starting point for a line down the valley of the Ib and between the two great rivers Mahanaddi and Brahmini to open out Orissa and carry pilgrims to Puri, in place of another line located and estimated for from Chandil, a station on the proposed Nagpur-Bengal Railway, to Cuttack. A reconnaissance was made along this former line in 1884-85. The result being favourable, detailed estimates and plans were ordered to be prepared, and three survey parties were sent into the fields in November 1885, under the orders of Mr. Parker, Engineer-in-Chief, Benares-Cuttack-Puri Railway Surveys. Their field work was finished in April 1886.

3. This estimate is for a line 170 miles long from Panchpara to Naraj, a point on the Mahanaddi, fixed upon as the best site for crossing. Naraj is 8 miles higher up the river than Cuttack, and more in the direct route to Puri. It also provides for a branch line, 8¾ miles long, to Cuttack, leaving the main line at mile 166. The crossing of the Mahanaddi river either by ferry or bridge is not provided for in this estimate, which is a complete project in itself, and no steam ferry or bridge will be required unless a line of rail is carried on to Puri, and it is in the estimate for this latter that the cost of such is included. This estimate is submitted as a separate project with this office No. 560 of 10th November 1886. This line—Panchpara to Naraj—will bring Sambalpur, Chhattisgarh and the south-west inland portion of Orissa into communication with the lower navigable portion of the Mahanaddi river, and with Cuttack and the Orissa canal system; the Mahanaddi river being navigable for a long way above Sambalpur into Chhattisgarh, but of little use for this purpose between Sambalpur and Naraj on account of rocks and rapids. The Talcher coal-fields will be opened out, and coal at a low rate can be supplied to Cuttack and the Orissa canal system. A reconnaissance by Mr. Parker in 1886 shews that this line can be continued up north to Palamau, and so on to Gya; this would then be the chief route for pilgrims to Puri.

4. The levels commence at a point on the Nagpur-Bengal Railway line, mile 124·106, in a slight cutting. The line runs chiefly through a country much cut up into ravines, with many small ranges and isolated groups of hills, and is undulating throughout. From 0 to mile 65 the line is a fairly easy one without heavy banks or cuttings, though the nature of the country necessitates frequent changes of grade. From mile 65 to 85 the cuttings and banks are rather heavy, with some long grades of 1 in 100. This could not be avoided, as explained in Executive Engineer's report, the line running between the river and some low hills. From mile 85 to 111 the line is fairly easy and light; miles 111 to 119 have rather long grades of 1 in 100; the rest of the line is fairly easy and without heavy cuttings or embankments, except in the last 3 miles, where there is a rather heavy bank on account of the spill of the river Mahanaddi. The branch line to Cuttack, 8¾ miles, leaves the main line at mile 166; the bank is high, the country being flooded between the junction and Cuttack. The height of bank here was so fixed by Mr. Parker. The maximum gradient is 1 in 100, and the minimum curve 1,910 feet radius for the whole line. In comparison with other lines through Chota-Nagpur and Orissa the banks and cuttings are not heavy, nor the gradients excessive. Except in miles 65 to 85, there are no long continuous grades up 1 in 100, which has been taken as the ruling gradient.

From Panchpara to the Mahanaddi the ascents amount to 1780·7. The descents amount to 2397·7, so that the difference is 617 feet. The minimum radius is 1,910, but there are only two short curves of this radius, all others being above 2,800.

5. There are no large rivers crossed, the largest stream is the Bonum, 8 spans of 100 feet; in the whole length there are only 16 major bridges, and none of these present any difficulty as to foundations.

6. From mile 0 to 42 the country is fairly cultivated.
" " 42 to 71 mostly waste and jungle.
" " 71 to 91 partially cultivated.
" " 91st to 103rd cultivated.
" " 103rd to 117th mostly waste and jungle.
" " 117th to 146th well cultivated.
" " 146th to 170th mostly jungle with stretches of cultivation here and there.

7. *Soil and material available.*—The soil is chiefly a sandy clay. To mile 132nd fairly good gneiss for building is to be had; at mile 166 there is sandstone, as well as at the terminus Naraj, where there is a good sandstone quarry much used. Earth suitable for brick-burning is to be had at intervals along the line, kunkur for lime is to be had along the whole length.

8. *Water.*—Little information is given about water. Where borings were made, rock was in most instances reached at from 5 to 10 feet. The inhabitants do not use well, but tank water.

9. *Coal and iron beds.*—The Talchir coal-fields are passed through; Gopalpersad, 110th mile, is about the centre of this. The coal beds are extensive, and probably could be cheaply worked, coal being near the surface. The quality is stated by Mr. Ball (Economic Geology) to be inferior, but from experiments carried on in Orissa it seems that useful coal is to be had. Mr. Medlicott reports on samples of Gopalpersad coal—"rather below the average of Indian coals, but still a fair fuel." Iron ore is reported to be found near miles 71 and 79.

Timber.—Sâl sleepers, it is reported, can be procured from the Bamra State, about mile 64, but probably the chief supplies would be from Forest depôts at Cuttack, and somewhere near Panchpara, and on the Brahmini river from the Keunjhar forests opposite miles 130 to 150. From this latter source it is probable a considerable saving on the estimated cost might be effected in prime cost and carriage.

10. *Traffic.*—No reliable statistics can be given on this point; the principal articles of import are cloth, thread, salt, tobacco, and metal utensils; and of export, grain, timber, bamboos, charcoal, and various jungle products. Sambalpur is the principal mart passed. The imports and exports here are—imports 6¼ lakhs, exports 2¼ lakhs yearly; the latter chiefly consists of articles brought in under the head of import. A large trade may be expected here. The Deputy Commissioner reports the railway will tap the district of Chhatisgarh. The other places of most importance are Talpachia, 3¾ miles, Supanga, 12th mile, Ranikinda, 24th mile, Nakridol, 71st mile, Chudipada, 96th mile, and Gopalpersad, 110th mile, and Dhenkhanal, 152nd mile, Cuttack terminus.

A considerable trade in timber might be expected. Coal would probably be carried down to Cuttack, over 60 miles of the line, in large quantities. More than half of the country passed through is cultivated, and most of the remainder is suitable for cultivation, and a railway would increase the value of this latter. The passenger traffic from the Central Provinces to Cuttack and Puri would probably be considerable, but there are no statistics.

The estimated cost of this project is 174 lakhs, interest at 8 per cent. = ₹12,92,000. This would require gross mileage receipt of ₹2,400 per day for goods and ₹1,140 per day for passengers, or nearly ₹95 per week per mile for goods and ₹45 per week per mile for passengers, to give an interest on the outlay of 4 per cent., allowing 50 per cent. for working, which, with cheap coal and sleepers for renewal, should be sufficient.

11. Three engine-changing stations will be required: one at each end and one near the middle. These have been fixed at Panchpara, 0 mile, at Ouli 91st mile, where bank is 0, and at Cuttack junction, mile 166; turntables being provided at Cuttack and Mahanaddi stations. At Ouli the ground is high and open, and this will be a good situation for quarters for the permanent staff. Cuttack junction station is some little way back from the actual junction of the branch, but there is no suitable site for a station nearer. It will probably be necessary to have a double line for this short distance.

As Panchpara will be a station on the Nagpur-Bengal Railway, no details are estimated for station arrangements. Lump sums have been entered sufficient for a share of each, or to provide separate accommodation, if necessary, under the heads of station buildings, staff quarters, and station machinery.

Second class stations with waiting-rooms have been provided for at Sambalpur, Cuttack junction, Cuttack, and Mahanaddi stations, and refreshment-rooms at Cuttack junction. These are a simple modification of the type plans for stations except at Cuttack junction, where the height of bank being 7 feet, a framed building resting on rails is provided. Passenger platforms 600 feet long and 40 feet wide are given.

The third class stations are on the ordinary type plan, with a platform length of 350 feet and a width of 40 feet. Watering arrangements are provided for at all stations except in some few a short distance apart.

Goods sheds 100 × 40 are provided for at all the second class stations, with platform 350 feet × 50 feet.

For the third class stations a goods platform has been provided for, 150 feet in length with shelter for goods 50 × 20 open in the front. These may not at all be required, and it may be convenient in many to place this structure on the passenger platform, where no separate goods platform is required. If there is the expected traffic in grain, &c., shelter from rain is most requisite, more or less, at every station in this district, with a heavy rainfall. This is a point frequently neglected. Plans of station yards show arrangements for crossing stations and extra sidings required in dotted blue. With a clear length of siding of 1,600 feet as laid down, a minimum length of 2,200 feet is required for station yards.

12. *Staff quarters.*—These have been provided for fully, terrace roofs on flat arches, and rolled beams have been given for all buildings, as far as possible, as suitable to the climate, and necessitating fewer repairs than any other description of roof. For dwelling-houses for the permanent superior staff, lump sums have been provided, the details of these being much better left to the Engineer in charge at time of construction.

Station machinery.—This has been fully provided for in all details.

13. *Rates.*—The rates for earthwork and masonry are those allowed by Mr. Parker in his estimates for lines from Mogul Serai to Puri, and I see no reason to alter them, as they appear amply sufficient. It is probable a considerable saving can be effected in construction by the use of rubble stone masonry for all minor bridges, foundations of major bridges and perhaps for superstructure of the latter, but all plans have been drawn out for brick masonry. Until construction commences it is uncertain how far rubble masonry could be used. Rates for other details have all been carefully gone into.

The permanent-way would be delivered at Cuttack up the Mahanaddi, opposite Naraj and at Panchpara by the Nagpur-Bengal line, if this latter is constructed first; and the carriage has been estimated for accordingly—120 miles delivered from Cuttack, 50 miles delivered from Panchpara.

14. This work was under Mr. Parker as Engineer-in-Chief, with head-quarters at Hazaribagh, until 8th April 1886, when Mr. F. B. Walker took over charge, in addition to his other duties, with head-quarters at Bhagulpur. I took over charge from Mr. Walker on the 30th of June 1886, with head-quarters at Hazaribagh. The gradients were fixed before I took over charge. The plans of bridges, stations, quarters, &c., have been prepared since I took over charge, as well as all estimates.

Mr. F. L. Dibblee, Executive Engineer, 1st grade, with the following staff was in charge of the Sambalpur Division, miles 0 to 64:—Mr. E. C. Hawkes, temporary Engineer, and four surveyors.

Mr. C. Von Ahn, Executive Engineer, 3rd grade, with the following staff was in charge of the Centre Division, miles 64 to 111:—Mr. E. T. Faulkner, Assistant Engineer, 1st grade, and five surveyors.

Captain M. Laugharne, R.E., Executive Engineer, 3rd grade, with the following staff was in charge of the Cuttack Division, miles 111 to 170; the Cuttack Branch, 8 miles, and the junction (across the Mahanaddi river) with the Cuttack-Puri line, 3½ miles, until forenoon of 17th April 1886, when he took leave, and has not rejoined. Mr. Von Ahn took over charge of the Cuttack Division in addition to his own from the afternoon of 17th April 1886: Mr. E. J. Alexander, Assistant Engineer, 1st grade, and four surveyors.

The field work has been done quickly, and the alignment carefully laid out, and the survey plans and sections and land plans plotted and prepared neatly and with much detail. The original working plan and section sheets, together with land plans, details of earthwork and masonry, are kept with the records of each division. The centre line in miles 0 to 65 has been fixed on the ground by stone posts at every 10 chains fixed in a bed of concrete with exact centre of line marked on it, and the chainage on a stamped tin plate. From miles 65 to 170 and on the Cuttack branch and Naraj extension the centre line has been fixed at every 20 chains.

The following documents accompany this report:—

Estimates, main heads I to X.
„ Cuttack Branch, I to X.
Forms A to M, main line.
„ „ Cuttack branch.
Detailed estimates of quantities, main line.
„ „ Cuttack branch.
Executive Engineer's Reports.
1 General map of surveys made.
1 Portfolio Index plan and sections (12 sheets).
1 Ditto type plans, bridges, station yards and building . . . { Drawing Nos. 1 to 21. „ „ 38 to 47.
1 Ditto Major bridges . . . { Drawing Nos. 22 to 37. River sections, 15 sheets, and a type of 60 feet girders.
1 Ditto working plans and sections.
Sambalpur ditto in 33 sheets.
1 Ditto ditto ditto.
Centre division in 25 sheets.
1 Ditto ditto ditto, Cuttack Division in 30 sheets.
And Cuttack branch in 5 sheets.

Report by Mr. F. L. DIBBLEE, M.I.C.E., Executive Engineer, upon the Sambalpur Division.

Alignment.—From Panchpara to Sambalpur the line runs almost due south; from thence to Ranga, the end of the division, the direction is nearly south-east, there being but a very slight divergence from a direct straight line between the two points. The obligatory points which fix the direction of the first part of the location are, 1st, the station of Panchpara where the junction with the Nagpur-Bengal-Railway is formed; 2nd, a suitable crossing of the Borun river at the 7th mile; 3rd, an opening in a range of low hills which crosses the country about the 20th mile; and 4th, the town of Sambalpur. Copy of a letter from the Deputy Commissioner of Sambalpur, in which he remarks on the question of taking the railway to that town, is appended. There was also a memorandum by the same officer regarding the route for the line generally, which was submitted and published with the Narrative Progress Report. The importance of making the town of Sambalpur a station on the main line rather than to have it served by a branch, having been recognised, the slight detour to take the line to that place became necessary, but the increase in distance is very little, as the opening above alluded to through the hills makes the same line obligatory up to the 24th mile in either case. The total length of railway to be built, as now arranged, will be slightly less than if a branch to Sambalpur had been decided on, and the only disadvantage is the carrying through traffic the short additional distance. From Sambalpur the general direction of the old Cuttack Road has been followed, excepting for a detour from the 42nd mile to mile 59 to avoid a high watershed near Heraloi, between the hills, by which the cart road passes. The highest point on the line adopted is 96 feet lower than that first tried.

Character of the country.—The country is open and well cultivated for the first 8 miles, the next 8 miles passes through jungle, with very small areas of cultivated land at long intervals. From this point, the 16th mile, to Sambalpur, the country is under cultivation for the whole distance, excepting at the point where the pass through the hills occurs. From Sambalpur, the 31st mile, to the 36th, the country is all cultivated; thence for three miles the line passes through jungle and broken ground, after which there are three miles of cultivated country; thence from the 42nd mile to the 64th the line passes through a long stretch of jungle with occasional cultivation near the widely scattered villages—one-fourth of this distance may be taken as cultivated and three-fourths jungle. It should be

remarked that the whole country is quite suited for cultivation except where broken by hills and deep ravines, if there were inhabitants enough to occupy it. The country is generally tolerably flat, and there will be but few places where the limiting gradient of 1 in 100 has to be employed in any considerable lengths. There are three places where rock-cutting will be required of any appreciable depth, and in others laterite is met with in a few instances; but for all the rest of the division the material will be earth easily excavated.

Building material.—The general geological formation is metamorphic, with a small strip of carboniferous, which is crossed at mile 23. Gneiss of good workable quality is found at short intervals, and there are quarries now being worked of soapstone, which comes out in thin slabs, at mile 27 and at Sambalpur. Laterite is also found that may prove to be workable; nodulous kunker for lime is abundant everywhere. Good brick earth can in many places be obtained, and it will doubtless be economical to manufacture bricks for purposes of arching in culverts and for buildings.

Station sites.—Stations have been fixed for the 1st, 5th, 12th, 18th, 24th, 30th, 35th, 43rd, 53rd, and 61st miles. Many of these will not at first be required as contributing to the traffic of the line, but crossing places for trains and "line-clear messages," for working trains would necessitate the distances being kept nearly as has been proposed. A table is enclosed showing list of stations, with height of bank or cutting which occurs at each. Water is likely to be obtainable at all stations with moderate depth of well. It was found not to be possible to obtain accurate information on this point, however, as there are at present no existing wells in villages near our proposed stations. Water used by the people of the country appears to be almost universally obtained from tanks, where no stream exists. In the communication alluded to above, as having been received from Deputy Commissioner of Sambalpur, reference is made at some length to the importance of having a line of rails taken down to the river Mahanaddi at Sambalpur, so that goods might be transferred from boats to railway wagons direct, and it is pointed out that the traffic would be considerable. Such a line should, if made, be considered as an extension of goods sidings, and is quite practicable; but there might be difficulty in arranging a permanent landing place for boats which could be utilized at high as well as low water. This appears to be a question that could be dealt with more advantageously after the construction is completed, and when accurate observation could be made of the amount of goods traffic that would be served by it.

Labour.—All skilled labour will probably have to be imported, and, in the event of work being pushed vigorously, ordinary common labour for earthwork will also have to be imported. Wages are at present very low, and the importing even a part of the labour will increase them, and this doubtless will attract all the available labour at such time as it is free from the field work, but the population is not very great, and the work of cultivation when in progress would doubtless employ it all at certain seasons.

Markets.—The town of Sambalpur is probably the only one which can be considered large, and having a market which would give rise to any important traffic for the railway. The quantity and value of exports and imports have been furnished by the Deputy Commissioner, and is enumerated with his letter on the subject. The imports from all sources during the year 1884-85 are given as 9,88,000 maunds of ₹6,47,700 value, and the exports during the same period were 2,42,000 maunds and ₹2,26,000 in value. The village of Talpachia, about 3½ miles distant from Panchpara station, is to a certain extent a distributing centre of trade to and from the surrounding country, and will produce an appreciable amount of traffic. At Lopanga (12th mile from Panchpara) and at Ranikinda, 24th mile, there are weekly fairs, and doubtless when the railway traffic is established, articles of consumption will be imported and grain exported from these places. It is difficult to obtain any reliable statistics, as the custom in this part of the country is for the dealers to go about from the fair at one place to another without having shops of any sort. For the rest of the line, between Sambalpur and Ranja, there are no villages of any considerable size. The inhabitants appear to live in small hamlets, cluster of huts of no very great number. Doubtless trade centres will form to supply the wants of the people when the railway is established, and the carrying goods on bullocks' backs from one fair to another has come to an end.

River crossing.—A list of major bridges is attached showing the catchment area of country drained by each. The most important rivers are *first*, the Bonun; *second*, Hunad nullah; and *third*, the Matijor river. The first requires a bridge of 8 spans 100 feet girders; it drains 1,173 square miles; the banks are high, well defined, and rock appears on the surface of the riverbed for one-third the distance, and is found at no great depth for the remaining part of the bridge site. The second, Hunad nullah, is a branch of the Mahanaddi, and is crossed near Sambalpur by a bridge 3 spans of 80 feet. Rock appears in the bed of this also, and the foundation work will be inexpensive. The banks are well defined, but if the record of the highest floods is correct, there will be a considerable portion of flooded country on either side. The Matijor is crossed three times, the third crossing is at mile 34½, where drainage of 228 miles of country is provided by a bridge of 4 spans 60 feet each; the banks are high, rock appears on one side of the river, and the floods do not overflow the banks. The second Matijor crossing is at mile 46, where 3 spans of 60 feet are proposed;

the drainage area is 85 miles. The first crossing of this river is at mile 54, with a bridge of 1 in 100 feet span, rock foundations are found, and the banks are high, very much above flood level, and well defined. The other streams over which major bridges are required seem to call for no remark.

General.—The work of the survey was commenced on the 8th December 1885, and completed on the 10th March 1886. There was 100 miles of trial survey and 64 miles of completely located line finally staked out.

No. 867, dated Sambalpur, the 9th March 1886.

From—J. P. GOODRIDGE, Esq., C.S., Offg. Deputy Commissioner, Sambalpur,
To—The Executive Engineer, Sambalpur Division, Benares-Cuttack-Puri Railway.

In compliance with your letter No. 73, dated 5th January 1886, I have the honour to forward in the form of a schedule what information I can readily collect regarding the trade of the town of Sambalpur. The main routes of traffic have been, for facility of reference, roughly indicated on the map attached to this letter, and the principle articles of export and import given against each—those in red ink indicate exports, and those in black ink imports. The river Mahanaddi is principally used in the trade with Cuttack and the Chhattisgarh country and other places on the east coast.

I would add that it is most essential that the railway should be brought to Sambalpur. The main difficulties of the navigation of the Mahanaddi occur between Sambalpur and Cuttack; and if the railway touched at Sambalpur, that town would be extensively used as an entrepôt for the produce of the whole of the Chhattisgarh country. Further, grain and other produce could be brought down in the rains at Sambalpur and stored there, and shipped to Cuttack at convenient times. A railway, therefore, from Sambalpur to Cuttack, would keep not only the country around Sambalpur in direct rapid communication with Cuttack and the eastern coast, but would open up the granaries of the extensive and fertile plain of Chhattisgarh, which is so rich in the production of cereals, silk, lac, and hides.

It would be most inconvenient for the trade if the railway did not touch the river at Sambalpur, as it would otherwise be necessary for the boats to undertake a short journey by land in a country where wheeled traffic is very rare and costly; grain, too, would be liable to serious damage during the rains in being transferred from boats to carts, and then to the railway. Moreover, in any case an expensive bridge and road will have to be made connecting Sambalpur with the railway, and it would perhaps be just as well to put Sambalpur at once in direct communication with the railway. The country, too, lying to the north and north-west of Sambalpur is also well populated and productive, and a considerable trade in rice and forest produce might be expected from the country situated in the Ib valley.

I would therefore strongly recommend that the line be brought down direct from Panchpara to the river at Sambalpur, and that at Sambalpur itself adequate arrangements be made off the banks of the river for boats to unload their cargoes direct into the railway wagon.

Report by MR. C. VON. AHN, Executive Engineer, on the Central Division.

1. *Alignment.*—This division joins the Sambalpur Division at the village of Ronja. From this point it runs approximately parallel to a low range of hills on the south, and the first two miles are fairly level. Beyond this, in the 67th mile, the line crosses a pass in the hills, running along the right bank of the Tikaria river. Some difficulty was experienced in obtaining a suitable alignment here, and curves of two degrees and three degrees' deflection per chain had to be adopted. The hills referred to jut right into the river with an almost vertical face towards the river, so that it was inadvisable to take the line along the river bank. After crossing this low range, the line runs between it and another higher range, until it crosses the Champali nullah. The ground here is very undulating, and the line passes over the spur of a hill just before crossing the Champali. This portion will require some rather heavy work, which from the nature of the country could not be avoided. At Nakridol the line crosses the Champali nullah, a tributary of the Tikaria river. This nullah will require a bridge of five spans of 40 feet. The foundations are on rock.

From Nakridol the line runs over fairly level ground as far as the village of Keloberani, passing the village of Saibi, where it is proposed to have a third-class station. There are a number of minor water-courses in this portion of the line. The drainage areas of these, however, are small, as they are crossed within a few miles of their sources. Several curves were required here, so as to avoid the spurs of hills lying to the south of the line.

From Keloberani to Totabari the line passes over very undulating ground, skirting several hills and crossing a number of minor water-courses. It is proposed to have a third-class station at Bindapur, where there is a fairly level piece of ground. The Gadgadi nullah is crossed in the 80th mile, near the village of Intosoro. This nullah will require a

bridge of five spans of 40 feet. The foundations are on rock. The crossing is about half a mile below a rapid.

At Totabari there is a deflection to the south, so as to take the line over the narrowest portion of the sandstone ridge, in the 87th mile. Several trial lines were run over this portion of the line, and a number of cross sections were also taken. The alignment adopted proved to be the least expensive, although some rather heavy banking and cutting are required between Totabari and Chorimora.

From Chorimora there is a steady descent to the Ouli river, which is one of the main streams in this division. The crossing of this river was decided on after a careful survey including a number of cross sections, and the site was chosen independently by Mr. Parker and myself, near the village of Noapara. For most part the banks of this river are low, and the floods spread for a considerable distance on either side. The proposed site proved to be the only suitable crossing for some miles up and down stream. It is proposed to have a bridge here of six spans of 60 feet (girders). At Sorapal, on the right bank of the Ouli river, it is proposed to have a second-class and engine station called Ouli station.

After crossing the Ouli river the line runs over fairly level ground as far as the village of Purnagad, from which place there is an ascent of 1 in 100 extending for nearly a mile, beyond which the line again passes over fairly level ground as far as the village of Kusdi. This portion of the line passes within a short distance of the important villages of Bagadia and Chindipada, and runs through a well-cultivated district.

From Kusdi the line ascends for about one and a quarter mile with a gradient of 1 in 100, crossing a minor watershed near the village of Paljori, from which there is a steady descent to the Sandria river. The gradients, with the exception of about a mile at the end of this descent which is 1 in 100, are easy, averaging 1 in 200, and 1 in 250. There will be a third-class station in the 101st mile, named Kusdi station. From the 103rd mile to the Sandria river, the line runs close to a watershed for most of the way. The Sandria river is crossed in the 110th mile at a fairly long straight reach. This river will require a bridge of five spans of 60 feet. After crossing the Sandria the line goes straight to the village of Kuringa, where it joins the Cuttack division. There is an ascent of 1 in 100 extending for about a mile. The banks and cuttings of this portion are rather heavy, averaging about 15 feet. There will be a third-class station at Kuringa.

2. *Character of country.*—From the village of Ronja to Nakridol (mile 64 to 71) the country is wild and uncultivated. From Nakridol to Ouli river (mile 91) there are patches of cultivation round the villages, with stretches of jungle intervening. The portion about Bagadia, Chindipad and as far as the village of Kusala is for the most part well cultivated. From Kusala to Gopalpershad there is a good deal of jungle, with patches of cultivation here and there. From Gopalpershad to Kuringa the line passes through a dense bamboo jungle.

The ground along the whole line is more or less undulating, and a great number of minor water-courses are crossed. For the first seven miles the soil is rocky, the remainder being chiefly sandy clay with portions of red laterite earth. At Totabari and between Gopalpershad and Kuringa, rocky soil is again met with.

In nearly all instances where borings were taken along the line, rock was obtained within 5 to 10 feet from the surface.

3. *Station sites.*—There are five stations in this division, and it is intended to have watering arrangements at each of them with the exception of Kusdi station. They are all third-class stations except the one at Ouli, which will be a second class and engine station. The sites have been chosen in the most populous and best cultivated localities. They are nearly all on level ground throughout. The following is a list of the stations, with the approximate height of banks and depth of water from surface :—

Name of Station.	Miles.	Distance from last station.	Class.	Height of bank.	Approximate depth of water.	
Saibi	73¾	.....	3rd	1′	5′	
Bindapur	81¼	7½	3rd	3′	5′	
Ouli	91	9¾	2nd	*Nil*	10′	Engine station.
Kusdi	100½	9½	3rd	1′	20′	
Kuringa	111	10½	3rd	4′	10′	

4. *Labour.*—There is no skilled labour, and unskilled labour is also scarce, so that it will be preferable to import suitable labour from a distance, specially as the natives of these parts are mostly unwilling to work. The ordinary daily wages for a cooly is two annas.

Traffic.—The traffic at present consists chiefly of salt, tobacco, and cloth goods brought from Cuttack, and in raw cotton and cereals taken to Cuttack. The means of conveyance is pack bullocks, the road being for the greater part unsuited for carts.

Building materials.—Sandstone is found in almost all portions of the line, and kankar suitable for line-burning is also obtainable. Stone for ballasting can be had everywhere

within a sort distance of the line. Timber for sleepers could be obtained from the sâl forests of the Bamra State. There is also some sâl timber in the Radhakole State, through which the line passes.

5. *Markets.*—There are weekly markets at most of the important villages along the line. Bagadia is the largest village, and is the centre of an extensive grain-producing district. The villages next in importance are Nakridol, Chindipada, and Gopalpershad, which latter is the centre of the Talcher coal-field.

Minerals.—There is an extensive coal-field, the Talcher coal basin, whose centre is about the village of Gopalpershad. There was no time for taking borings but the Geological Department has sunk several shafts, and will be able to give all the necessary information regarding the quality of the coal. Iron is found at Nakridol and Intosoro.

6. *Major waterways.*—There are four major waterways on this section, *viz.*, the Champali, the Gadgadi, the Ouli, and the Sandria rivers.

The *Champali* is crossed in the 71st mile. It is a tributary of the Tikaria river and the crossing is about half a mile above the junction. It drains an area of 71 square miles. The fall of the bed is 7½ feet per mile. The channel is well defined, and the bed and banks are of rock. There will be a bridge here of 5 spans of 40 feet (girders).

The *Gadgadi* is crossed in the 80th mile. There are several rapids in this river. The crossing is about half a mile below the fall at Intosoro. The velocity at the crossing is about 10 feet per second. The bed is composed of solid sandstone. This river drains an area of 80 square miles. The bridge will consist of 5 spans of 40 feet (girders).

The *Ouli* is crossed in the 91st mile. The difficulty experienced in obtaining a suitable crossing has been already pointed out (see alignment). This river has a drainage area of 122 square miles. The left bank is low and the country flooded for some distance during heavy floods. There is a fall in the bed of 13½ feet per mile. The bed is composed of sand to a depth of ten feet. The bridge will consist of 6 spans of 60 feet (girders), the piers being on wells.

The *Sandria* is crossed in the 110th mile. The drainage area of this river is 98 square miles, and the fall of the bed 10 feet per mile. The bed is of sand overlying dead coal. The river overflows both banks during heavy floods. The channel is well defined. The bridge will consist of 5 spans of 60 feet (girders). Two piers will be on wells, and the others on concrete. All the above rivers are crossed on the square.

General.—The party, consisting of one Executive Engineer, one Assistant Engineer, one European and four native surveyors, left Hazaribagh about the beginning of November 1885 and arrived at Nakridol, from which place survey operations were to commence on the 4th of December. The trial lines it was proposed to run had been roughly decided on by Mr. Parker and myself, guided by the information obtained during the previous year's reconnaissance. The ground being for the most part hilly and covered with dense jungle, it was found necessary to take a number of cross sections. The country was also accurately surveyed for about half a mile on either side of the trial lines, which proved of great use during the location. By the 20th of January 1886 the trial line had been completed, and the location was roughly decided on.

Report by Mr. C. Von Ahn, Executive Engineer, upon the Cuttack Division, located by Captain Laugharne, R.E.

1. *Alignment.*—The zero point of the division is at chain 10·95 of the Central Division near the village of Kuringa, about 111 miles from Panchpara. It was necessary here to give a curve of 30° deflection to the right in order to take the line over the lowest point of the Nathidi ridge. The line runs level for about a mile, when a short descent is required so as to reduce the bank over the Kuringa nullah, after crossing which the ascent to the Nathidi ridge commences. This ascent is about two miles in length, the greater portion having a gradient of 1 in 100. The summit of the hill is reached at mile 115; from this point the line begins at once to descend with a gradient of 1 in 100, extending for 2½ miles after which it lessens to 1 in 166. The line curves to the right to reduce the cutting in a small ridge running parallel to the main one, and then bends sharply to the left to enable a gradient of 1 in 100 to be obtained, as the ground falls very rapidly towards the Noondara nullah. This river is crossed in the 121st mile, and requires a bridge of four spans of 40 feet. After crossing this nullah the line again ascends for about a mile with a gradient of 1 in 166, and then passes over slightly undulating ground with easy gradients as far as the villige of Kadakpershad. This portion of the line runs mainly along a minor watershed, and considerable undulations are avoided, which would have interposed had the line been taken more to the north. The work is light and the drainage small. The gradients, except for a small portion, do not exceed 1 in 200. A third-class station will be given at Balrampershad, mile 122. This station will be on the direct road from Angul to Talcher being 14 miles distant from the former and 7 miles from the latter place. At mile 132, the Ningrajori nullah is crossed. The stream at the proposed crossing is much more confined than lower down. It does, however, overflow its banks during heavy floods, and it will be necessary to give some land arches to carry off the excess drainage. The

total requirements for this river are five spans of 60 feet (girders) and 6 arches of 20 feet, making a total of 420 lineal feet of waterway. The line now passes along the valley of the Brahmini river, and has been taken as near the hills to the south of this river as practicable, so as to be well above the flood level, care being taken to avoid passing through any of the numerous villages. The ground is slightly undulating, the gradients are easy, and there are long stretches of level, the total fall in 10 miles being only 30 feet. The Bangursinga nullah is crossed in the beginning of the 139th mile. The banks of t his river are not well defined, and it spreads for some distance on either side during high floods. A bridge of one central span of 100 feet and four spans of 60 feet will be required here. There will be a third-class station at Haldiabahar in the 134th mile, and another at Gulundai in the 143rd mile. Both these stations are on level ground throughout and on the straight. For the next ten miles, *i. e.*, from Gulundai to Dhenkanal, the line passes over considerable undulations and the maximum gradient of 1 in 100 had to be resorted to, so as to keep down the amount of banking and cuttings, which averages only about 6 feet. There are several passes in this portion, and it was found that the alignment now adopted was preferable to the road alignment between Bolupura and Dhenkanal, being shorter and requiring less earthwork. The pass at Koria is an obligatory point, the line passing between the Koria hill on the south and a detached hill on the north. From this point to Dhenkanal the alignment is carried parallel with the existing road. It skirts the village of Dhenkanal on the north side, being kept as much as possible on the high ground near the village to afford a good position for the station site. Dhenkanal is the most important town between Cuttack and Sambalpur, and a number of baniahs reside at this place. From Dhenkanal there is a steady ascent of nearly two miles of 1 in 100 to the summit of the Dhenkanal pass, and the line then descends in gradients of 1 in 100 and 1 in 120 as far as the village of Bolabendo. From this point, as far as the village of Bobra, the ground is very undulating, and presented considerable difficulties in aligning. The hills which border the line on the north throw out many spurs which had to be avoided, but there are two which could not be easily circumvented, without throwing the line into too low ground near the village of Bobra. This portion of the line passes through very dense jungle. It is intended to have a second class and engine station at Bobra, where there is a good stretch of level. This station will be about 2½ miles distant from the point where the Cuttack branch diverges from the main line, and it is intended to make it the Cuttack junction, there being no other suitable ground for a station in the vicinity. From Bobra the line curves to the south, to carry it to the lowest point of the next range of hills. This pass necessitates a rise of 1 in 100 for about a mile, and the line then again descends as far as the village of Hontikal, and thence passes over fairly level ground into the Mahanaddi bridge alignment. This latter part of the line is subject to floods from the spills of the Sapua, and a large amount of banking will therefore be required.

The crossing of the Mahanaddi river is determined by the position of the hills on either side of the stream, and lies between the confluence of the Sapua nullah with the Mahanaddi, and the divergence of the latter into its two branches,—the Mahanaddi and Katjori.

The connection of the right bank of the Mahanaddi with the Cuttack-Puri line presents no difficulties; the alignment has been kept close to the detached hills, so as to avoid heavy banks as much as possible. This portion is subject to spills from the Mahanaddi.

The branch line, which is intended to serve Cuttack, commences at mile 166 from Panchpara, and turning to the east runs along the left bank of the Mahanaddi to Simliaband, where the Cuttack station will be located. The line has been kept as near the foot of the hills as practicable, the ground being much flooded. Two curves were found necessary on this line to avoid some detached hills. The station site has been selected on the highest ground available, parallel to the river and just clear of the village. The line will be almost entirely in bank, there being only two short cuttings in the whole length of eight miles.

2. *Character of country and soil.*—From Kuringa up to the village of Jaruda, miles 111 to 117, the line passes chiefly through jungle. From this point along the valley of the Brahmini and as far as the village of Bolupora, mile 146, the country is well cultivated. Between Bolupora and Dhenkanal there is a good deal of jungle with patches of cultivation, and beyond Dhenkanal over the pass and as far as the village of Hontikal, mile 167, the line passes chiefly through jungle, with stretches of cultivation near the villages. The soil consists chiefly of clay along the whole line. Gneiss rock is met with on either side of the Ningrajori nullah. There are two outcrops of laterite between Bolabendo and Bobra, and the hill beyond Bobra, mile 166, is composed of sandstone. At Naraj there is a magnificent sandstone quarry.

3. *Station sites.*—There are seven stations in this division—six on the main line and one on the Cuttack branch. Each of these stations will have watering arrangements. Three of these stations will be second class, viz., the Cuttack junction (Bobra), the Mahanaddi, and the Cuttack stations. The remainder are all third-class stations. All the stations are on the level throughout. The following is a list of the stations, giving the approximate height of banks and depth of water from the surface :—

Name of Station.	Mile.	Distance from last station.	Class.	Height of bank.	Approximate depth of water.	Remarks.
		Miles.			Feet.	
Bulramprasad . .	122	11	3rd	1 ft.	15	
Haldiabahar . . .	134	12	3rd	3 ft. cutting.	15	
Gulundai . . .	142⅓	8¾	3rd	2 ft. „	20	
Dhenkanal . . .	152⅔	9¾	3rd	4 ft. bank.	10	
Bobra	163½	10¾	2nd	4 ft.	15	Cuttack junction.
Mahanaddi . . .	160¾	6¼	2nd	4 ft.	.....	
Cuttack* . . .	8 from the point where the line branches off from the main line.	10¼	2nd	7 ft.	.....	

* This station is about 10¼ miles from the Cuttack junction and 174 miles from Panchpara.

4. *Labour.*—Very little skilled or unskilled labour will be obtainable in the district through which the line passes, so that most of the labour will have to be imported.

5. *Markets.*—There is a large bazar at Dhenkanal. There are also weekly markets at the more important villages along the line.

6. *Major waterways and sites of river crossings.*—There are three major waterways on this section, viz., the Nundara nullah, the Ningrajori nullah, and the Bangursinga nullah.

The Nundara nullah is crossed in the 121st mile. It drains an area of 52 square miles, and its bed falls 8½ feet per mile. The flood rises about 13 feet above bed level. This river is crossed on the square, and will require a bridge of 4 spans of 40 feet (girders). The foundations will be on rock, which is met within a few feet from the bed.

The Ningrajori nullah is crossed in the 132nd mile. It drains an area of 440 square miles, and has a fall of 5½ feet per mile in its bed. The flood rises 20 feet above bed level. The crossing is at right angles to a fairly long straight reach. This river will require a bridge of 5 spans of 60 feet (girders), and six arches of 20 feet to carry off spill water. The foundations of the main piers are on wells taken down to solid rock. The arch piers are on clay with inverts.

The Bangursinga nullah is crossed in the 139th mile. It drains an area of 134 square miles. The fall of bed per mile is 7 feet, and the flood rises 17 feet above bed. The crossing is on the square, and the banks are of stiff clay. This river will require a bridge of 1 span of 100 feet and 4 spans of 60 feet (girders). The foundations will be taken down to stiff clay.

Enclosure No. 21 to Railway Resolution No. 799 R. C. of 1887.

Estimate I.

MOGUL SERAI TO PALAMAU COAL-FIELDS, SUKHUA STATION.

147⅓ miles.

Items.	Heads of Estimate.	Rate per mile.	Amount.	Total.
		₹	₹	₹
I	Preliminary Expenses	1,117	1,64,758	1,64,758
II	Land	2,348	3,46,298	3,46,298
III	Construction of Line—			
	(*a*) Earthwork	9,135	13,47,500	
	(*b*) Bridgework	30,929	45,62,019	
	(*c*) Fencing	2,000	2,95,000	
	(*d*) Level-crossings	248	36,608	
				62,41,127
IV	Ballast and Permanent-way—			
	(*a*) Ballast	5,740	8,46,650	
	(*b*) Sleepers	12,888	19,00,915	
	(*c*) Rails and fastenings	15,795	23,29,674	
				50,77,239
V	Stations and Buildings—			
	(*a*) Station Buildings	1,743	2,57,272	
	(*b*) Workshop and stores	1,500	2,21,250	
	(*c*) Staff quarters	4,178	6,16,137	
	(*d*) Station machinery	2,110	3,11,239	
				14,05,898
VI	Plant—			
	(*a*) Engineering	1,157	1,70,657	
	(*b*) Locomotive	150	22,125	
	(*c*) Carriage and wagon	150	22,125	
	(*d*) Station and office furniture . . .	328	48,380	
				2,63,287
VII	Rolling-stock	9,686	14,28,730	14,28,730
VIII	Establishment	8,973	13,23,532	13,23,532
IX	Contingencies	5,060	7,46,367	7,46,367
	Total for 147⅓ miles .	1,15,239		1,69,97,236
	Add—Indirect charges .	20,000	29,50,000	29,50,000
	Grand Total .	1,35,239		1,99,47,236

Enclosure No. 22 to Railway Resolution No. 799 R. C. of 1887.

Estimate II.

SUKHUA, MILE 147½, TO RUD, MILE 197½.

50 miles.

Items.	Heads of Estimate.	Rate per mile.	Amount.	Total
		₹	₹	₹
I*	Preliminary Expenses	1,117	55,850	55,850
II	Land	616	30,819	30,819
III	Construction of Line—			
	(*a*) Earthwork	12,687	6,34,338	
	(*b*) Bridgework	14,899	7,44,957	
	(*c*) Fencing	2,000	1,00,000	
	*(*d*) Level-crossings	250	12,500	
				14,91,795
IV	Ballast and Permanent-way—			
	(*a*) Ballast	4,737	2,36,850	
	(*b*) Sleepers	9,391	4,69,586	
	(*c*) Rails and fastenings	15,829	7,91,407	
				14,97,903
V*	Stations and Buildings—			
	(*a*) Station buildings	1,705	85,250	
	(*b*) Workshop and stores	2,000	1,00,000	
	(*c*) Staff quarters	3,705	1,85,250	
	(*d*) Station machinery	1,785	89,250	
				4,59,750
VI*	Plant—			
	(*a*) Engineering	1,157	57,850	
	(*b*) Locomotive	150	7,500	
	(*c*) Carriage and wagon	150	7,500	
	(*d*) Station and office furniture	328	16,400	
				89,250
VII*	Rolling-stock	9,666	4,83,300	4,83,300
VIII	Establishment	7,072	3,53,612	3,53,612
IX	Contingencies	4,108	2,05,433	2,05,433
	Total for 50 miles	93,354		46,07,712
	Add—Indirect charges	20,000		10,00,000
	Grand Total	1,13,354		56,07,712

Note.—Items marked * taken at rate per mile, adapted for Northern Section valley alternative.

Enclosure No. 23 to Railway Resolution No. 799 R. C. of 1887.

Estimate III.

RUD *via* DAMUDA VALLEY TO CHANDIL.

127 miles.

Items.	Heads of Estimate.	Rate per mile.	Amount.	Total
		₹	₹	₹
I	Preliminary Expenses	1,117	1,41,859	1,41,859
II	Land	1,265	1,60,717	1,60,717
III	Construction of Line—			
	(*a*) Earthwork	18,599	23,62,067	
	(*b*) Bridgework	21,106	26,80,441	
	(*c*) Fencing	2,000	2,54,000	
	(*d*) Level-crossings	217	27,576	
				53,24,084
IV	Ballast and Permanent-way—			
	(*a*) Ballast	5,346	6,78,949	
	(*b*) Sleepers	8,386	11,01,980	
	(*c*) Rails and fastenings	14,479	18,38,721	
				37,00,650
V	Stations and Buildings—			
	(*a*) Station buildings	1,806	2,29,286	
	(*b*) Workshop and stores	2,000	2,54,000	
	(*c*) Staff quarters	3,863	4,90,589	
	(*d*) Station machinery	1,902	2,41,562	
				12,15,437
VI	Plant—			
	(*a*) Engineering	1,157	1,46,939	
	(*b*) Locomotive	150	19,050	
	(*c*) Carriage and wagon	150	19,050	
	(*d*) Station and office furniture	328	41,656	
				2,26,695
VII	Rolling-stock	9,666	12,27,582	12,27,582
VIII	Establishment	8,308	10,55,175	10,55,175
IX	Contingencies	4,727	6,00,301	6,00,301
	Total for 127 miles	1,07,572		1,36,61,500
	Add—Indirect charges	20,000		25,40,000
	Grand Total	1,27,572		1,62,01,500

Enclosure No. 24 to Railway Resolution No. 799 R. C. of 1887.

Estimate IV.

RUD, MILE 197½, TO MILE 275, JUNCTION OF PURULIA BRANCH.

77½ miles.

Items.	Heads of Estimate.	Rate per mile.	Amount.	Total.
		₹	₹	₹
I	Preliminary Expenses	1,117	86,567	86,567
II	Land	1,265	98,038	98,038
III	Construction of Line—			
	(*a*) Earthwork	18,599	14,41,422	
	(*b*) Bridgework	22,564	17,48,694	
	(*c*) Fencing	2,000	1,55,000	
	(*d*) Level-crossings	217	16,818	
				33,61,934
IV	Ballast and Permanent-way			
	(*a*) Ballast	5,346	4,14,315	
	(*b*) Sleepers	9,636	7,46,736	
	(*c*) Rails and fastenings	13,097	10,15,035	
				21,76,086
V	Stations and Buildings—			
	(*a*) Station buildings	1,806	1,39,965	
	(*b*) Workshop and stores	2,000	1,55,000	
	(*c*) Staff quarters	3,863	2,99,383	
	(*d*) Station machinery	1,902	1,47,405	
				7,41,753
VI	Plant—			
	(*a*) Engineering	1,157	89,668	
	(*b*) Locomotive	150	11,625	
	(*c*) Carriage and wagon	158	11,625	
	(*d*) Station and office furniture	328	25,420	
				1,38,338
VII	Rolling-stock	9,666	7,49,115	7,49,115
VIII	Establishment	8,341	6,46,438	6,46,438
IX	Contingencies	4,743	3,67,592	3,67,592
	Total for 77½ miles	1,07,947	.....	83,65,861
	Add—Indirect charges	20,000	.....	15,50,000
	Grand Total	1,27,947	.....	99,15,861

Enclosure No. 25 to Railway Resolution No. 799 R. C. of 1887.

Estimate V.

BRANCH FROM MILE 275 (VALLEY ALTERNATIVE) TO PURULIA.

33 miles.

Items.	Heads of Estimate.	Rate per mile.	Amount.	Total.
		₹	₹	₹
I	Preliminary Expenses	1,200	39,600	39,600
II	Land	2,000	66,000	66,000
III	Construction of Line—			
	(*a*) Earthwork	20,329	6,70,857	
	(*b*) Bridgework	10,163	3,35,379	
	(*c*) Fencing	2,160	71,280	
	(*d*) Level crossings	260	8,580	
				10,86,096
IV	Ballast and Permanent-way—			
	(*a*) Ballast	5,430	1,79,190	
	(*b*) Sleepers	10,130	3,34,290	
	(*c*) Rails and fastenings	13,924	4,59,492	
				9,72,972
V	Stations and Buildings—			
	(*a*) Station buildings	2,012	66,396	
	(*b*) Workshop and stores	1,500	49,500	
	(*c*) Staff quarters	3,704	1,22,232	
	(*d*) Station machinery	1,784	58,872	
				2,97,000
VI	Plant	1,800	.....	59,400
VII	Rolling-stock	10,000	.....	3,30,000
VIII	Establishment at 10 per cent., I to V	.....	.....	2,46,167
IX	Contingencies at 5 per cent., I to VII	.....	.....	1,42,553
	Total direct charges	.....	.....	32,39,788
	Capitalized abatement of land revenue	.....	655	
	Loss by exchange, at 1s. 7d.	.....	1,79,505	
	Leave and pension allowances	.....	49,213	
	Interest during construction	.....	2,18,820	
	Total Indirect charges	.....	.....	4,48,193
	Grand Total for 33 miles	1,11,757	.....	36,87,981

Enclosure No. 26 to Railway Resolution No. 799 R. C. of 1887.

Estimate VI.

GYA TO SUKHUA.

80 miles.

Items.	Heads of Estimate.	Rate per mile.	Amount.	Total.
		₹	₹	₹
I	Preliminary Expenses	824	65,918	65,918
II	Land	1,286	1,02,857	1,02,857
III	Construction of Line—			
	(*a*) Earthwork	8,145	6,51,668	
	(*b*) Bridgework	11,048	8,83,862	
	(*c*) Level crossings	291	23,312	
	(*d*) Fencing	2,023	1,61,840	
				17,20,682
IV	Ballast and Permanent-way—			
	(*a*) Ballast	5,367	4,29,360	
	(*b*) Sleepers	13,980	11,18,400	
	(*c*) Rails and fastenings	15,312	12,24,916	
				27,72,676
V	Stations and Buildings—			
	(*a*) Station buildings	1,309	1,04,733	
	(*b*) Workshop and stores	1,500	1,20,000	
	(*c*) Staff quarters	2,828	2,26,285	
	(*d*) Station machinery	1,274	1,01,913	
				5,52,931
VI	Plant—			
	(*a*) Engineering	950	76,000	
	(*b*) Locomotive	150	12,000	
	(*c*) Carriage and wagon	150	12,000	
	(*d*) Station and office furniture	250	20,000	
				1,20,000
VII	Rolling-stock	9,033	7,22,640	7,22,640
VIII	Establishment	6,519	5,21,506	5,21,506
IX	Contingencies	3,786	3,02,885	3,02,885
	Total for 80 miles	86,026		68,82,095
	Add—Indirect charges	14,350		11,48,000
	Grand Total	1,00,376		80,30,095

Enclosure No. 28 to Railway Resolution No. 799 R. C. of 1887.

Estimate VII.

PANCHPARA TO NARAJ.

170 miles.

Items.	Heads of Estimate.	Rate per mile.	Amount.	Total.
		₹	₹	₹
I	Preliminary Expenses	1,048·6	1,78,262	1,78,262
II	Land	631	1,07,288	1,07,288
III	Construction of Line—			
	(*a*) Earthwork	10,589	18,00,187	
	(*b*) Bridgework, major	12,409	7,98,460	
	Ditto, minor		13,11,097	
	(*c*) Fencing	3,400	5,78,000	
	(*d*) Level-crossings	220	37,438	
	(*e*) Miles and gradient posts	35	5,950	
	(*f*) Temporary quarters	882	1,50,000	
				46,81,082
IV	Ballast and Permanent-way—			
	(*a*) Ballast	5,963	10,13,710	
	(*b*) Sleepers	9,325·25	15,85,293	
	(*c*) Rails and fastenings	10,775	18,31,720	
				44,30,723
V	Stations and Buildings—			
	(*a*) Station building	2,445	4,15,561	
	(*b*) Workshop and stores	1,500	2,55,000	
	(*c*) Staff quarters	2,775	4,71,732	
	(*d*) Station machinery	1,812	3,08,121	
				14,50,414
VI	Plant—			
	(*a*) Engineering	885	1,50,488	
	(*b*) Locomotive	150	25,500	
	(*c*) Carriage and wagon	150	25,500	
	(*d*) Station and office furniture	329	55,990	
				2,57,478
VII	Rolling-stock	9,390	15,96,200	15,96,200
VIII	Establishment	6,841	11,62,891	11,62,891
IX	Contingencies	4,025	6,84,304	6,84,304
X	Maintenance	20	34,000	34,000
	Total for 170 miles	85,780		1,45,82,642
	Add—Indirect charges	11,683	19,86,149	19,86,149
	Grand Total	97,463		1,65,68,791

Enclosure No. 27 to Railway Resolution No. 799 R. C. of 1887.

Estimate VIII.

NARAJ TO PURI.

Including Ferry over the Mahanaddi.

52 miles.

Items.	Heads of Estimate.	Rate per mile.	Amount.	Total.
		₹	₹	₹
I	Preliminary Expenses	1,117	58,084	58,084
II	Land	973	50,575	50,575
III	Construction of Line—			
	(*a*) Earthwork	14,481	7,53,019	
	(*b*) Bridgework	18,339	9,53,659	
	(*c*) Level-crossings	342	17,784	
	(*d*) Fencing	2,599	1,35,148	
				18,59,610
IV	Ballast and Permanent-way—			
	(*a*) Ballast	7,771	4,04,092	
	(*b*) Sleepers	9,138	4,75,176	
	(*c*) Rails and fastenings	14,826	7,70,952	
				16,52,220
V	Stations and Buildings—			
	(*a*) Station buildings	2,509	1,30,459	
	(*b*) Workshop and stores	1,500	78,000	
	(*c*) Staff quarters	2,462	1,28,052	
	(*d*) Station machinery	2,732	1,42,065	
				4,78,576
VI	Plant—			
	(*a*) Engineering	1,050	54,600	
	(*b*) Locomotive	150	7,800	
	(*c*) Carriage and wagon	150	7,800	
	(*d*) Station and office furniture	370	19,240	
				89,440
VII	Rolling-stock	11,450	5,95,410	5,95,410
VIII	Establishment	7,879	4,09,706	4,09,706
IX	Contingencies	4,598	2,39,095	2,39,095
X	Maintenance	200	10,400	10,400
XI	Steam Ferry	4,327	2,25,000	2,25,000
	Total for 52 miles	1,08,964		59,66,116
	Add—Indirect charges	17,175	8,93,100	8,93,100
	Grand Total	1,26,139		68,59,216

Enclosure No. 29 to Railway Resolution No. 799 R. C. of 1887.

Estimate IX.

NARAJ TO PURI. *Including bridge over the Mahanaddi, 52 miles.*

Items.	Heads of Estimate.	Rate per mile.	Amount.	Total.
		₹	₹	₹
I	Preliminary Expenses	1,117	58,084	58,084
II	Land	973	50,575	50,575
III	Construction of Line—			
	(*a*) Earthwork	14,481	7,53,019	
	(*b*) Bridgework	18,339	9,53,659	
	Ditto over Mahanaddi	—	21,42,500	
	(*c*) Level-crossings	342	17,784	
	(*d*) Fencing	2,599	1,35,148	
				40,02,110
IV	Ballast and Permanent-way—			
	(*a*) Ballast	7,771	4,04,092	
	(*b*) Sleepers	9,138	4,75,176	
	(*c*) Rails and fastenings	14,826	7,70,952	
				16,50,220
V	Stations and Buildings—			
	(*a*) Station buildings	2,509	1,30,459	
	(*b*) Workshop and stores	1,500	78,000	
	(*c*) Staff quarters	2,462	1,28,052	
	(*d*) Station machinery	2,732	1,42,065	
				4,78,576
VI	Plant—			
	(*a*) Engineering	1,050	54,600	
	(*b*) Locomotive	150	7,800	
	(*c*) Carriage and wagon	150	7,800	
	(*d*) Station and office furniture	370	19,240	
				89,440
VII	Rolling-stock	11,450	5,95,410	5,95,410
VIII	Establishment	11,999	6,23,957	6,23,957
IX	Contingencies	6,658	3,46,221	3,46,221
X	Maintenance	200	10,400	10,400
	Total for 52 miles	1,52,019		79,04,993
	Add—Indirect charges	19,428	10,10,271	10,10,271
	Grand Total	1,71,447		89,15,264

Enclosure No. 30 to Railway Resolution No. 799 R. C. of 1887.

Estimate X.

BRANCH FROM MILE 166 TO CUTTACK.

8·33 miles.

Items.	Heads of Estimate.	Rate per mile.	Amount.	Total.
		₹	₹	₹
I	Preliminary Expenses	1,049	8,738	8,738
II	Land	940	7,830	7,830
III	Construction of Line—			
	(a) Earthwork	17,369	1,44,681	
	(b) Bridgework	13,140	1,09,458	
	(c) Fencing	3,400	28,322	
	(d) Level crossings	149	1,235	
	(e) Distance and gradient posts	35	292	
				2,83,988
IV	Ballast and Permanent-way—			
	(a) Ballast	6,950	57,893	
	(b) Sleepers	8,870	73,895	
	(c) Rails and fastenings	10,413	86,738	
				2,18,526
V	Stations and Buildings—			
	(a) Station building	2,797	23,304	
	(b) Workshop and store	1,500	12,495	
	(c) Staff quarters	1,418	11,813	
	(d) Station machinery	2,094	17,442	
				65,054
VI	Plant—			
	(a) Engineering	885	7,372	
	(b) Locomotive	150	1,250	
	(c) Carriage and wagon	150	1,250	
	(d) Station and office furniture	349	2,741	
				12,613
VII	Rolling-stock	9,390	78,219	78,219
VIII	Establishment	6,841	56,986	56,986
IX	Contingencies	4,341	36,161	36,161
X	Maintenance	200	1,666	1,666
	Total for 8·33 miles	92,411		7,60,781
	Add—indirect charges	11,559	96,286	96,286
	Grand Total	1,03,970		8,66,067

Enclosure No. 31 to Railway Resolution No. 799 R. C. of 1887.

No. 623 R., dated Calcutta, the 30th March 1887.

From—Col. S. T. Trevor, R.E., Secy. to the Govt. of Bengal, Public Works Department,

To—The Secy. to the Government of India, Public Works Department.

In compliance with the instructions conveyed in the letters noted in the margin, with reference to the Benares-Cuttack Railway project, I am now directed by the Lieutenant-Governor to submit the following estimates for the consideration and orders of the Government of India:—

No.	924R.C., dated	25th October	1882.
"	1045R.C., "	9th December	"
"	1080R.C., "	16th "	"
"	567R.C., "	26th January	1883.
"	732R.C., "	18th August	"
"	01R.C., "	19th November	1884.
"	1096R.C., "	22nd December	"
"	114R.C., "	30th January	1885.
"	670R.C., "	27th July	"
"	833R.C., "	25th September	"
"	840R.C., "	26th "	"
"	373Stat., "	19th October	"

Mogul Serai to Chandil, Valley alternative.
Mogul Serai to Chandil, Plateau alternative.
Kantera to Cuttack.
Panchpara to Naraj.
Cuttack to Puri.
Gya to Palamau.
Naraj to Cuttack.

2. When these surveys were first ordered, over five years ago, in your letter No. 924R.C., dated the 25th October 1882, their object was described as being—

1st.—To open up the Chota Nagpur district with its vast mineral resources.

2nd.—To provide a convenient route for the pilgrim traffic to Puri.

3rd.—To afford protection from famine in time of drought to the population of those regions.

These orders were subsequently amplified in a letter No. 1080R.C., dated the 16th December 1882, communicating the results of a conference which was held at Gya for the consideration of the various routes which it seemed advisable to examine. In this letter the Government of Bengal was enjoined to make every effort to find a practicable route for a line from Mogul Serai southwards across the Ranchi plateau to the Bengal-Nagpur line in the neighbourhood of Chakadarpur, or thereabouts, with a branch to Gya. It was also ordered that, in the event of failure to obtain such a route in the Chakadarpur direction, but not otherwise, an alternative line was to be looked for in a direction west of Palkot, and coming on to the Bengal-Nagpur line in the neighbourhood of Suadi or Lainghar. A practicable route was also ordered to be searched for from the Bengal-Nagpur line southward to Cuttack in continuation of the descent by Chakadarpur, or otherwise, as this Government might direct.

It will avoid confusion if it is here noted that the neighbourhood of Chakadarpur is now called Kantera, and that the Suadi locality is now known as Panchpara. Kantera and Panchpara will therefore be referred to in future in place of Chakadarpur and Suadi, respectively.

3. As the result of the surveys which were set on foot in compliance with these orders, two practicable routes, known as the Damuda Valley and Ranchi plateau alternatives, were discovered between Mogul Serai and Chandil, the nearest practicable point on the Bengal-Nagpur Railway to Kantera. A route from Kantera over the Keunjhar plateau to Cuttack and thence to Puri was also discovered to be practicable. The Gya branch was also located. The alternative route from Lohardugga west of Palkot to Panchpara, which was to have been examined if the abovementioned routes to Chandil had been found impracticable, was at the time therefore set aside as unnecessary, and the question at issue appeared to have narrowed itself into that of the relative merits of the routes by the Damuda Valley and the Ranchi plateau, and the financial prospects of the extension of the line southward across the Keunjhar plateau from Kantera to Puri.

4. When matters had arrived at this stage, information was furnished by the Chief Commissioner of the Central Provinces, which gave reason for believing that access to Puri from Panchpara in the neighbourhood of Sambalpur was comparatively easy. The survey of this route was therefore ordered in December 1884, with the result that, as shown by the estimates now submitted, the Panchpara-Puri route has been proved to be some 20 miles shorter and 100 lakhs cheaper than the Kantera-Puri route. The information which it has been found possible to collect regarding the Keunjhar plateau is very meagre, but such as it is, it tends to show that there is nothing on this plateau which would make it now, or prospectively, profitable to take a railway over it. **The Panchpara-Puri line will, if constructed, fully provide for all the needs of Orissa, for famine protection as well as for administrative purposes, and it appears probable that the pilgrim traffic will be quite as well accommodated by it as by the Kantera-Puri line. The question of the best means of access from the Bengal-Nagpur Railway to Puri appears therefore to the Lieutenant-Governor to be no longer open to argument, and he recommends the Panchpara-Puri line for adoption.**

5. The adoption of this route, however, renders it desirable to reconsider the location of the projected lines which lie north of the Bengal-Nagpur Railway. An inspection of the map will show that if these are taken to Chandil or Purulia, while the extension to Puri starts from Panchpara, a great zig-zag will be formed which will add 145 miles to the length of the through journey from Mogul Serai to Puri. Assuming the pilgrim traffic to amount to 500 or 600 passengers per diem, this additional distance will throw an additional expenditure of 8 or 10 lakhs per annum on the pilgrims, a result which would no doubt tend to discourage the extensive use of the railway by pilgrims from the North-Western Provinces and Behar. In anticipation of these considerations having some weight with the Government of India, instructions were issued to Mr. Parker to make a reconnaissance of the route from Palamau west of Palkot to Panchpara which had been originally indicated as a possible alternative to the route *viâ* Chandil, annd his report shows the route to be both practicable and economical. I am therefore to recommend the consideration of it to the Government of India.

6. If the Government of India, however, should decide on giving the preference to the more easterly route to Chandil or Purulia, I am to say that the Lieutenant-Governor is of opinion that the Damuda Valley route should be adopted, and not that over the Ranchi plateau. The comparative merits of these alternative routes are discussed in the accompanying memorandum by Mr. Risley, to whom the question was referred for opinion by desire of the Government of India, and his report seems to leave no doubt as to the superiority of the valley route. The Lieutenant-Governor would recommend, however, that, instead of effecting a junction with the Bengal-Nagpur line at Chandil, the valley line should be taken to Purulia, which is a place of more importance and the capital of the Manbhoom District.

7. Turning now to the consideration of the northern section of the line, connecting the Palamau coal-fields with the East Indian Railway, I am to remark that, so far as the requirements of Bengal are concerned, they will be fully satisfied by the extension of the existing Patna-Gya line to the Palamau coal-fields, and this extension, the Lieutenant-Governor thinks, should be carried out as soon as possible. The alternative exit for the coal *viâ* Mogul Serai is of minor interest to this province. It appears to the Lieutenant-Governor, however, that, once the construction of the Gya-Palamau section has been decided on, it will at least be worthy of consideration whether the problem of bridging the Sone river near the Grand Trunk road, and of the construction of the Mogul Serai route through Sasseram direct to Sherghati, had not better be faced. The bridging of a river of the magnitude of the Sone is, in these days, a matter of much less difficulty than formerly; and it is probable that by this arrangement the exit of the coal, both towards Patna and towards Mogul Serai, would be most economically provided for, and the line to Sasseram would have the remote, but still tangible, advantage of lying on the direct route for the possible future alternative railway running as a chord from Mogul Serai to Burrakur—a question which there appears to be a growing tendency to re-open.

8. Accompanying this letter are five index maps, the object of which is to show separately and independently the several routes referred to in the preceding paragraphs:—

No. 1 shows the original route over the Ranchi plateau and *viâ* Kantera to Puri with a branch to Gya.

No. 2 shows how this is modified by the adoption of the Panchpara route and the Damuda Valley alternative.

No. 3 shows the two sections which, in the Lieutenant-Governor's opinion, might be advantageously constructed as soon as possible.

No. 4 shows how, judging from the most recent information, these two sections might best be connected.

No. 5 shows in addition the Sasseram-Mogul Serai branch, and gives the form which the whole project might finally and most advantageously assume.

I am also to note here that sixteen separate abstracts have been appended to the main estimates, which show the length and cost of the several sections between the points where the various alternative routes diverge or meet. They have been prepared with the object of enabling the cost of any through route that may be selected to be ascertained by adding together the cost of its component parts.

9. The Lieutenant-Governor's recommendations may be conveniently summarised as follows:—

1st.—That the Panchpara-Puri line, with a short branch to Cuttack, be adopted in preference to that over the Keunjhar plateau. The distance from Panchpara to Puri is 224 miles, and the branch to Cuttack is eight miles in length, and their costs are about 131 and 9 lakhs, respectively, with about 24 lakhs additional if a bridge over the Mahanaddi is substituted for a ferry.

2nd.—That the extension of the Patna-Gya line, a distance of 80 miles to Palamau, at a cost of 80 lakhs, be undertaken as soon as funds can be made available.

3rd.—That, before deciding finally about the route to be chosen to the north of the Bengal-Nagpur Railway, careful consideration should be given to the advantages of a direct line between Palamau and Panchpara.

No. 3003R., dated Calcutta, the 27th November 1884.

From—F. J. E. SPRING, Esq., Under-Secretary to the Government of Bengal, Public Works Department, Railway,

To—H. H. RISLEY, Esq., Under-Secretary to the Government of Bengal.

Mr. Parker's report and estimate of the Benares-Cuttack Railway.
Mr. Spring's note on the Benares-Cuttack Railway.
Mr. Hewitt's note on the Benares-Cuttack Railway.
Mr. Spring's reply to Mr. Hewitt.

I AM directed to forward the accompanying copy of a letter No. 01R.C. of the 19th instant, from the Secretary to the Government of India, Public Works Department, together with copies of the marginally noted papers, and to request that you will be so good as to put up a note upon the points referred to.

MR. H. H. RISLEY'S *note upon the Benares-Puri Railway.*

I HAVE very little to add to Mr. Spring's notes on the Damuda valley route. These notes were written at Darjeeling after repeated discussion of the subject with me, in the course of which I said nearly all that I know about the question.

I have also talked the matter over on several occasions with Mr. Hewitt, and my impression is that in urging the advantages of the plateau route he has in view not merely the traffic of Chutia Nagpur proper, that is of the head-quarters sub-division of the Lohardagga district, but the prospects of a great development of the Tributary States lying farther west. He thinks that a line through Ranchi is more likely to be extended in the direction of Sarguja than a line through Jhalda, and it is of this State and of Jashpur that he is thinking when he speaks of "the magnificent country" which will be served by the plateau line. Without disputing anything that Mr. Hewitt says about the capabilities of the country further west, I may say at once that the prospects of any profitable development of it are so remote that they need not and cannot be taken into account now.

This confines the discussion to the trade of Chutia Nagpur proper, and we have to consider whether the quantity of traffic which will be carried by the plateau line is likely to be so largely in excess of the quantity carried by the valley line as to counterbalance the additional expenditure involved in constructing and working the former. No precise statistics are available, and I may remark here that the statistics collected by me in Manbhum during 1882 and 1883 do not profess to illustrate the trade of the whole division. They were collected by an unpaid agency under very great difficulties and with the minimum of intelligent supervision, and they throw hardly any light upon the trade of the west of the plateau. I understand, however, that this trade is at present collected at four chief centres—Lohardagga, Gola, Jhalda and Tamar. The last named place may be left out of account altogether, as its trade will in any case come on to the Bengal-Nagpur Railway. The trade of Lohardagga, Gola, and Jhalda will be carried by the valley line which will pass near Lohardagga and through Gola and Jhalda. It seems to me therefore that the valley line will carry the entire surplus produce of the plateau, which is all that is claimed for the line through Ranchi. Indeed, it is not at all certain that the valley line will not catch more trade than the plateau line. Mr. Hewitt's argument assumes that Ranchi will become the chief centre of trade for the eastern part of Lohardagga district, and that it will get everything that now goes to Jhalda, I think this very doubtful. Jhalda is below the plateau; it is very strong in mahajans, and its trade relations with the places which supply it rest, it is believed, on a very strong basis. I do not believe that the Jhalda people (I include in Jhalda the rising mart of Tulin about three miles off) will be at all disposed to transfer themselves and their business to Ranchi, and I think it more likely that the edge of the plateau will mark the point from which trade will flow in one direction to Ranchi and in the other to Jhalda for Purulia. If this should be the case, and I refer to the experience of Raniganj given in my report of 1883, to show that such a state of things is possible, the plateau line will lose the trade of that very fertile portion of Lohardagga which lies below the plateau to the east The Bengal-Nagpur line will also lose a part of the profit it would get if the valley line were made. For instead of carrying these exports from Chandil to Sitarampur, it will carry them only from Purulia to Sitarampur.

On the whole, then, I believe that the valley line will intercept the entire trade of the area now in question, while the plateau line will probably only get the trade of a part. The former line has also the further advantage of conforming more closely to the existing distribution of trade and involving very little disturbance of the present trade centres. I have already pointed out at length the importance of this during the first few years after a new line has been made.

The 22nd December 1884. H. H. RISLEY.

Enclosure No. 32 to Railway Resolution No. 799 R. C. of 1887.

No. 1108R., dated Calcutta, the 17th May 1887.

From—Offg. Secy. to the Government of Bengal, P, W. Dept. (Railway),

To—The Secy. to the Government of India, Public Works Department.

ADVERTING to this office letter No. 623R., dated 30th March last, submitting the various estimates prepared for the several alternative lines of the Benares-Puri Railway project, I am instructed by Sir Steuart Bayley to intimate to the Government of India that His Honour's attention having been drawn to the letter before quoted, Sir Steuart Bayley has carefully examined the whole projeet, and desires to submit to the Government of India certain modifications in the recommendations made by his predecessor.

2. In paragraph 2 of Bengal Government letter No. 623R., dated 30th March last (already referred to), the three main objects are described for which the surveys were

ordered, and in the concluding paragraph (9), the recommendations thus made by the Local Government are summarized as follows :—

I.—That southward of the Bengal and Nagpur Railway, the Panchpara and Puri line, with a short branch to Cuttack, be adopted.

II.—That the extension of the Patna-Gya line to Palamau be undertaken.

III.—That before deciding finally on the route to be chosen to the north of the Bengal and Nagpur Railway, careful consideration should be given to the advantages of a direct line between Palamau and Panchpara.

These proposals and the contemplated extensions to result therefrom are shown on index plans numbered III, IV, and V, accompanying this office letter before quoted.

3. I am to state that Sir Steuart Bayley entirely concurs in the first conclusion, that the southern access to Puri from the Bengal and Nagpur Railway should be by the Panchpara and Naraj route, with a short branch to Cuttack. His Honour also supports the proposal for the extension of the Patna and Gya line to Palamau. But on a careful review of all the circumstances, His Honour is not prepared to recommend to the consideration of the Government of India the alternative of a direct line between Palamau and Panchpara, nor is His Honour disposed to adopt the contemplated scheme of subsequent extensions.

4. Sir Steuart Bayley is clearly of opinion that, if (as recommended), the Patna and Gya line be simply extended to Sukhua (Palamau coal-fields), and thence a direct line run north to south from Sukhua to Panchpara; that one of the main objects of the line, *viz.*, the opening out of Chota-Nagpur proper would be foregone, as a line so located would merely skirt the western edge of this tract of country. I am to state that His Honour considers it of material importance that the Chota-Nagpur district, with its vast mineral resources, should be thoroughly opened out, and served.

5. It is admitted that the pilgrim traffic would certainly save in distance by a direct line to Panchpara, but I am to point out against this minor saving in distance, that a line so situated would probably lose largely in volume by the loss of Benares as one of its immediate sources.

6. Sir Steuart Bayley is further inclined to think that the coal traffic from Palamau to Patna would probably be not extensive, since it would have but a small advantage in distance over that from the existing Bengal coal-fields. His Honour is, however, convinced that it is to the interests of this province that the Palamau coal should have a direct outlet to the North-Western Provinces, *viâ* Mogul Serai, and to this he attributes very great importance. It is an additional advantage that this line would afford a more direct route, than by Patna and Gya, for the pilgrim traffic expected from Benares.

7. I am now requested to submit, for the approval of the Government of India, the following modified proposals of this Government, as advocated by Sir Steuart Bayley, in accord with the views expressed in paragraphs 4, 5, and 6 of this letter :—

I.—That the Panchpara and Puri line, with a short branch to Cuttack, be adopted.

II.—That the extension of the Patna-Gya line to Palamau be undertaken.

III.—That a line from Mogul Serai, *viâ* Sasseram and Gharwa, to Sukhua be constructed.

IV.—That a line from Sukhua (Palamau) *viâ* Rud, down the Damuda Valley to Purulia, be provided.

8. I am to explain that the location of the line from Mogul Serai to Sasseram, *viâ* Gharwa to Sukhua, is preferred to that of a line, *viâ* Sasseram direct to Sherghati, because every ton of coal sent to the North-West would have to travel 33 miles further by the route *viâ* Sherghati; also that the last-mentioned route would be more costly owing to the heavy outlay requisite for the bridging of the Sone and Mohur rivers on this line.

9. Again there is no question as to the superiority of the route from Sukhua *viâ* Rud, along the valley of the Damuda to Purulia, over that of a line *viâ* Rud, across the Ranchi plateau to Chandil, as the rise of 700 feet up to the Ranchi plateau is avoided; also the descent of 1,200 feet on the south. Moreover, the valley line recommended will, according to Mr. Risley's note, intercept the entire traffic of Lohardagga and the plateau. Further, in the event of an alternative through line towards Calcutta being required for the produce of the Upper Provinces, the line as surveyed from Mogul Serai through Sukhua and the Damuda valley to Purulia would perhaps effectually meet the want by an extension from Purulia direct to Tarkessur, and it would probably be throughout a remunerative line. This, however, is a matter for future consideration.

10. I am requested to append an index map, figured No. VI, on which the lines which are herein recommended for adoption, as described in paragraph 7 of this letter, are shown in green colour.

Enclosure No. 33 to Railway Resolution No. 799 R.C. of 1887.

Govt. of Bengal, P. W. Department, endorsement No. 48 T. R., dated 27th June 1887.

The undermentioned document is forwarded to the Secretary to the Government of India, Public Works Department, for consideration.

2. It has been intimated to the Secretary of the British Indian Association that the project for connecting Orissa by Railway with the Bengal and Nagpur line is before the Supreme Government, and that it has the full support of the Bengal Government.

Dated 17th June 1887.

From—Babu Peary Mohun Mukerjee, Hony. Secy., British Indian Association,
To—The Secretary to the Govt. of Bengal, P. W. Department.

I am directed by the Committee of the British Indian Association to respectfully submit to His Honour the Lieutenant-Governor the necessity and desirability of constructing a branch line of Railway connecting the province of Orissa and its chief towns, Puri and Cuttack, with the projected Bengal-Nagpur Railway.

2. The hardships and privations to which the thousands of pilgrims who periodically resort to the shrine at Jagunnath are subjected, the epidemic diseases which such privations annually give rise to, and the heavy mortality in the ranks of the pilgrims which result therefrom, have long suggested the desirability of some easier means of communication between Puri and the other provinces of the Empire.

3. Nor is the necessity based entirely on humanitarian grounds. Easy access to Orissa by Railway will greatly tend to the development of trade and commerce. The general fertility of the province, and, at the same time, its liability to frequent famines, owing to its peculiar physical aspect, make it specially desirable that it should be connected with other parts of the Empire more advantageously situated. The want of such communication was most severely felt during the famine of 1865-66, and much of the mortality during that calamity was due to the difficulty met with promptly bringing in supplies.

4. The proposed Bengal-Nagpur (Imperial) State Railway, to the construction of which the Committee understand sanction has been recently granted by the Secretary of State, will afford great facilities for constructing a branch line connecting Puri with Bengal, the North-Western Provinces, and Central Provinces, and Bombay. It has been proposed to have a station on this line at Panchpara, which is about 240 miles west from the junction of the Bengal-Nagpur and East Indian Railways, whether Assensole or Burrakur be ultimately fixed upon as the place for such junction, and 382 miles east from Nagpur. The distance from Panchpara to Puri is about 231 miles, which will be the length of the proposed branch line.

5. A number of different routes, the Committee are aware, have already been surveyed. But it has been shown that the Panchpara-Puri route possesses economic and other advantages over those which were previously surveyed. This route, moreover, is specially recommended for the comparatively few engineering difficulties which it presents. Commercially this line will be very profitable both as regards passenger and goods traffic. All these considerations, therefore, point out this route as the most eligible on economic grounds.

6. The Committee do not apprehend that the revenue from the canals in Orissa will in any way be affected by the construction of a Railway through the province. These canals are mainly intended to regulate the water-supply for irrigation in the province. More than half of the income of these canals are derived from that source. As trade-routes, they cannot, under the present circumstances of the surrounding provinces, be much affected by the proposed branch railway. At present the canal route is used for purposes of trade and passenger traffic by the people of Bengal proper alone, and as route from Calcutta to Chandbally is cheap and convenient, it will continue to be used by these people; few will abandon it for the sake of the very circuitous route from Calcutta to Assensole, thence to Panchparah, thence to Puri *viâ* Cuttack. On the other hand, people of the Central Provinces and Western India go to Orissa and carry on their trade, such as it is, with that Province by quite different routes. The sea-route, it is hardly necessary to say, would be extremely circuitous and expensive to them. The canal navigation and the income therefrom will not therefore suffer in the least by the proposed line of railway. It would, on the other hand, have the effect of opening up the province for trade with the Central Provinces and Bombay and facilitating the employment in those provinces of the poor people of Orissa to whom access thereto is at present practically closed, and who therefore flock to Calcutta and to the metropolitan districts for employment as peons, *palkee*-bearers and other menial servants.

7. The Committee venture to hope in conclusion that His Honour will be pleased to take these circumstances into consideration, and to take such steps as His Honour may seem fit for securing to the people of these provinces the proposed line of railway to Orissa.

Enclosure No. 34 to Railway Resolution No. 799 R.C. of 1887.

BENARES-PURI RAILWAY.

Moghal Sarai-Chandil Section viâ the Damuda Valley.

The total length of the Northern Section of the Benares-Puri Railway from Moghal Sarai to Chandil *viâ* the Damuda Valley is 325 miles. The line has been divided into three sections, the cost of which has been estimated as follows per mile of Railway :—

	Moghal Serai to Sukhua.	Sukhua to Rud.	Rud to Chandil
	₹	₹	₹
Length in miles	147½	50	127½
Preliminary	1,117	1,117	1,117
Land	2,348	616	1,265
Earthwork	9,135	12,687	18,599
Bridges	30,929	14,899	21,106
Fencing	2,000	2,000	2,000
Level crossings	248	250	217
Ballast	5,740	4,737	5,346
Permanent-way	28,683	25,220	23,865
Stations	1,743	1,705	1,806
Workshops	1,500	2,000	2,000
Staff Quarters	4,178	3,705	3,863
Station machinery	2,110	1,785	1,902
Plant	1,785	1,785	1,785
Rolling Stock	9,686	9,666	9,666
Establishment	8,973	7,072	8,308
Contingencies	5,660	4,108	4,727
TOTAL DIRECT CHARGES	1,15,239	93,354	1,07,572

The principal rates upon which these estimates have been based are earthwork—

Embankment	under	10	feet	high						at	₹	4	per 1,000 cubic feet.
,,	above	10	and	under	20					,,		6	,, ,, ,, ,,
,,	,,	20	,,	30						,,		10	,, ,, ,, ,,
,,	,,	30	,,	40						,,		15	,, ,, ,, ,,
,,	,,	40								,,		20	,, ,, ,, ,,
Cutting soft										,,		4	,, ,, ,, ,,
,, gravel										,,		6	,, ,, ,, ,,
,, soft rock										,,		30	,, ,, ,, ,,
,, hard										,,		40	,, ,, ,, ,,
Excavation for foundation										,,		13-12-0	,, ,, ,,
Sand filling										,,		7	per ,, ,, ,,
Masonry										,,		35	,, 100 ,, ,,
Arching										,,		43	,, ,, ,, ,,
Concrete										,,		20	,, ,, ,, ,,
Stone pitching										,,		7	,, ,, ,, ,,

Girder work from ₹212 to ₹276 per ton.
Sleepers . . . . . at ₹4 each.
Timber . . . . . ,, ,, 3 per foot.
Laying permanent-way ₹1,320 per mile.

The rates for earthwork appear to be somewhat liberal, and some reduction may possibly be made in the quantities. I have marked on the sections the places at which I think regrading of the line may be desirable. A list of these is appended to this note. Some of these alterations involve an increase in quantities, but their general tendency is towards a considerable saving. From Moghal Sarai to Sasseram, 62 miles, the line passes over a very flat country, and the work is generally light. With the exception of the bridge approaches of some of the larger streams beyond Sasseram, there is some heavy work for a mile or two; but afterwards the work is, on the whole, light, until the approaches of the bridge over the Sone river are reached. But some considerable economy may here be effected by running down with a gradient of 1 in 200, allowing a saving of much of a very heavy embankment. Beyond the Sone river between miles 108 and 110 there are some heavy embankments; and thence to the 144th mile. The embankments are rather heavy, but may be lightened somewhat by the alterations in the grading which I have marked in blue on the sections.

From the Koel river, the 144th mile, the work is moderate, being heavy only in and about the crossings of the rivers and nullahs until the 164th mile is reached, where the work until the 188th mile is very heavy; but possibly a careful examination of the ground might result in some economy at this part of the line.

I have roughly marked on the plan, in blue pencil, a suggestion for a deviation which might be examined between chains 1970 and 2080; also between chains 2325 and 2455.

Thence the work continues to be very heavy, skirting the Oorunga river to mile 197 (Rood or Rud). Beyond Rud the works on the line skirting the Damuda river are very heavy, high banks alternating with deep cuttings.

The line crosses the Damuda at mile 213½, after which the works are somewhat lighter until the 218th mile is reached, where it is again heavy as far as the 255th mile. Between the 255th and the 267th mile the works are lighter; but at the 267th mile there is some heavy work.

Between miles 270 and 271 there are some very heavy rock cuttings, which may possibly be reduced by a diversion which I have roughly marked for examination in blue on the plan.

There is also a heavy embankment between miles 271½ and 273, which may possibly be reduced by some such deviation as I have roughly indicated in blue on the plan. Another possible reduction has been indicated on the plan between miles 280½ and 281½.

From this point to Chandil station, mile 325, the works on the line are moderately heavy.

With reference to the bridges on this section I may remark, as a general rule, that segmental arches, with a high rise (say one-third of the span) are preferable to semi-circular arches, especially in high embankment; and that when there are land arches over the slope of the embankment, it is desirable to block such arches by means of a thin wall so as to prevent the run of water through them.

At chain 2116, from Moghal Sarai, the line cuts across a small tank in which it is proposed to place 2 spans of 20 feet; but the necessity for a bridge of this character is not apparent without further explanation.

In drawing No. 18, probably 1 span of 20 feet as a land arch would be preferable to 2 spans of 10 feet. In drawing No. 21 is shown one span of 80 feet, with 2 arches 15 feet on each side; but probably one span of 60 and two of 40 feet would be preferable. The foundations in this drawing do not appear to have been carried sufficiently low, unless rock or some very hard foundation is met.

Where spans of 60 feet are adopted, the ordinary type of plate girder may be substituted for triangulated girders.

At the Doorgowtee nullah, 6 spans of 60 feet might be substituted for 4 spans of 80 feet.

The foundations of the Sone bridge appear to be of doubtful depth; and it will become a question for consideration whether it may not be preferable to adopt smaller spans than those of 150 feet if foundations should prove to be shallow and of an easy character.

At the Dandur nulla, it will be preferable to adopt 10 spans of 40 feet each instead of 7 spans of 60 feet.

At the Oorunga river also 4 spans of 40 feet may with advantage be substituted for 4 spans of 60 feet each.

At the Hindigir nulla it would be better to substitute 3 spans of 40 feet for 6 spans of 20 feet; the arches should be segmental with a rise of about ⅓rd of the span.

At the Margamdaha river three spans of 60 feet might be substituted for 1 span of 100 feet.

At the Bhera nulla, 3 spans of 60 feet might be substituted for 1 of 100 and 2 of 40 feet.

At the Suldhana nulla, 7 spans of 60 feet might be substituted for 5 spans of 80 feet.

At the Chota nulla, 6 spans of 40 feet might be substituted for 3 spans of 60 feet and 2 of 40 feet.

At the Sobha nulla, 6 spans of 60 feet might be substituted for 7 spans of 80 feet.

The rate for iron work appears to be low, and will probably need increase.

The Sone and Koel bridges appear to be estimated at too low a rate, the cost for lineal feet being 540 feet and 340 feet respectively.

The bridge over the Sutlej at Ferozepore has cost about ₹740 per lineal foot, exclusive of training works.

The cost of fencing is, I think, put at too low a rate. I would not advocate the use of wooden posts for fencing, as the wooden standards rot so very rapidly, especially in that portion of India. It would be better to adopt either iron or stone posts where it is proposed to use wood.

The quantity of ballast provided in the estimate is excessive, being 21¾ cubic feet to the lineal foot, whereas 16 feet should suffice.

The rate for laying permanent-way, ₹1,360 per mile, is also excessive; the laying should be done for half that sum.

The provision for stations is somewhat low; but the provision for staff quarters and station machinery is larger than is necessary.

At the stations, ramps should in all cases be substituted for steps.

Water columns should be placed between the tracks and about 200 feet in advance of the platform.

Engine sheds should have the doorway 13′ 6″ wide to agree with the latest types. The sidings should not be brought into the goods shed; and at junction stations it is desirable, if possible, to have a joint platform for both lines.

The item of Establishment appears to be high.

So far as the information at my disposal enables me to judge, I should be disposed to adopt provisionally the following mileage rates for this line :—

	Cost per Mile.		
	Moghal Sarai to Sukhua.	Sukhua to Rud.	Rud to Chandil.
Length in miles	147½	50	127½
	₹	₹	₹
Preliminary	1,000	1,000	1,000
Land	2,400	600	1,300
Earthwork	9,000	11,600	18,000
Bridges	34,000	17,000	24,000
Fencing	2,800	2,800	2,800
Level crossings	300	300	300
Ballast	4,400	4,000	4,200
Permanent-way	28,000	28,000	28,000
Stations	2,000	2,000	2,000
Staff quarters	2,000	2,000	2,000
Workshops	2,000	2,000	2,000
Station machinery	1,500	1,500	1,500
Plant	1,800	1,800	1,800
Rolling Stock	10,000	10,000	10,000
Establishment	7,000	6,000	7,000
Contingencies	5,000	4,000	4,500
Total	1,13,200	94,600	1,10,400

From Moghal Sarai to Sasseram, 62 miles, the ruling gradient is 1 in 400; and from Sasseram onwards to the 145th mile the ruling gradient is 1 in 200; and from the 145th mile to Chandil the ruling gradient is 1 in 200.

It is a question which will have to be carefully considered, where the locomotive stations for this line should be situated. If an engine station were fixed at Sasseram, the engine could take the double run to Moghal Sarai and back, keeping to this ruling gradient of 1 in 400 with large loads. From the same station the engines might take a double run out to some station 60 or 65 miles away and back, keeping to the ruling gradient of 1 in 200; but the run would be too long from Sasseram to the end of that portion on which the ruling gradient is 1 in 200. It may, therefore, be desirable on this account to arrange the engine stations with a view to making the best of these ruling gradients.

The 21st July 1887.

G. L. M.

List of places at which regrading is suggested for consideration.

1st Section from Moghal Sarai—

Between chains	1100 and 1183
,, ,,	1340 ,, 1410
,, ,,	1428 ,, 1457
,, ,,	1685 ,, 1729
,, ,,	1870 ,, 1938
,, ,,	2324 ,, 2407
,, ,,	2509 ,, 2555

2nd Section from Mile 144 to 197·4—

Between chains	1014 and 1040
,, ,,	2050 ,, 1091
,, ,,	1138 ,, 1230
,, ,,	1294 ,, 1325
,, ,,	1345 ,, 1375
,, ,,	2142 ,, 2158

West Damuda Section—

Between chains	235 and 311
,, ,,	549 ,, 579
,, ,,	886 ,, 933
,, ,,	1305 ,, 1343
,, ,,	2008 ,, 2135
,, ,,	2261 ,, 2309
,, ,,	2493 ,, 2549
,, ,,	2618 ,, 2659
,, ,,	2688 ,, 2719

East Damuda Section—

Between chains	3642 and 3622
,, ,,	3450 ,, 3382
,, ,,	3075 ,, 3052
,, ,,	3045 ,, 3017
,, ,,	2060 ,, 2026
,, ,,	1806 ,, 1818
,, ,,	1730 ,, 1696
,, ,,	1360 ,, 1330
,, ,,	793 ,, 775
,, ,,	608 ,, 586
,, ,,	276 ,, 252
,, ,,	81 ,, 36

G. L. M.,—21-7-87.

Enclosure No. 35 to Railway Resolution No. 799R.C. of 1887.

BENARES-PURI RAILWAY.

Panchpara-Puri Section.

The estimates for the Panchpara-Puri Saction of the line, as submitted by Mr. Owen on the 10th of November 1886, stand as follows per mile of railway :—

	Panchpara to Naraj, length 170 miles.	Naraj to Puri, length 52 miles.	Cuttack Branch, length 8 miles.
	₹	₹	₹
Preliminary	1,049	1,117	1,092
Land	631	973	979
Earthwork	10,589	14,481	18,085
Minor Bridges	12,409	18,339	13,682
Major do.			
Level-Crossings	255	342	191
Fencing	3,400	2,599	3,540
Ballast	5,963	7,771	7,237
Permanent-way	20,100	23,964	20,079
Stations	2,446	2,509	2,913
Workshops	1,500	1,500	1,562
Staff quarters	2,775	2,462	1,477
Station machinery	1,812	2,732	2,180
Plant	1,514	1,720	1,577
Rolling stock	9,390	11,450	9,777
Establishment	6,841	7,879	7,123
Contingencies	4,025	4,382	4,520
Maintenance	200	200	209
Total ₹	85,780	1,04,420	96,223

This is exclusive of the Mahanaddi Bridge or Ferry and indirect charges. The cost of a ferry would add in round numbers ₹1,000* per mile to the cost of the line if distributed over the 220 miles between Panchpara and Puri, whilst a bridge over the Mahanaddi, according to the estimate, would add about ₹10,000* per mile to the cost. Adding these charges we have—

* These calculations are based on the estimated cost as follow :—

	₹
Ferry with contingencies	2,36,250
Bridge	22,50,000

	With Ferry.	With Bridge.
	₹	₹
Cost per mile, Panchpara to Naraj	86,780	95,780
,, ,, Naraj to Puri	1,05,420	1,14,420

I consider the cost of the Mahanaddi bridge is underestimated.

The principal rates on which the estimates are based, so far as I have been able to ascertain them, are as follows :—

	₹	a.	
Earthwork in embankments from 0 to 10 feet high	4	0	per 1,000 c. ft.
,, ,, 10 to 25 ,,	8	0	,, ,,
,, ,, 25 to 40 ,,	12	8	,, ,,
,, ,, over 40 ,,	20	0	,, ,,
Ditto in cutting soft	4	0	,, ,,
,, ,, gravel, &c.	7	0	,, ,,
,, ,, soft rock	30	0	,, ,,
,, ,, hard	40	0	,, ,,
Excavation of founds	15	0	,, ,,
Well sinking	200	0	,, ,,
Concrete	20	8	per 100 c. ft.
Masonry	37	0	,, ,,
Arching	45	0	,, ,,
Ashlar	200	0	,, ,,
Stone pitching	13	8	,, ,,
Ironwork in curbs	336	0	per ton.
Ditto in girders from	233 to 281	0	,,

The rates for earthwork appear to me to be rather high; but as much of the labour will probably have to be imported, they must be rather higher than in other parts of India; still, I think they err on the side of liberality.

The line will require re-grading in several places. I have marked roughly on the sections, in blue, many places where I think the line might be improved. A list of these is appended to this note. In some of these cases the alteration may slightly increase the quantities, though improving the line; but the tendency of the alterations, as a whole, will be to effect a considerable saving both in rock-cuttings and embankments.

I have roughly marked on the plans for examination, certain deviations which I think if possible may effect an economy, in saving earthwork and rock-cutting; these deviations should be examined before the line is permanently adopted. They occur at the following places:—

Between chains	2,250 and 2,160	Between chains	203 and 342
" "	2,415 " 2,338	" "	1,893 " 1,940
" "	1,597 " 1,284	" "	2,696 " 2,745
" "	1,330 " 1,284	" "	2,832 " 2,892
" "	500 " 557		

There is a long embankment 17 or 18 feet high between chains 2,944 and 3,067, the formation level of which is at reduced level of 95; and it appears probable that this may be considerably reduced; but there is no flood level marked on the section at that point to guide me. Again, there is another long bank on the Cuttack Branch from chain 128 to chain 308, with the same formation level, whereas the embankment at Cuttack Station is 10 feet lower, and the high flood level at the Katjori river is shown as 85 reduced level. I think it probable therefore that these embankments may be considerably reduced. In other parts of this section the line is apparently in parts kept unnecessarily high above high flood level; and considerable saving may probably be effected by judicious alterations of the formation level.

With reference to the bridgework, I am of opinion that the rates for iron work are too low and should be increased.

Where land arches have been shewn in the drawing, it will be in many cases desirable to build thin walls across the openings to prevent the flow of water over the slopes which they cover; and in some cases, one arch of larger span is preferable to two arches.

Where two or more spans of plate girders are in one and the same bridge, the space between the abutting ends of the girders should be filled in with either timber or masonry, leaving only sufficient space for expansion.

At the Bonun bridge, 8 spans of 100, the slope of the embankment 1 to 1 is too steep even though pitched; it should be increased to 1½ to 1.

The Pouli nulla bridge might, I think, with advantage be shifted slightly, so as to bring the pier No. 2 in such a position that the founds will be on rock above low water level. The slopes at the abutments of this bridge are also too steep and should be flattened.

The slopes at the abutments of the Rangali bridge should also be flattened.

The Harrad nulla bridge consists of 3 spans of 100 feet each; but as the piers are not high, and the foundation on rock, I think that 5 spans of 60 feet might, with advantage, be substituted for 3 spans of 100. I estimate roughly that between 30,000 and 40,000 rupees may be saved by the adoption of the smaller spans.

At the Bhuttori bridge, splay wings or land arches are required, as the slopes at the abutments as shown in the drawings are too steep.

At the Maltijor bridge 2nd crossing the slopes should be flattened. At the second crossing of the Maltijor river 3 spans of 40 feet might be substituted for 1 span of 100. I estimate roughly that more than 10,000 rupees may be saved by the adoption of shorter spans.

At the Sonknadi bridge the slopes should be flattened, and the bridge might with advantage be shifted slightly so as to use as a foundation the rock that is above low water level.

The Nangrajori nulla bridge consists of 5 spans of 60 feet and 6 of 20 feet arches, founded at high level and inverted; it is a matter for consideration whether it would not be better to substitute either 2 spans of 60 or 3 spans of 40 feet, with deeper foundations for the 6 arches of 20 feet span. The arrangement would be slightly more expensive; but I am of opinion that it would be safer, the foundations being carried down further in the case of the larger spans.

In several cases triangulated girders have been shown for bridges of 60 feet span; the ordinary plate girders should be substituted for these.

The Bangursinga nulla bridge is shown to consist of 4 spans of 60 feet and 1 of 100 feet; I think it may probably be found better in this case to substitute 6 spans of 60 feet for the spans adopted.

The amount of ballast provided in the estimate is unnecessarily large, being 12¾ cubic feet per foot run, whilst 16 feet should suffice.

The rate for laying permanent-way is also high and may be reduced to ₹660 per mile.

The mileage rates for station staff quarters and station machinery also appear to be high; but the rate for workshops is low if the section from Panchpara and Puri is to be maintained as a special and independent system.

Taking into consideration the points above mentioned, I should be disposed to place the estimate, so far as at present advised, at the following mileage rates:—

	Pnnchpara to Naraj, 170 miles.	Naraj to Puri, 52 miles.	Cuttack Branch, 8 miles.
	₹	₹	₹
Preliminary	1,000	1,000	1,000
Land	600	1,000	1,000
Earthwork	8,500	13,500	17,000
Bridging	15,000	21,000	16,000
Fencing	2,800	2,800	2,800
Level-crossings	300	300	300
Ballast	4,400	5,600	5,600
Permanent-way	28,000	27,000	27,000
Stations	2,000	2,000	2,000
Workshops	2,000	2,000	2,000
Staff quarters	2,000	2,000	2,000
Station machinery	1,500	1,500	1,500
Plant	1,800	1,800	1,800
Rolling-stock	10,000	10,000	10,000
Establishment	6,000	5,600	6,500
Contingencies	4,000	5,500	5,500
TOTAL	90,900	1,03,500	1,02,000

These rates are exclusive of the cost of the Mahanuddi bridge or a ferry or indirect charges. No details are given to enable me to form a definite opinion on the cost of a bridge over the Mahanuddi river; but as the river floods up 55 feet above its bed, and the water is 30 feet deep in the dry season, it would appear *primâ facie* that the cost (21½ lakhs of rupees) has been under-estimated.

I am inclined to put it rather at a cost of 33 lakhs of rupees. Adopting this sum, we have as a total for this section of the railway—

	₹
170 Miles from Panchpara to Naraj at ₹90,900 per mile	1,54,53,000
52 From Naraj to Puri at 1,03,500 per mile	53,82,000
8 Miles Cuttack Branch at ₹1,02,000	8,16,000
Total excluding Mahanuddi bridge and ferry	2,16,51,000
Total including Mahanuddi bridge	2,49,51,500
Total including ferry	2,18,87,000

It appears, however, desirable to reconsider carefully the question of the route to be adopted south of the Mahanuddi river to Puri.

Since the question of adopting the route *viâ* Khoordah was considered, the conditions affecting the question have somewhat changed.

The line was then supposed to be an independent line running from Cuttack to Puri, and one advantage claimed for the route *viâ* Khoordah, over the direct route to Puri, was that the bridges over the Kooshbudra and Bargovi rivers would be avoided by the more circuitous route; but as it is now proposed to bring the railway across the Mahanuddi river about 8 miles to the west of Cuttack, the direct line would be on the west of the Bargovi and the crossing of the rivers above mentioned would be avoided. But the most important advantage to be gained by the direct line will probably be the better gradient which it will afford. The circuitous line *viâ* Khoordah entails a ruling gradient of 1 in 100; whilst by the direct line it is probable that a ruling gradient of 1 in 200 or 300, or even less, may be obtained, as the difference of level between the Mahanuddi and Puri is only about 60 feet.

It is of considerable importance to secure flat gradients on the Cuttack-Puri section, because the pilgrim traffic will flock from all quarters to Cuttack: by railway, by local roads, and by water from Bengal and Orissa: and the engines should be capable of taking as large trains as possible in festival time; and if the ruling gradient can be reduced to 1 in 200 or 300, the adoption of such gradients will effect considerable economy in the working expenses. In connection with this question must be considered the Chuttack branch (8 miles in length). This branch is at present proposed on the North bank of the Mahanuddi river, whilst Cuttack is on the south bank. The natural position for a station at Cuttack would, therefore, appear to be on the South bank; and if the direct line were to be made instead of the circuitous line *viâ* Khoordah, the Cuttack station might be on the main line; thus saving the construction of 8 miles of branch railway, and the more expensive working of a separate branch and terminal station.

M

A station for Cuttack at the Kajori river would have the disadvantage of being in bank averaging 3 feet more than on the north of the river; but this disadvantage would not appear to outweigh its other apparent advantages. In an engineering point of view, the direct line appears, as far as information is at present available, to be infinitely superior to the more circuitous line *viâ* Khoordah; and the only ground for preferring the more circuitous line seems to be that of traffic. The saving of length effected by the direct line would, however, probably admit of the construction of a branch line to Khoordah at nearly an equal cost; provided that the Khoordah traffic would justify the construction of 9 or 10 extra miles, which the direct line will probably save: for if the direct line were made, a branch line to accommodate Khoordah could be made running out at right angles to the direct line nearly parallel to the Koormosteree river; and a length of 9 miles would bring this branch as near to Khoordah as it is proposed to take the circuitous route. It appears, however, to be very doubtful whether the Khoordah traffic would justify the construction of 9 or 10 additional miles of railway—a separate branch, and bad gradients.

Mr. Parker, however, with whom I have discussed this question, believes that the direct route would pass through a considerable length of heavily flooded country, which would involve very heavy cost in the construction of the railway; he also states that the Kajori river, though much smaller than the Mahanuddi, is not so easily crossed at all seasons, and that consequently a station on the north of the Mahanuddi is more suitable than one to the south. The question should be thoroughly ventilated before the construction is commenced, though at present it appears unnecessary to move further in the matter.

G. L. M.

The 21st July 1887.

BENARES-PURI RAILWAY.

PANCHPARA-PURI SECTION.

List of the places at which re-grading is suggested.

PANCHPARA DIVISION.

FROM MILE 0 TO 57.

Between chain	3289 and 3248	Between chain	1906 and 1883
,, ,,	3244 ,, 3210	,, ,,	1877 ,, 1823
,, ,,	3151 ,, 3137	,, ,,	1687 ,, 1655
,, ,,	3042 ,, 3050	,, ,,	1437 ,, 1380
,, ,,	2991 ,, 2965	,, ,,	1300 ,, 1272
,, ,,	2932 ,, 2910	,, ,,	1246 ,, 1196
,, ,,	2908 ,, 2890	,, ,,	1036 ,, 983
,, ,,	2868 ,, 2800	,, ,,	975 ,, 949
,, ,,	2616 ,, 2604	,, ,,	939 ,, 924
,, ,,	2601 ,, 2583	,, ,,	412 ,, 385
,, ,,	2543 ,, 2519	,, ,,	307 ,, 287
,, ,,	2181 ,, 2150	,, ,,	268 ,, 255
,, ,,	2084 ,, 2047	,, ,,	152 ,, 126
,, ,,	2018 ,, 1976		

INTERMEDIATE SECTION FROM MILE 57 TO 111.

From chain	last to 2475	From chain	858 to 843
,, ,,	2301 ,, 2255	,, ,,	827 ,, 793
,, ,,	2214 ,, 2132	,, ,,	723 ,, 682
,, ,,	1939 ,, 1906	,, ,,	618 ,, 634
,, ,,	1870 ,, 1840	,, ,,	559 ,, 360
,, ,,	1746 ,, 1725	,, ,,	311 ,, 276
,, ,,	1274 ,, 1213	,, ,,	189 ,, 171
,, ,,	1178 ,, 1118	,, ,,	137 ,, 93
,, ,,	932 ,, 988		

NARAJ SECTION FROM MILE 111 TO MILE 170.

From chain	30 to 80	From chain	1145 to 1189
,, ,,	86 ,, 114	,, ,,	1282 ,, 1315
,, ,,	170 ,, 215	,, ,,	1589 ,, 1623
,, ,,	336 ,, 364	,, ,,	1963 ,, 1986
,, ,,	457 ,, 474	,, ,,	2084 ,, 2116
,, ,,	491 ,, 555	,, ,,	2530 ,, 2567
,, ,,	690 ,, 745	,, ,,	2570 ,, 2592
,, ,,	748 ,, 822	,, ,,	2605 ,, 2676
,, ,,	872 ,, 890	,, ,,	2688 ,, 2708
,, ,,	1041 ,, 1081	,, ,,	3906 ,, 2944
,, ,,	1110 ,, 1138		

BETWEEN LINE TO CUTTACK.

From chain	338 to 377

NARAJ-PURI SECTION.

From chain	236 to 310	From chain	1142 to 1189
,, ,,	313 ,, 340	,, ,,	1311 ,, 1399
,, ,,	510 ,, 550	,, ,,	1468 ,, 1539
,, ,,	568 ,, 592	,, ,,	1558 ,, 1583
,, ,,	778 ,, 831	,, ,,	1594 ,, 1650
,, ,,	902 ,, 950	,, ,,	2458 ,, 2524
,, ,,	598 ,, 1091	,, ,,	2740 ,, 2800

The 21st July 1887.

G. L. M.

Enclosure No. 36 to Railway Resolution, No. 799 R.C. of 1887.

To

HIS EXCELLENCY THE VICEROY AND GOVERNOR GENERAL OF INDIA.

The humble memorial of the Orissa Association.

MOST RESPECTFULLY SHEWETH,

That your Excellency's memorialists represent the interests, wishes and feelings of not only the permanent resident population of the Province of Orissa, but also those of traders, pilgrims and travellers who are brought to the Province, when your memorialists approach your Excellency with this respectful but earnest supplication for speedy measures to connect Orissa with the more advanced parts in Her Majesty's Indian Empire by means of Railway Lines which have proved a most successful agency in promoting the material prosperity of the Indian Empire. Your humble memorialists respectfully submit that the present backward condition of Orissa, in matters intellectual and material, is due to the isolated position of the Province in the Indian Empire. Foreign capital and foreign enterprise which have done so much to advance the material prosperity of India, have not set foot in Orissa owing to its isolated position from want of Railway communication. The resources of the Province have in consequence been neglected. Orissa has a busy rice market and the resources of her forests, if utilized, will develope a busy timber trade as well; but for want of Railway communication, the natives of a province so well provided by nature are poverty stricken. The devastations of the Orissa Famine would not have proved half so disastrous if Railways had been in existence in the Province.

The health of the several thousands of men, women and children, who resort annually on pilgrimage to Puri, has always been a matter of anxious concern to Government, and the loss of *Sir John Lawrence* with her live freight of nearly 800 pilgrims has enhanced the sympathy of Government officials and of the private public; and efforts are being made to improve the sanitation of the halting places along the Trunk Road to Puri, as also to provide places of shelter for the poor pilgrims.

While your memorialists appreciate and acknowledge with gratitude all such noble efforts on the parts of the benevolent public towards alleviation of the sufferings of these pilgrims, they feel that these remedies are very inadequate; for in most cases, fatigue of the journey and unwholesome nature of the food procured along the journey engender diseases which work devastation rapid in the exhausted frame of the pilgrims.

The memorialists beg to submit that the only preventive measure against this is the introduction of Railways, which by annihilating time and distance will remove all the troubles and discomforts to which the traveller is now exposed in this Province.

The poverty of the people, the emergency of a famine in future, the loss of several thousands of lives among pilgrims—all these interests combined move the memorialists to approach your Excellency with the humble, respectful prayer that your Excellency be pleased to expedite the introduction of Railways in this Province by ordering the speedy construction of the Puri-Cuttack-Benares Railway, the surveys and estimates of which have been completed, and which promises not only to serve this Province most effectually but to be one of the most profitable lines in India; and thereby confer an everlasting boon on the Natives of Orissa.

And for this your memorialists shall ever pray.

By

ଉତ୍କଳମଣି ଗୋପବନ୍ଧୁ ଦାସ, *President*
MADHU SUDAN DAS, *Vice President*
} *Orissa Association.*

CUTTACK,
The 16th July 1887.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

TENURE OF SERVICE AND RATES OF PAY OF OFFICERS APPOINTED TO BE CANTONMENT MAGISTRATES ON AND AFTER 1st JANUARY 1887.

No. $\frac{20}{1345-56}$.

Extract from the Proceedings of the Government of India in the Home Department,— (Judicial), under date Simla, the 11th August 1887.

Read again—

The undermentioned papers relative to a suggestion made by His Excellency the Commander-in-Chief for limiting the tenure of service of Military Officers in the office of Cantonment Magistrate.

Letter from the Adjutant-General in India to the Military Department, No. 2545A., dated 16th June 1886.

Home Department Circular to Local Governments and Administrations, except Assam and Coorg, No. $\frac{1}{27-34}$, dated 7th January 1887.

Read also—

The replies to the abovementioned Circular:—

Letter from the Government of Madras, No. 277, Mis., dated 9th February 1887.

" from the Government of Bombay, No. 830, dated 7th February 1887.

" from the Government of Bengal, No. 783A., dated 7th February 1887.

" from the Government of the North-Western Provinces and Oudh, No. $\frac{435}{11-666-29}$ dated 26th January 1887.

" from the Government of the Punjab, No. 110, dated 8th February 1887.

" from the Chief Commissioner of the Central Provinces, No. $\frac{715}{12}$, dated 12th February 1887.

" from the Chief Commissioner of Burma, No. 727-14M., dated 26th January 1887.

" from the Resident at Hyderabad, No. 5, dated 27th January 1887.

RESOLUTION.

In the letter dated the 16th June 1886, cited in the preamble, the Adjutant-General in India conveyed a suggestion made by His Excellency the Commander-in-Chief that some revision of the existing regulations for the appointment of Cantonment Magistrates was desirable. It was represented that, under the rules as they at present stand, an officer might, to the detriment of the service, retain charge of the office of Cantonment Magistrate until he should reach the age of 55, or attain Colonel's allowances, although he might have, since his appointment, become unfitted to perform the duties of the office. It was therefore recommended that the same care should be exercised in the selection of officers for these appointments as in the case of officers appointed to the General Staff of the Army, and that, in order to secure continued efficiency, the tenure of service of military officers as Cantonment Magistrates should be limited to five years, with a proviso that an extension might, under special circumstances, be granted up to a maximum of seven years.

The Government of India has consulted Local Governments and Administrations as to whether there were any administrative objections to this proposal, with the result that, though Local Governments are not unanimous on the subject, the balance of opinion is decidedly in favour of His Excellency the Commander-in-Chief's recommendation. The main argument advanced against it seems to be that it would result in untrained military officers being brought into civil employ every five years to learn important magisterial work to which they

would up to the date of their appointment have been unaccustomed. It appears to the Government of India that this difficulty would be greatly reduced in force, if not altogether obviated, if officers desirous of becoming Cantonment Magistrates were required, before appointment, to pass a qualifying examination in the Codes of Civil and Criminal Procedure, the Indian Penal Code, and such other laws as are commonly administered by Cantonment Magistrates. The officers thus passing would practically be in the position of men who have passed the departmental examination by the lower standard, and could be appointed as Cantonment Magistrates on probation until they had, by passing the higher standard examination as required by existing rules, become fully qualified and entitled to investment with full magisterial powers. The Governor-General in Council has therefore resolved, subject to provision being made for the elementary examination just referred to in the case of future appointments, on the adoption of the proposal made by His Excellency the Commander-in-Chief as a provisional arrangement, and that all officers appointed to be Cantonment Magistrates on and after 1st January 1887 shall be brought under the operation of the five-years' rule. In order that uniformity may be secured in the preliminary test, Local Governments and Administrations are invited to make, as early as possible, suggestions as to the exact nature of the examination to be prescribed.

2. The Governor-General in Council considers that it is unnecessary to continue the existing rates of pay to officers appointed to be Cantonment Magistrates for five years only, and has accordingly been pleased to decide that the scale of pay to be drawn by officers appointed to be Cantonment Magistrates after the date of this Resolution be as follows :—

Rank of Officer.	Initial pay.	On passing the higher standard examination.
	Rs.	Rs.
Subaltern	600	700
Higher rank	700	800

ORDER.—Ordered, that this Resolution be communicated to the Local Governments and Administrations marginally noted, for information and guidance, and to the Foreign and Military Departments and the Department of Finance and Commerce, for information, and that it be published in the Supplement to the *Gazette of India*.

Madras.	Punjab.
Bombay.	Central Provinces.
Bengal.	Burma.
North-Western Provinces and Oudh.	Hyderabad.

A. P. MACDONNELL,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 18th AUGUST, 1887.

GENERAL REMARKS.—Rain has occurred throughout the country during the week under report. The falls were heaviest in the North-Western Provinces and Oudh, the Punjab, and Central India.

The *kharif* crops are generally thriving in all Provinces, though they have been injured in places by too much rain, and a break in the weather would be very beneficial.

Standing crops require rain in three districts of the Madras Presidency, otherwise prospects are fair. In Mysore and Coorg the outlook is favourable.

Rice is doing well in Bombay; in Bengal the late variety is being transplanted, and the early rice is being cut. In Assam the early varieties have been reaped, and the cultivation of late varieties is proceeding. In Burma ploughing, sowing, and transplanting continue.

Excessive rain has injured cotton in the Central Provinces and Berar.

Tea is doing well in Assam.

Mortality from cholera continues high in Bombay, but elsewhere the public health is generally good.

Prices show a tendency to fall in the North-Western Provinces and Oudh, are fluctuating in two districts of the Punjab, and are falling in a third. Elsewhere they are generally steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Aug. 17th)		
Bellary . . .	Average last week since revised, 1·12; this week, ·47.	Standing crops generally good, but young early crops withering in parts for want of rain. Cholera in five, and cattle-disease in two taluks decreasing.
Kurnool . . .	Average 1·98	Standing crops good. Small-pox in three, and cattle-disease increasing in three taluks. Slight cholera.
Ganjam . . .	Average 1·50	More rain wanted. Small-pox in three, fever in four divisions and cattle-disease in one. *Cholera decreasing.*
Kistna . . .	Average 1·48	Agricultural operations progressing. River 5·7 feet over Anicut. Slight fever. Cattle-disease increasing in five taluks.
Chingleput (Madras) .	Average 1·95	Standing crops fair. Harvest *ragi*, outturn bad. Small-pox in three, and cattle-disease decreasing in four taluks. Slight cholera.
Coimbatore . . .	Average ·15	More rain wanted in parts. Standing crops generally good, but *cholum* affected by insects in one taluk. Harvest dry grains, outturn above average. Fever and small-pox in one taluk.
Tanjore . . .	Average 1·32	Standing crops generally good, but require more rain in parts of one taluk. Harvest gingelly, outturn below average. Cattle-disease decreasing in one taluk.
Madura . . .	Average ·39	Slight fever in one taluk.
Malabar . .	Average 1·64	First crop paddy cultivation fair. Slight fever in one, small-pox in six, and cattle-disease increasing in two taluks.
Travancore . .	·94	Paddy being reaped. Fever in parts.
		General Remarks.—General prospects moderate.
Bombay—(Aug. 17th)		
Karachi . . .	Kotri, 1·33; Manjhand, 1·09; average of two other stations, ·70.	River at Kotri on 15th, 18 feet 11 inches against 20 feet 6 inches on same date last year. Fever in five and cattle-disease in one taluka. Wheat, red rice, and *bajri* in Karachi 22, 30 and 32 and in Ghorabari *nil*, 40 and 36 pounds per rupee, respectively.
Hyderabad . . .	Rain in eleven talukas	*Kharif* cultivation in progress. Fever in three and small-pox and cattle-disease in one taluka. River at Kotri on 15th, 18 feet 11 inches against 20 feet 6 inches on same date last year. Wheat 24, *jowari* 37½, *bajri* 36, white rice 18, and red rice 30 pounds per rupee.
Ahmedabad . . .	Rain ·46; total 22·10; rain throughout the district—maximum 2·13 in Gogo and minimum ·20 in Dhandhuka.	Transplantation of rice continues. Young crops well. Three cholera cases in the city, 2 fatal. Wheat 27 and *bajri* 30 pounds per rupee.
Baroda . . .	·54; total 39·71	Cholera in Baroda city, 5 deaths. Sowing operations completed. Excessive rain slightly damaged young plants. Prices have risen. *Bajri* 24, wheat 18, and rice 17 pounds per rupee.
Surat . . .	Rain in all talukas—maximum in Bulsar, 5·60 and minimum in Chorasi, 1·07.	Break still wanted. Crops suffered from excessive moisture. Sowing and resowing retarded, except in Olpad taluka. Rice crops healthy. Cattle in Olpad taluka dying of sorethroat. Cholera in Bulsar, 10 cases, 10 deaths. *Jowari* 34 and *nagli* 44 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Nasik . . .	Rain in Igatpuri, 11·52; Peint, 6·52; Nandgaon, 1·76; Malegaon, 1·36; Niphad, 1·25; Nasik, 1·17; Yeola, 1·01; Chandor, ·75; Sinnar, ·63; Dindori ·53; and Baglan, ·08.	Sowing and transplanting vigorously going on. They are almost finished in Igatpuri, Sinnar, Dindori, Niphad, and Baglan. Standing crops in a thriving condition. Cholera in Nasik, Niphad, Chandor, Yeola, Malegaon, Nandgaon, Baglan, and Peint, attacks 153, deaths 39.
Colaba (Bombay) .	Rain every day, except on 14th; heavy on 10th, 11th and 12th; total of week, 7·18; total to date 65·22, being 22·47 above average.	Abnormal temperature 3° cool on 10th, 4° cool on 11th, 2° cool on 12th, and *nil* from 13th to 16th. Vapour in air normal. Wind normal on 10th, 11th, and 16th; abnormal wind from north-east from 12th to 15th.
Poona	Rain all over the district—maximum 3·15 in Maval, taluka and minimum ·13 in Bhimthari taluka.	More rain wanted in Indapur, Sirur, Purandhar, Bhimthari, and Haveli talukas. Sowing still continues in some talukas. Young crops doing well, except in Purandhar and Bhimthari talukas, where they are withering for want of rain. Public health generally good. Slight cattle-disease in Petha Mulshi. 684 cholera cases in Indapur, Khed, Purandhar, Bhimthari, Haveli, and Mawal talukas, 289 fatal; in Poona city 39 attacks, 14 deaths. *Bajri* 41 and *jowari* 53 pounds in the district, and *bajri* 34 and *jowari* 43 pounds per rupee in Poona city.
Ahmednagar . .	Rain in Karjat, 1·74; Parner, 1·42; Jamkhed, 1·15; Nagar, 1·11; Sheogaon, 1·08; Rahuri, ·81; Kopargaon, ·68; Newasa, ·52; Shrigonda, ·44; Sangamner, ·37; and Akola, ·25.	*Kharif* crops doing well. Sowing operations almost finished in Akola. Rain urgently wanted in Kopargaon and Sangamner. Cholera attacks 196, deaths 100. *Bajri* 36 and *jowari* 54 pounds per rupee.
Sholapur . . .	Rain in Sholapur, 2·34; Barsi, 1·21; Madha, ·71; Karmala, ·86; Pandharpur, 3·34; Sangola, ·88; and Malsiras, ·98.	*Kharif* crops doing well. More rain required in Karmala, Sangola, and Malsiras talukas. Slight cholera here and there in the district, cases 177, deaths 76. Cattle-disease in two villages of the Sangola taluka. *Jowari* 58 and *bajri* 52 pounds per rupee.
Dharwar . . .	Rain at all stations, except Ranibennur, varying from ·10 in Nargund to 3·43 in Nawalgund.	Rice and minor crops good. Heavy rain urgently required throughout the district. Early *jowari* crops already sown in Gadag, Mundargi, and Nargund suffering from want of rain. Cotton sowing commenced in Dharwar and Bankapur talukas. Slight cholera in Bankapur and slight cattle-disease in Dharwar. *Jowari* 54 and rice 22 pounds per rupee.
Kanara . . .	Rain in Karwar, 9·56; total 193·53; Kumta, 7·79; Sirsi, 1·56; and Haliyal, ·97.	Rice plants healthy. Slight cattle-disease throughout the district. Common rice in Karwar 10 seers 40 chittacks, district average 12 seers per rupee.
Rajkot	·27; total 23·44	Crops in good condition. Public health generally good. Wheat 23, *bajri* 24, and *jowari* 29 pounds per rupee.
		General Remarks.—Rain throughout the Presidency, more wanted in parts of the Deccan and Southern Mahratta Country. *Kharif* sowings and transplanting completed in some districts, in progress in others. Standing crops generally good, but withering for want of rain in parts of Poona and Dharwar. Cholera in parts of seventeen, cattle-disease in parts of fifteen, fever in parts of six, and small-pox in parts of four districts.
Bengal—(Aug. 17th)		
Chittagong Aug. 16th	·26	Weather seasonable. Outturn of *aus* expected eight annas. *Aman* being transplanted. Prices stationary. Cholera still reported. Public health fair.
Dacca	·26	*Aus* paddy and jute being cut. Prospects of crops continue good. Rivers rising again. Public health good.
24-Pergunnahs (Calcutta).	2·13	*Aus*, sugarcane and jute promising. *Aman* transplanting nearly completed, but more rain required. Public health generally good, but a few cases of cholera and fever still reported.
Khoolna . . .	·23	Weather very hot. Transplanting of *aman* going on. More rain wanted. Cutting of *aus* commenced. Public health fair.
Moorshedabad . .	Rain at intervals	Weather very hot. Transplantation of *aman* paddy still going on. *Til*, sugarcane, and jute progressing. Public health good.
Pubna	1·97	Rain rather scanty. Crops fair. Public health good.
Dinagepore . . .	3·84	*Bhadoi* crops progressing. Transplantation of *haimanti* paddy going on. Prospects favourable.
Rungpore . . .	2·27	Transplantation of *aman* going on. *Aus* and jute being cut. Prospects fair. Public health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Midnapore . . .	2·14	Weather dry and sultry, with intervals of heavy rain. Flood in Ghatal subsiding gradually. Crops damaged in flooded parts in Ghatal and Tumlook. Some deaths from cholera in Ghatal.
Burdwan . . .	1·01	Prospects of crops continue favourable. Break in rains. Cholera in Sadr, otherwise public health fair.
Bhagalpur . . .	1·17	Transplantation of late rice being completed. Outturn of *makai* poor. Prospects of *marua* and early rice very fair. Cholera decreasing.
Purneah . . .	4·99	Crops doing well. *Aghani* being transplanted. Early *bhadoi* being cut. Rivers rising. Public health fair.
Durbhanga . . .	6·91	Prospects of *bhadoi* continue very favourable. Transplantation of paddy in progress. Prices remain stationary. Public health generally good.
Chumparun . . .	2·90	*Bhadoi* and rice crops thriving well. Prospects excellent. Cholera still prevails in the district.
Patna	1·01	Paddy transplantation going on. *Bhadoi* crops promising. *Makai* being reaped in some places. Cholera prevailing in Behar and Dinapur subdivisions, a few cases reported from other parts.
Gya	2·46	Weather fair and bright. Prospects of both *bhadoi* and *aghani* excellent. Cholera still raging in the interior of the district. Fever also reported.
Hazareebagh . .	4·28	A break in the rains since 12th. All crops doing well, and agricultural prospects favourable in every respect.
Cuttack . . .	·22	Weather bright. *Beali* rice in ear and in some places ripening. *Sarad* rice doing well, but more rain required. Price of rice unchanged. Cases of cholera reported.
		General Remarks.—Rain at the beginning of week, but a break set in on the 12th, and still continues over the greater part of the Province. More rain wanted in some places of the Central Bengal districts and in Orissa. Prospects continue generally favourable, except in the flooded tracts in Midnapur. Trans-planting of late rice still proceeding. Harvesting of early rice and jute in progress. *Bhadoi* crops and sugarcane doing well. Prevalence of cholera still reported in some places in Patna division, elsewhere general health good.
N.-W. Provinces and Oudh—(Aug. 17th)		
Benares (Aug. 16th)	Averaging 4·10	Rainfall is ample for present requirements. Crops thriving. Prices slightly rising. Cholera decreasing.
Ballia („ 15th)	Rain abundant	Prices steady. Prospects generally good. Cholera gradually decreasing.
Gorakhpore („ „)	2·80 at Sadr and abundant throughout the district.	Prices stationary. Cholera decreasing.
Fyzabad („ 16th)	Averaging 7·50	A break is wanted. Supplies sufficient. Prices stationary. Cholera decreasing.
Lucknow („ 15th)	7·10 at Sadr and heavy throughout the district.	Crops promise well. Supplies sufficient. Prices stationary. Cholera still reported both in the city and district.
Rai Barelli . . .	Heavy rain	No report received.
Partabgarh (Aug. 16th)	Averaging 5·70	Prices steady. Cholera still to be heard of.
Allahabad („ „)		Weather seasonable. *Kharif* crops doing well. Markets are well supplied. Prices show a slight fall. Cholera has decreased, but some few cases are still reported. Health otherwise good.
Cawnpore („ „)	General rain from 1·80 to 8·40.	Slight injury to crops by heavy and continuous rain reported from three tahsils. Prices steady. Cholera continues.
Farakhabad („ „)	Averaging 7·40	Low-lying tracts flooded. Crops thriving. Prospects good. Supplies ample. Prices steady. Cholera decreasing.
Sitapur („ „)	Abundant rain has fallen.	A break would now be beneficial. Cholera decreasing.
Bareilly („ „)	Rain abundant	Prospects excellent. Prices steady. Health good.
Banda („ 15th)	Rain continuous	A break is wanted. Crops generally promising. Prices stationary. Cholera continues. Fever increasing. Cattle-disease in one village.
Kumaon („ 16th)	Heavy rain	Crops promising. Prices slightly falling. A few deaths from cholera in Almora, but none reported from Ranikhet. Since the 6th cattle-disease continues.
Agra („ 15th)	Incessant rain	Crops suffering from incessant rain. Clear weather needed. Prices steady. Cholera continues.
Jhansi („ „)	Rain excessive	Break much needed. Weeding stopped. Prices of wheat risen and that of *mung* and *urd* falling. Cholera continues.
Meerut („ 16th)	General rain from 4·10 to 7·50	Continuous rain prevents weeding and ploughing. Prices slightly risen, owing to difficulty of transport. Cholera reported in two tahsils and cattle-disease in one.
		General Remarks.—Heavy and general rainfall during the week, and clear weather would now benefit the crops. Prospects generally are good and markets well supplied; and prices are steady, with a tendency to fall. Cholera is still prevalent, though decreasing in most districts, and the general health continues good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—(Aug. 17th)		
Hissar (Aug. 16th)	Rain sufficient	Health good. Prices falling. *Kharif* sowings in progress.
Delhi	0·40	Health fair. Prices fluctuating. *Kharif* crops somewhat injured by continuous rain.
Umballa	5·36	Health fair. Prices stationary. *Kharif* crops flourishing.
Jullundur	11·50	Health good. Prices stationary. *Kharif* sowings completed.
Ferozepore	2·70	Health good. Prices stationary.
Amritsar	5·01	Health good. Prices stationary. *Kharif* crops good.
Sialkot	4·40	Health good. Prices stationary. *Kharif* crops good.
Lahore	5·06	Cholera decreasing. Prices stationary.
Multan	·80	Health good. Prices fluctuating. *Kharif* prospects favourable.
Rawalpindi	2·10	Health good. Prices stationary. *Kharif* prospects good.
Shahpur	Slight rain	Health good. Prices stationary.
Dera Ismail Khan	1·16	Health good. Prices steady. *Kharif* ploughings in progress.
Peshawar	·20	More rain much needed. Cholera prevalent. Prices almost stationary. *Kharif* sowings in progress.
		General Remarks.—Rain has fallen throughout the Province, but more is much needed in Peshawar and Shahpur. Cholera is prevalent in Peshawar and in some villages of the Delhi district, abating in Lahore. There are a few cases of cholera of a mild type in Ferozepore. Health is fair in Umballa, elsewhere it is good. Prices are stationary, except in Hissar, where they are falling; fluctuating in Delhi and Multan; almost stationary in Peshawar. *Kharif* crops are flourishing in Umballa, Amritsar, and Sialkot and somewhat injured from continuous rain in Delhi. Sowings in progress in Hissar, Dera Ismail Khan, and Peshawar, and completed in Jullundur. Prospects favourable in Multan and Rawalpindi.
Central Provinces—(Aug. 17th)		
Nagpur	1·55	Weather cloudy and warm. *Jowari* and cotton suffering from excessive moisture. Cholera, 5 cases. Prices steady.
Jubbulpore	6·03; heavy rain on 14th.	Break desirable. Fever continues. Prices stationary.
Saugor	3·41	Weather cloudy and showery. Fever and bowel-complaints prevalent. Cholera continues. Prices steady.
Seoni	1·36	Weather showery. Transplanting and weeding progressing. Cholera, 45 cases, 24 deaths. Prices steady.
Hoshangabad	·98	Weather cloudy and warm. Weeding in progress. Fever prevalent. Prices—wheat 15 and rice 9 seers per rupee.
Khandwa	·34	Break appears to have set in and is very beneficial. Prospects good. Cholera, 68 cases. Cattle-disease in Burhanpur. Prices stationary.
Bilaspur	1·58	Wet ploughing finished. Rain has injured cotton. Weeding begun. Fever and cattle-disease in parts. Prices rising.
Raipur	·25	Weather cloudy and close. Weeding in progress. Crops look healthy. Prices steady.
Sambalpur (Aug. 12th).	8·37	Weather seasonable. Transplanting going on. Crops doing well. Cholera in places.
		General Remarks.—A break is much wanted, especially in the Nagpur and Wardha districts, where the cotton and *jowari* are suffering greatly from the excessive moisture and lack of sunshine.
Burma—(Aug. 17th)		
Akyab (Aug. 13th)	9·93 (Total rainfall to date 104·86).	Two cases of cholera in district and one in town. Slight cattle-disease. Crop prospects favourable.
Bassein	2·33 (Total rainfall to date 61·19).	Slight cattle-disease. Ploughing and transplanting continues.
Rangoon	·72 (Total rainfall to date 72·30).	Four deaths from cholera.
Amherst (Moulmein)	1·21 (Total rainfall to date 122·22).	Ploughing and transplanting progressing. Young crops were destroyed by flood, heavy rain, and worms.
Tavoy	2·37 (Total rainfall to date 116·83).	Crops healthy.
Pegu	...	No report received.
Henzada	1·94 (Total rainfall to date 48·85).	Transplanting progressing.
Prome	·51 (Total rainfall to date 24·07).	Slight cattle-disease. Ploughing and transplanting progressing.
Toungoo	5·11 (Total rainfall to date 51·46).	Ploughing not completed. Sowing going on. Transplanting slow.
Thayetmayo	·75 (Total rainfall to date 16·29).	Ploughing retarded, owing to want of rain. Transplanting commenced in some parts of district.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Shwebo	1·36 (Total rainfall to date 20·48).	Sowing commencing. Price of paddy Rs. 125.
Yamethen	·25 (Total rainfall to date 15·59).	Food-grain insufficient. Ploughing commenced. Price of paddy Rs. 170.
Myingyan	(Total rainfall to date 14·11).	Some cases of measles. Food-supply sufficient. Prices ordinary. Price of paddy Rs. 125.
Minbu	1·80 (Total rainfall to date 13·10.)	Price of paddy Rs. 110.
Mandalay	·58 (Corrected total rainfall to date 19·75).	Transplanting of *mayin* crops progressing. Food-supply sufficient. Prices normal. Price of paddy Rs. 80 to 120.
		General Remarks.—Slight cholera in Akyab and Rangoon. Cattle-disease in several districts. Young crops in Moulmein and Amherst have suffered from heavy rain. Reports from ten Upper Burma Districts. Measles in Myingyan. Cattle-disease in Pyinmana, where rain is wanted. Some scarcity in Yeu and Yamethen.
Assam—(Aug. 17th)		
Gauhati (Aug. 16th)	·39	Weather sensibly cooler in evenings and mornings. Public health fair. Malarial fever still continues in Barpetta; also reported from Chomoriah, Luki and Chaigam tahsils. Cattle-disease reported from some parts of the district. Reaping of *ahu* crop finished. Rain much wanted. Cultivation of *sali dhan* retarded almost in all places for want of rain. Condition of sugarcane and tea reported to be favourable.
Sylhet	·37	State and prospects of crops good. Prospects of tea favourable.
Cachar	2·59	Weather dry. Rain much needed. Three-fourths of land for transplanting *sáil* ploughed, one-fourth transplanted. Three-fourths *aus* paddy reaped. Common rice selling at 17 seers $12\frac{8}{16}$ chittacks per rupee. Tea doing well.
Dibrugarh	1·48	Weather seasonable. Reaping of *ahu* over. Transplanting of *sali* progressing. Prospects good. Tea and sugarcane doing well. Public health indifferent.
Mysore and Coorg—(Aug. 17th)		
Bangalore	Civil and Military Station of Bangalore 3·09; Bangalore district, 3·40; Mysore 1·28.	Rain much required in Kadur taluk. Except in parts of Kadur district, standing crops are reported to be in good condition. Prospects of season favourable. Public health generally good. Fever and cattle-disease are prevalent in parts. No material change in prices.
Mysore		
Mercara	4·12	Crop prospects and health good.
Berar and Hyderabad—(Aug. 17th)		
Amraoti	2·35	Weather warm and rainy. Weeding in progress. Cotton damaged in some places by excessive rain. Cholera continues. Wheat and *jowari* 25 seers per rupee.
Akola	2·23	Weather warm and cloudy. *Kharif* prospects favourable. Weeding operations impeded owing to continuous rain. Cholera decreasing. Slight cattle-disease in one taluk.
Hyderabad	1·69 (Total since 1st January 12·74).	*Kharif* crops prospering. Wet cultivation suspended, owing to insufficiency of water in tanks. General health good. Prices: Wheat $11\frac{3}{4}$, coarse rice $12\frac{1}{2}$, white *jowari* $18\frac{1}{2}$, yellow *jowari* $21\frac{1}{2}$, and *tur* 14 seers per current sicca rupee.
Central India States—(Aug. 17th)		
Indore	·65	Weather clearer. Health good. Crops somewhat damaged by rain.
Gwalior	3·91	Cholera in Lashkar, 285 cases, of which 150 fatal. Crops suffering from excessive rain.
Neemuch	1·40	Eighteen fatal cases of cholera among European and Native troops.
Goona	·74	Health and prospects good.
Sutna	2·16	Health and prospects good.
Agar	·78	Break badly needed to save *jowari* crops. Cholera reported in parts of Bhopal, otherwise health good.
Sehore	3·41	Weather cloudy. Prospects favourable. Cholera at Beri and Nowgong cantonment.
Nowgong	7·61	*Jowari* and *makka* crops seriously injured by incessant rain. Prices slightly rising. Health good.
Bhopawar	1·35	

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana—(Aug. 17th)		
Abu (Aug. 17th)	2·88	Weather clearing and seasonable.
Sirohi („ 14th)	·22	Tanks fairly full. Wells good. Health good. Crops good. Weather overcast and little rain.
Marwar („ 13th)	·60; drizzling rain	No water brought into Jodhpore city tanks by week's rain. Health good in city and improving in districts. *Kharif* doing well in districts favoured with abundant rain. Weather cloudy. Prices stationary. Market easy.
Meywar („ „)	·08	Tanks and wells still low. Crops fair. Health fair, but diarrhœa and dysentery increasing. Prices stationary. Rain wanted.
Pertabgurh („ „)	·44	Health good. Prices fluctuating. Weather occasionally cloudy.
Harowti („ „)	Deoli, ·33; Tonk, 1·69; Shahpura previous week, ·38	Weather clear. Weeding commenced. Health good. Prospects fair.
Jhallawar („ 14th)	·97	Weeding progreesing. A little fever.
Ajmere („ 16th)	Average throughout the district, ·68.	Cholera abating, 6 fresh seizures, 1 death in Ajmere city and 16 seizures and seven deaths in Beawar. Cattle-disease in Merwara still prevalent. Prices stationary.
Jeypore („ „)	. . . . .	Damage to *kharif* sowings by excessive rain. Prospects generally fair.
Kerowlee . . .	. . . . .	No report received.
Dholepore (Aug. 13th)	5·40	Tanks and wells full. Crops partially injured by constant rain. Few cases of cholera. Health elsewhere good. Prices stationary. Weather seasonable.
Bhurtpore („ 16th)	3·60	Health good. Prices rising.
Ulwar („ „)	Average 2·50	Crops suffering from excessive rain. Cholera still prevalent, but decreasing. Health good.
Kotah („ 13th)	·15	Isolated cases of cholera continue. Weather clear.
Kherwara („ 14th)	·56	Crops fair. Fever prevalent. Weather bright and sunny.
Bickanir („ 13th)	·15; much heavier in some districts.	Tanks and wells full. Prospects fair. Health good. Prices stationary. Weather cloudy.
Nepal—(Aug. 12th)		
Katmandu (Aug. 11th)	5·18	Constant rain and cloudy weather. Crops improving with the rain.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 17th August, 1887.

The principal feature in the weather of the past week has been the partial break in the rains which has prevailed over a large part of the country. The break commenced in North-Eastern India on the 11th and slowly spread westward, so that at the close of the week it had reached Western and Central India. As is frequently the case when fine weather prevails at this season in Northern and Central India, rather heavy precipitation occurred over the Peninsula, where the rain was considerably heavier in the present than in the preceding week. In the Punjab pressure conditions have been unsteady, and large local falls of rain have occurred over that Province—more particularly on the 13th and 14th. On the former date rain extended into Upper Sind, and Jacobabad received its first rain during the present monsoon.

On the 11th a fairly strong monsoon was blowing along the West Coast. It brought general rain to Bombay, the Central Provinces, and Central India, but did not penetrate into Northern India, where the rainfall was due to the Bay current. On the 12th the strength of the monsoon on the West Coast had sensibly decreased, and the current was confined almost entirely to Western, Central, and Southern India. It gave heavy rain to the Bombay Coast districts, but only light local showers to the more inland stations. On the 13th the winds all along the West Coast were below the average August force, but the extent of the current was apparently increasing, as south-westerly winds had appeared in the Cis-Gangetic portions of the North-Western Provinces. The rainfall was similar to that reported on the previous day, except that the amounts on the West Coast were smaller. The chart of the 14th showed that the monsoon was increasing again along the West Coast, but the extent and amount of rain remained unaltered. On the following day, though the strength of the monsoon current on the West Coast was unchanged, westerly and south-westerly winds belonging to this branch of the monsoon were appearing in the south-east of the Punjab and west of the North-Western Provinces, and displacing the easterly winds which had prevailed there for the past few days. Moderate rain fell in Western and Central India and the south-east of the Punjab. On the 16th a slight further increase occurred in the strength of the monsoon from the Arabian Sea, but the rainfall accompanying it was generally light and scattered. No change was shown by the report of the next day.

The Bay of Bengal monsoon current has been very unsteady. On the 11th nearly normal conditions prevailed, the current from the Bay passing across Bengal and penetrating westwards over the whole of the North-Western Provinces and the Punjab. Rain fell rather heavily at the hill stations in North-Western India, and generally in the North-Western Provinces, but only local showers in Bengal, Assam, and Burma. On the next day the monsoon winds had fallen off very considerably at the head of the Bay, and rain had almost ceased over Burma and Bengal, though moderate amounts were received over nearly the whole of the North-Western Provinces and the Punjab. On the 13th light and variable breezes prevailed around the Bay. The break in the rains was extending westward, and only a few light showers were received in Bengal, the Central Provinces, and the east of the North-Western Provinces. There was no important change in the winds on the 14th and 15th, but the break in the rains had still further extended, and fair weather was reported from parts of Central India also. On the 16th the report showed that a cyclonic whirl was forming over the upper part of the Bay. As a consequence, the wind shifted to north-east in South Bengal, and, except at Dacca, there was no rain of any importance over Bengal. On the 17th the cyclonic whirl was approaching the Orissa and Ganjam Coasts, and was occasioning showers of rain around the head of the Bay; in other parts of Bengal the break in the rains continued.

In Upper India there has been a good deal of heavy rain during the week. On the first day, when easterly winds from the Bay prevailed throughout Northern India, rain fell generally in the North-Western Provinces and on the North-West Himalaya, and by the 12th had extended over the Punjab also. Similar conditions prevailed on the 13th, when rain for the first time this season extended into Upper Sind. On the 14th a slight depression was formed over the Punjab,

and heavy local rainfall was the result. Ludhiana on this day received over 6 inches. On the 15th rain, though much lighter, was still falling over Upper India, but on the 16th the fall ceased in the Punjab, and on the 17th the rainfall was generally slight all over North-Western India.

On the whole, the rainfall of the past week has been very satisfactory. There has been a partial break in the rains over the Central parts of the country, where the seasonal fall had been largely exceeded, while fairly continuous rain has fallen over the North-Western Provinces and the Punjab, where the total amount has hitherto been somewhat deficient. The following table shows an unimportant deficiency over Bengal, a considerable excess over the North-Western Provinces and the Punjab (except Peshawar), and a slight excess over the Central Provinces and the greater part of the West Coast:

Stations.	Total Rainfall since June 1st, 1887.	Average Rainfall, June 1st to August 17th.	Difference.
Akyab ...	86·82	119·67	—32·85
Saugor Island ...	34·15	38·82	— 4·67
Calcutta ...	30·35	33·36	— 3·01
Dhubri ...	40·95	46·36	— 5·41
Purneah ...	31·27	34·48	— 3·21
Gya ...	24·69	24·65	+ 0·04
Allahabad ...	25·73	22·60	+ 3·13
Meerut ...	16·66	14·76	+ 1·90
Delhi ...	27·46	14·17	+ 13·29
Lahore ...	13·80	9·73	+ 4·07
Peshawar ...	1·76	4·04	— 2·28
Cochin ...	52·61	65·94	—13·33
Ratnagiri ...	82·46	76·35	+ 6·11
Bombay ...	65·46	51·50	+13·96
Poona ...	16·41	15·34	+ 1·07
Surat ...	33·91	26·54	+ 7·37
Khandwa ...	21·10	20·28	+ 0·82
Nagpur ...	33·60	26·42	+ 7·18

The weather has been warmer than the normal in Burma, Assam, and Bengal Proper, but cooler than usual in Behar and the Upper Provinces. In the Punjab at some stations the mean temperature of the week was from 5° to 7° below the average.

In the Central Provinces the weather was a little warmer than the average, but in the Peninsula, and particularly in Madras, it was cooler.

The concluding table gives the total rainfall of the past week for the different Provinces:

Divisions.	No. of Stations.	Total Rainfall.
Burmah ...	6	14·86
Bengal and Assam ...	16	18·96
North-Western Provinces and Oudh ...	9	31·52
Punjab ...	9	26·00
Hill Stations ...	5	23·76
Ceylon ...	2	2·83
Malabar Coast ...	5	16·20
Bombay ...	9	42·46
Berars and Central Provinces ...	10	23·88
Guzerat and Central India ...	6	7·58
Sind—Rajputana ...	6	7·84
Madras ...	13	26·83

SIMLA, *19th August, 1887.*

W. L. DALLAS,
for *Meteorological Reporter to the Government of India.*

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XV OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 17th July, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 16th July, 1887. Total.	Per mile open.	Total Receipts from 1st April to 17th July, 1886. Total.	Per mile open per week.	Total Receipts from 1st April to 16th July, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
	Lines worked by Guaranteed Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
23rd July, 1887	Oudh and Rohilkhand	680	98,768	145	686	86,031	125	22,39,493	213	20,96,146	200	...	1,43,347
Ditto	Madras	861	1,47,482	171	831	1,45,833	175	23,56,936	177	24,55,366	193	98,430	...
Ditto	South Indian	654	1,03,070	158	654	1,00,685	154	15,77,061	156	15,75,494	158	...	1,567
Ditto	Great Indian Peninsula	1,497	5,73,108	383	1,496	3,55,495	231	1,35,12,025	585	1,47,50,864	645	12,38,839	...
Ditto	Bombay, Baroda and Central India	461	1,45,163	315	461	1,10,000	239	49,08,905	690	45,19,269	641	...	3,89,636
	TOTAL	4,153	10,67,591	257	4,128	7,98,044	193	2,45,94,420	384	2,53,97,139	402	8,02,719	...
	State Lines worked by Guaranteed Companies.												
30th July, 1887	East Indian	1,515	7,56,801	500	1,519	7,23,472	476	1,46,24,001	626	1,42,01,433	611	...	4,22,568
Ditto	Patna-Gya	57	8,339	146	57	7,134	125	1,45,465	165	1,38,022	158	...	7,443
Ditto	Dildarnagar-Ghazipur	12	727	61	12	715	60	19,040	103	16,052	87	...	2,988
Ditto	Sindia	75	6,444	86	75	6,545	87	1,11,319	96	1,30,357	114	19,038	...
23rd July, 1887	Rajputana-Malwa (*a*)	1,664	2,59,855	156	1,664	1,91,000	115	59,28,696	231	53,12,271	209	...	6,16,425
30th July, 1887	Southern Mahratta	315	34,994	111	752	58,053	77	5,35,187	110	9,74,694	90	4,39,507	...
Ditto	Indian Midland	42	1,191	28	42	1,574	37	29,578	46	57,604	90	28,026	...
Ditto	Lucknow-Sitapur-Sihramau	...	...	...	85	3,457	41	...	...	63,688	51	63,688	...
	TOTAL	3,680	10,68,351	290	4,206	9,91,950	236	2,13,93,280	377	2,08,94,121	328	...	4,99,165
	State Lines worked by Government.												
23rd July, 1887	Eastern Bengal (*b*)	606	1,17,791	194	645	1,21,900	189	20,99,166	224	20,43,098	207	...	56,068
Ditto	Nalhati	27	1,416	52	27	1,754	63	27,574	66	28,857	70	1,283	...
Ditto	Tirhoot	246	29,806	121	249	26,241	105	5,17,910	136	5,35,039	141	17,129	...
30th July, 1887	Wardha Coal	45	9,645	214	45	9,761	217	2,25,281	327	2,43,183	353	17,902	...
Ditto	Bengal-Nagpur (late Nagpur and Chhattisgarh)	149	10,291	69	149	7,062	47	3,32,358	232	5,11,199	224	...	21,159
23rd July, 1887	Burma	327	28,789	88	327	44,215	135	6,88,476	136	9,05,017	181	2,16,541	...
Ditto	Cherra-Companyganj	7	42	6	7	30	4	(*c*) 76	4	670	6	594	...
30th July, 1887	North-Western (*d*)	1,869	5,20,825	279	2,078	3,69,248	178	79,26,349	275	65,92,205	208	...	13,34,144
Ditto	Bareilly-Pilibheet	36	1,328	37	36	1,127	31	33,929	61	29,116	53	...	4,813
23rd July, 1887	Jorhat	26	623	24	26	1,117	43	10,203	25	14,582	37	4,379	...
30th July, 1887	Bilaspur-Etawa (Kutni-Umaria Section)	...	...	...	38	1,262	33	...	...	22,230	38	22,230	...
	TOTAL	3,338	7,20,556	216	3,627	5,83,717	161	1,20,61,322	234	1,09,25,196	197	...	11,36,126
GRAND TOTAL (GUARANTEED AND STATE)		11,171	28,56,498	256	11,961	23,73,711	198	5,80,49,028	337	5,72,16,456	314	...	8,32,572
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	2,69,49,084	156	(*e*)2,64,40,663	145	...	...
NET RECEIPTS		...	...	...	...	...	...	3,10,99,944	181	3,07,75,793	169	...	3,24,151
	Assisted Companies.												
30th July, 1887	Bengal Central	125	10,014	80	125	11,110	89	1,97,700	103	1,89,365	99	...	8,335
Ditto	Rohilkhand-Kumaon	67	6,617	99	67	4,978	74	1,10,134	107	1,10,654	108	520	...
23rd July, 1887	Dibru-Sadiya (late Assam)	78	7,606	98	78	7,635	98	1,01,489	84	1,30,196	109	28,707	...
Ditto	Bengal and North-Western	303	41,627	137	376	29,980	80	6,90,732	148	7,13,347	124	22,615	...
30th July, 1887	Tarakessur	22	5,708	259	22	4,117	187	85,412	252	86,306	256	894	...
	TOTAL	595	71,572	120	668	57,820	87	11,85,467	129	12,29,868	120	44,401	...
	Native States.												
23rd July, 1887	Bhavnagar-Gondal	193	11,942	62	193	11,512	60	3,77,976	127	3,87,363	131	9,387	...
Ditto	Jodhpore	64	3,033	47	124	5,300	43	60,891	62	1,11,146	59	50,255	...
Ditto	Nizam's	208	22,725	109	208	24,758	119	3,95,360	123	4,87,897	153	92,537	...
Ditto	Mysore	140	8,475	60	140	9,145	65	1,32,579	61	1,48,053	69	15,474	...
Ditto	Rajpura-Patiala	16	819	51	16	876	55	19,715	80	16,552	68	...	3,163
16th July, 1887	Morvi	24	410	17	68	1,575	23	17,676	48	54,939	53	37,263	...
30th July, 1887	TOTAL	645	47,404	73	749	53,166	71	10,04,197	101	12,05,950	105	2,01,753	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla, and Assam-Behar State Railways.
(*c*) Total Receipts from 1st to 17th July, 1886.
(*d*) Includes the Amritsar-Pathankot State Railway.
(*e*) Calculated on percentage used for the corresponding period of 1886.

SIMLA, *The 18th August, 1887.*

JAMES RAMSAY,
Offg. Under-Secretary.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF JULY 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Province.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Baira or Cumbu (*Penniselum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadian Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Madras.	Ganjam	10 5	...	14 10	15 8	...	...	29 5	...	...	...	...	215 13	13 13	
	Vizagapatam	14 0	...	9 0	10 3	20 8	23 13	19 3	...	...	...	...	93 5	12 14	
	Godavery	9 14	...	13 14	15 8	23 0	19 6	25 8	...	...	...	...	243 0	12 8	
	Kistna	8 14	...	14 13	16 8	19 0	...	31 5	...	...	...	...	145 13	15 0	
	Nellore	9 0	...	12 14	14 0	25 14	...	29 2	...	...	...	...	93 5	14 13	
	Cuddapah	11 13	...	14 0	14 14	23 11	...	28 8	...	...	...	...	140 0	14 0	
	Anantapur	11 8	...	12 13	15 2	30 14	22 10	32 0	...	...	...	...	77 13	13 2	
	Bellary	15 6	...	12 13	14 0	27 13	25 6	34 14	...	...	...	...	97 3	13 2	
	Kurnool	11 11	...	12 2	12 14	30 2	26 5	...	...	...	...	...	114 6	13 11	
	Madras	10 10	...	11 3	13 0	23 0	23 2	27 11	...	...	...	...	86 5	14 10	
	Chingleput	...	...	13 8	15 14	...	21 2	26 11	...	...	...	...	106 14	14 0	
	North Arcot	10 3	...	13 2	14 2	...	...	34 3	...	...	...	...	140 0	13 5	
	South Arcot	9 6	...	13 14	15 5	...	24 10	25 6	...	...	...	...	201 11	14 6	
	Tanjore	10 5	...	14 14	...	...	26 2	29 6	...	...	...	...	166 3	13 13	
	Trichinopoly	...	...	14 6	14 14	...	22 14	26 3	...	...	...	...	133 10	14 10	
	Madura	10 8	...	13 6	13 14	27 8	25 0	27 14	...	...	...	...	131 3	15 0	
	Tinnevelly	9 14	...	12 5	12 13	...	...	...	...	...	...	...	70 0	16 8	
	Coimbatore	13 2	...	13 8	14 8	22 10	25 6	27 14	...	...	...	...	121 8	12 11	
	Nilgiris	10 11	...	11 3	12 0	21 10	21 0	20 14	...	...	...	...	161 13	11 0	
	Salem	11 14	...	13 2	15 0	32 13	31 3	30 13	...	...	...	...	186 10	14 10	
	South Canara	8 2	...	13 10	16 0	...	...	25 0	...	...	...	...	123 6	16 3	
	Malabar	9 0	...	13 13	14 10	...	...	21 14	...	...	...	...	155 8	14 0	
Bombay.	Bombay	10 7	16 12	7 2	11 3	18 14	14 11	16 6	14 15	15 8	18 5	8 10	67 1	14 6	
	Daskrohi	12 0	20 0	6 8	11 0	13 0	16 0	...	20 0	15 0	...	10 0	80 0	16 8	
	Kaira	11 0	21 4	8 14	9 6	16 0	13 2	18 12	...	16 0	...	10 0	80 0	16 0	
	Surat	12 0	16 0	8 0	10 0	15 0	14 0	...	...	14 0	...	10 0	80 0	16 0	
	Broach	12 0	...	8 0	11 0	16 0	14 0	...	...	14 0	...	16 0	120 0	14 1½	
	Tanna (Salsette)	9 12	...	8 3	10 0	16 13	14 6	...	...	12 5	...	8 0	53 2	13 5	
	Colába (Alibag)	8 9	...	7 4	11 4	...	13 0	...	...	12 7	...	8 2	99 0	14 0	
	Khandesh (Dhulia)	13 8	...	7 8	9 6	20 10	15 3	...	14 8	15 3	...	10 8	131 0	12 4	
	Násik	12 6	...	10 8	12 0	22 0	17 14	25 0	...	17 14		9 10	166 8	15 0	
	Ahmednagar	12 6	...	8 0	9 1	24 14	16 2	...	...	18 8	...	15 4	85 5	14 4	
	Poona (City)	11 8	9 0	8 9	9 13	21 12	17 4	16 6	...	17 4	...	14 10	66 13	13 6	
	Sholápur	14 12	19 8	9 8	9 15	24 10	21 7	...	21 2	20 1	...	15 2	80 0	13 0	
	Bijapur	15 6	13 2	7 1	9 12	27 0	28 2	...	...	18 11	...	18 9	80 0	12 1	
	Satara	12 1	...	9 9	10 12	20 0	20 10	...	...	19 8	...	15 2	93 3	14 3	
	Belgaum	16 8	11 0	10 8	11 0	23 0	22 0	27 0	...	16 0	...	15 0	64 0	13 0	
	Dharwar (Hubli)	15 0	...	10 0	11 0	25 0	23 0	38 0	...	19 0	...	12 0	80 0	9 0	
	Ratnágiri	9 4	...	8 9	11 5	16 4	14 11	17 10	...	15 6	...	10 14	120 0	12 15	
Bom.	Karwar	11 0	...	7 0	10 0	17 0	16 0	18 0	12 0	14 0	...	11 8	213 5½	11 0	
	Pánch Mahals (Godhra)	9 0	...	8 0	11 5	...	16 0	20 0	...	17 0	22 8	11 5	160 0	16 0	
	Aden	8 0	...	6 3	8 0	11 3	10 3	...	...	11 3	...	5 9	65 5	32 0	
	Asirgarh Cantonment	13 8	...	9 0	10 10	17 15	21 5	...	19 0	17 0	...	10 0	160 0	11 0	
	Baroda Camp (Sadar Bazar)	8 9	14 4½	6 13½	7 7	14 4½	13 2½	16 0	...	13 2½	...	10 13½	80 0	13 2½	
	Disa Cantonment	12 1	...	8 0	9 2	19 0	18 2	...	...	15 12	...	10 4	150 0	14 0	
	Nimach Cantonment	13 4	18 0	8 0	10 0	23 12	15 0	...	...	17 5	22 12	13 0	180 0	14 0	
	Nasirabad Cantonment	13 14½	19 0	7 0	8 0	18 0	16 0	...	10 0	19 0	19 0	12 8	90 0	15 10½	
	Rajkot Station	11 8	...	6 8	9 0	14 0	11 8	...	...	11 8	...	7 8	80 0	40 0	
	Upper Sind Frontier	11 7	16 0	9 0	14 0	23 0	21 0	...	...	11 7	...	11 8	120 8	12 8*	
	Karachi	12 0	17 0	8 0	14 0	17 0	16 0	†	†	15 0	14 0	8 0	85 0	16 0	
	Haidarabad (Gidu Bunder)	12 8	14 8	9 8	19 8	19 8	17 0	...	...	12 8	...	...	140 0	14 0	
	Shikarpur	11 14	14 14	10 0	15 0	19 6	22 0	...	...	14 4	...	10 0	160 0	14 0	
	Sukkur	13 0	16 0	11 8	15 8	20 0	20 0	...	...	15 0	...	11 0	120 0	14 8	
	Thar & Parkar (Umarkot)	16 0	...	...	16 0	...	20 0	...	...	...	...	...	160 0	14 12	
Bengal.	*Western Districts.*														
	Burdwan	13 8	‡	15 6	20 10	...	...	...	...	25 8	‡	29 8	120 0	13 7a	
	Bankoora	15 8	20 0	16 8	21 14	...	...	...	...	19 8	32 0	20 0	280 0	12 ob	
	Beerbhoom	18 0	18 0	18 0	22 8	...	...	...	...	26 8	...	15 0	160 0	12 oc	
	Midnapore	13 0	...	18 0	23 0	...	...	...	...	20 0	...	13 0	155 0	13 od	
	Hooghly	14 0	...	10 0	17 0	...	...	...	...	20 0	...	13 0	120 0	13 8e	
	Howrah	§	...	12 8	17 12	...	...	...	...	21 0	...	13 4	95 0	12 8	
	Central Districts.														
	Calcutta	13 4	20 14	8 12	16 8	20 0	16 8	...	15 8	19 12	19 0	18 4	80 0	13 0	
	24-Pergunnahs	14 0	25 0	8 0	16 13	...	...	...	20 0	23 0	...	19 0	90 0	12 8e1	
	Nuddea	16 0	32 0	15 4	19 2	...	...	...	...	29 0	...	20 0	...	11 10½ f	
	Khoolna	...	...	18 0	21 0	...	...	...	...	16 0	...	...	160 0	10 8g	
	Jessore	16 0	...	16 0	21 4	...	...	...	...	26 8	...	22 12	100 0	10 12h	
	Moorshedabad	15 0	...	15 0	22 0	...	...	...	...	30 0	40 0	20 0	130 0	12 oi	
	Dinagepore	12 0	23 0	16 3	20 13	...	...	...	...	24 0	...	11 0	160 0	12 8	
	Rajshahye	17 4	45 0	15 2	18 12	...	...	...	...	28 2	...	16 0	240 0	12 oj	
	Rungpore	18 12	...	15 3	17 12	...	...	...	...	20 0	...	8 10	120 0	10 5k	
	Bogra	17 4	...	13 8	21 0	...	...	...	...	19 8	...	...	90 0	10 8	
	Pubna	19 0	...	8 0	24 0	...	...	...	...	30 0	...	20 0	200 0	12 ol	
	Darjeeling	9 0	13 0	5 0	13 0	...	...	12 0	...	11 0	26 0	8 0	120 0	9 om	
	Jalpáiguri	12 0	20 0	13 0	20 0	...	...	...	...	16 0	20 0	12 0	128 0	11 on	
	Eastern Districts.														
	Dacca	14 8	26 0	17 0	20 0	...	...	...	...	20 0	...	18 0	120 0	12 oo	
	Furreedpore	20 0	26 0	17 0	21 0	...	...	...	...	22 0	...	20 0	160 0	12 op	
	Backergunge	...	...	16 0	18 0	...	...	...	...	16 0	...	13 0	120 0	12 oq	
	Mymensingh	12 4	...	14 0	18 8	...	...	...	...	17 8	...	16 0	...	12 or	
	Chittagong	16 0	...	12 0	16 13	...	...	...	...	16 0	...	8 0	80 0	8 4s	
	Noakholly	...	...	20 0	22 0	...	...	...	...	13 0	...	...	...	9 ot	
	Tipperah	18 14	...	15 12	19 9½	...	...	...	...	18 4	...	9 13½	...	11 ou	
	Chittagong Hill Tracts	...	...	11 7	12 5	...	...	...	...	...	...	...	320 0	8 0	
	Hill Tipperah	18 0	...	10 0	17 0	...	...	...	...	12 0	...	16 0	...	11 0	

* In common use.
† Not procurable.
‡ Not sold.
§ Not available.

a In sub-divisions retail prices of salt per rupee were:—Culna 12 seers, Cutwa 13 seers, and Raneegunge 12-2 seers.
b In Bishenpore sub-division retail price of salt 12 seers per rupee.
c In Rampore Haut sub-division retail price of salt 12-8 seers per rupee.
d In sub-divisions retail prices of salt per rupee were:—Ghattal 13-4 seers, Tumlook 11 seers.
e In sub-divisions retail prices of salt per rupee were:—Serampore 13 seers, and Jehanabad 13-8 seers.
e 1 In sub-divisions retail prices of salt per rupee were:—Baraset 12 seers, Bussirhat 13 seers, Diamond Harbour (at Kulpihat) 10-8 seers, Barrackpore 12-12 seers, and Dum-Dum 11 seers.
f In sub-divisions retail prices of salt per rupee were:—Kooshtea, Meherpore and Chooadanga 12 seers, and Ranaghat 10-14 seers.
g In Satkhira and Bagirhat sub-divisions retail price of salt 11 seers per rupee.
h In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, Magoora 10-12 seers, and Bongong 13 seers.
i In sub-divisions retail prices of salt per rupee were:—Lalbagh 13 seers, Jungipore and Kandi 12-8 seers.
j In Nattore sub-division retail price of salt 12 seers per rupee.
k In sub-divisions retail prices of salt per rupee were:—Kurigram 12 seers, Gaibanda 9-12 seers.
l In Serajgunge sub-division retail price of salt 12 seers per rupee.
m At Silliguri retail price of salt 10 seers per rupee.
n In Alipore sub-division (at Fallacotta) retail price of salt 10 seers per rupee.
o In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers, Munshigunge 10-12 seers and Naraingunge 11-4 seers.
p In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers and Madaripore 12-8 seers.
q In sub-divisions retail prices of salt per rupee were:—Patuakhali 9-9 seers, Perozepore 11 seers, and Bhola 10-8 seers.
r In sub-divisions retail prices of salt per rupee were:—Kishoregunge 9-2 seers, Attea 12 seers, Jamalpore 10-10 seers, Sherpore 10 seers and Netrokona 10 seers.
s In Cox's Bazar sub-division retail prices of salt 10 seers per rupee.
t In Fenny sub-division retail price of salt 9 seers per rupee.
u In sub-divisions retail prices of salt per rupee were:—Brahmunberiah 13 seers and Chandpore 11-8 seers.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF JULY 1887—*continued.*

Provinces.	Districts.	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thûr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
Bengal—*continued.*	*Behar.*	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
	Patna	18 0	28 0	11 8	20 0	26 0	26 0	26 0	24 0	29 0	25 0	25 0	120 0	11 12	
	Gya	16 0	33 0	9 8	18 8	...	...	...	17 0	28 0	...	22 0	100 0	11 0*v*	
	Shahabad	16 0	29 0	10 0	16 0	...	...	...	16 0	27 0	...	16 0	120 0	12 8*w*	
	Durbhunga	18 8	33 0	12 0	18 0	...	...	30 0	30 0	29 0	26 4	22 8	176 0	11 8*x*	
	Mozufferpore	20 0	30 0	12 0	20 0	...	...	30 0	...	26 0	27 0	22 0	120 0	12 0*y*	
	Sarun	14 8	27 0	8 0	20 0	...	†	26 0	14 0	26 0	29 0	26 8	160 0	12 0*z*	
	Chumparun	20 0	36 0	8 0	16 0	...	...	...	...	31 0	31 0	...	160 0	12 0*z*1	
	Monghyr	18 9	33 8	13 14	16 12	...	...	...	21 0	30 8	27 12	22 1	126 0	12 9*z*2	
	Bhágalpur	17 10	35 5	16 6	18 15	...	...	...	...	29 0	37 14	21 7	135 8	12 10*z*3	
	Purneah	16 0	...	16 0	17 0	...	...	20 0	20 0	20 0	...	16 0	160 0	10 8*z*4	
	Maldah	16 0	...	13 0	23 0	...	...	...	...	28 0	...	...	120 0	11 0	
	Sonthal Pergunnahs	13 0	...	17 0	25 0	...	...	...	...	22 0	36 0	26 0	200 0	11 8*z*5	
	Orissa.														
	Cuttack	17 1	...	11 13	19 11	...	...	...	...	17 1	...	17 1	80 0	14 0	
	Pooree	11 13	...	13 2	21 0	...	...	...	...	11 13	...	15 12	70 0	14 7	
	Balasore	15 0	13 0	15 0	25 0	...	...	...	...	15 0	...	10 0	160 0	10 8*z*6	
	Chota Nagpore. *South-Western Frontier Agency.*														
	Hazáribágh	17 0	17 0	9 0	17 0	*	...	32 0	*	20 0	27 0	19 0	320 0	10 0	
	Lohardugga	21 0	24 0	17 0	22 0	...	...	36 0	...	21 0	...	28 0	120 0	9 12	
	Singbhoom	20 0	32 0	20 0	24 0	...	...	...	...	16 0	...	20 0	320 0	9 0	
	Manbhoom	17 0	36 0	17 0	25 0	...	...	...	...	16 0	...	21 0	240 0	10 10*z*7	
Assam.	Sylhet	11 8	...	12 4	17 8	...	...	...	...	17 12	...	11 8	108 0	11 12	
	Cáchár	10 0	...	10 10½	14 8½	...	...	...	...	14 8½	...	10 10½	80 0	11 2½	
	Goálpará	20 0	...	8 0	20 0	...	...	...	...	16 0	...	11 0	80 0	11 0	
	Góro Hills	8 0	...	6 0	13 0	...	...	...	...	10 0	...	9 0	160 0	8 0	
	Kámrup	10 0	...	8 0	18 8	...	...	...	...	14 0	...	11 8	160 0	11 4	
	Darrang	7 0	...	12 0	16 0	...	...	...	...	13 0	...	10 0	150 0	10 0	
	Nowgong	8 0	...	8 0	16 0	...	...	...	...	9 0	...	10 0	120 0	10 0	
	Sibságar	...	...	12 0	15 0	...	...	...	...	15 0	...	10 0	100 0	9 8	
	Lakhimpur	9 0	...	8 0	13 0	...	...	...	...	11 0	8 0	10 0	160 0	8 0	
	Khási and Jaintiá Hills	...	...	6 0	9 8	...	...	...	...	9 4	16 0	7 8	90 0	8 0	
	Nágá Hills	...	...	3 6	8 0	...	...	...	...	++	...	++	60 0	3 8	
N.-W. Provinces.	Dehra Dún	14 8	22 8	6 0	10 8	10 0	12 0	18 0	...	17 0	8 0	16 0	160 0	11 0	
	Saháranpur	16 2	22 9	8 9½	11 13	10 12	10 12	21 8	21 8	18 13	17 3	18 4½	150 8	12 5½	
	Muzaffarnagar	17 0	25 5	6 9	12 2	17 10	14 5	15 6	14 5	19 12	17 10	14 5	110 0	13 4	
	Meerut	15 8	23 8	6 0	14 0	14 0	16 0	20 0	12 0	20 8	16 0	24 8	100 0	13 8	
	Bulandshahr	16 8	24 8	6 0	10 0	20 0	13 0	...	16 0	23 8	25 0	16 0	160 0	13 0	
	Aligarh	16 4	22 8	6 0	11 8	20 0	15 0	...	16 0	24 0	25 8	27 0	140 0	14 0	
	Kumaun	14 0	14 0	11 0	12 0	...	...	18 0	20 0	12 8	...	10 0	200 0	8 0	
	Garhwál	15 8	21 0	7 8	11 21	25 0	...	...	...	10 8	...	8 8	180 0	7 8	
	Bijnor	15 3	23 10	11 10	11 13	13 8	...	...	...	19 2	...	...	135 0	11 13	
	Moradabad	16 0	22 12	10 8	12 12	16 4	16 4	...	14 8	20 5	...	25 0	125 0	13 6	
	Budaun	16 3	25 3	6 0	13 3	9 0	...	...	...	23 6½	12 0	28 12½	192 0	12 0	
	Bareilly	14 6	18 12	6 4	12 3	18 12	16 4	§	15 0	18 12	21 4	23 12	137 8	12 8	
	Sháhjahánpur	15 8	22 0	10 0	14 8	...	20 0	...	20 0	20 8	...	23 0	140 0	12 8	
	Tarái Pergunnahs	15 10	23 12	10 0	12 8	12 8	12 8	...	10 0	16 14	25 0	20 0	100 0	11 4	
	Muttra	15 8	20 8	8 0	12 0	14 0	16 0	...	...	20 8	16 0	24 8	120 0	13 0	
	Agra	14 12	19 0	5 0	13 0	17 0	16 0	...	14 0	20 8	...	14 0	100 0	13 0	
	Farukhabad	15 0	18 0	6 8	10 12	...	...	...	...	20 8	...	23 0	140 0	12 4	
	Mainpuri	15 6	20 4	4 8	9 8	...	...	...	35 0	16 0	21 0	23 2	160 0	12 8	
	Etáwah	15 5	17 4	6 0	12 8	18 8	18 8	18 8	16 0	16 0	21 0	24 0	24 0	120 0	12 0
	Etah	16 12	24 8	7 0	13 0	...	16 0	18 0	...	18 0	21 0	...	19 0	160 0	12 12
	Jalaun	21 0	24 0	9 0	11 0	25 0	23 0	...	...	15 0	28 0	22 0	30 0	140 0	11 0
	Jhánsi	No return received.													
	Lalitpur	17 0	22 0	9 0	10 0	22 0	20 0	32 0	32 0	22 8	24 0	11 8	160 0	10 8	
	Cawnpore	15 8	20 8	10 0	14 0	20 0	21 0	¶	25 0	23 0	‖	26 0	150 0	14 0	
	Fatehpur	14 4	19 8	12 0	15 8	...	...	...	...	22 8	...	26 0	160 0	11 8	
	Bánda	21 8	26 0	8 0	12 0	25 0	18 0	31 0	18 0	30 0	...	22 0	160 0	12 0	
	Allahabad	14 0	22 0	8 0	13 0	17 8	17 0	...	16 0	27 0	...	19 8	120 0	11 8	
	Hamírpur	21 2	...	8 0	12 10	24 2	23 0	...	...	27 8	...	...	140 0	12 10	
	Jaunpur	14 0	17 12	7 0	12 8	...	...	...	...	18 12	...	21 0	140 0	12 0	
	Gorakhpur	14 6½	24 5	9 14½	15 12	...	...	...	22 8	25 3	...	18 14½	140 0	12 6½	
	Basti	16 0	...	10 0	13 0	...	...	...	...	25 0	...	...	140 0	11 0	
	Azamgarh	14 0	19 9	10 5	15 2	...	...	...	...	22 8	...	13 10	177 8	11 2	
	Mirzapur	15 0	21 0	8 0	15 0	18 0	18 0	22 0	20 0	22 0	24 0	25 0	80 0	11 0	
	Benares	14 6	20 1	10 13½	15 7	17 5½	19 8	§	22 12	21 11	19 8	23 5	110 0	11 13	
	Gházipur	17 6½	22 8½	7 1½	16 12	19 5	22 8½	38 10	14 2½	26 6½	...	24 7	128 12	10 15½	
	Balia	16 12	27 0	9 4	18 8	...	...	...	...	29 8	...	23 4	100 0	11 8	
	Pilibhít	15 0	23 12	7 0	13 12	10 0	...	...	...	18 12	...	25 0	140 0	11 4	
Oudh.	Sultánpur	15 8	20 0	9 0	14 0	12 0	12 8	40 0	20 0	22 0	12 0	26 8	160 0	12 0	
	Partábgarh	16 2	21 4	12 11	13 11	...	...	...	...	23 2	...	18 2	193 0	11 8	
	Fyzabad	14 8	22 12	10 0	15 0	11 0	17 0	12 0	14 0	23 8	20 0	22 0	100 0	11 8	
	Kheri	16 10	26 0	8 0	13 0	22 0	23 0	36 0	24 0	20 10	24 0	18 0	120 0	12 0	
	Lucknow	15 2	20 8	6 0	12 8	22 0	20 0	...	18 0	20 12	24 0	24 0	110 0	11 8	
	Bára Banki	14 0	20 0	8 0	10 0	20 0	16 0	21 0	16 0	19 0	21 0	23 0	120 0	10 8	
	Bahraich	16 0	27 0	13 0	17 0	25 0	20 0	...	...	27 0	27 0	25 0	160 0	12 0	
	Rai Bareli	14 12	20 0	7 0	13 4	15 8	14 8	...	...	22 0	...	24 8	180 0	11 0	
	Sitapur	No return received.													
	Gonda	16 8	24 8	13 12	14 12	15 0	16 8	23 0	18 0	24 12	23 8	27 4	200 0	12 4	
	Unáo	15 0	18 0	9 0	13 0	16 0	18 0	...	22 0	21 0	18 0	18 0	160 0	12 0	
	Hardoi	17 0	22 0	7 0	13 0	...	...	...	...	22 0	...	28 0	120 0	12 0	
Punjab.	Hissar	15 0	20 0	...	10 0	22 0	17 0	...	...	25 0	18 0	...	120 0	12 8	
	Rohtak	15 0	20 0	...	11 0	13 0	16 0	...	...	24 0	14 0	...	120 0	12 0	
	Gurgaon	17 0	22 0	...	10 0	16 0	19 0	...	16 0	21 0	16 0	21 0	140 0	13 0	
	Delhi	16 0	20 0	...	14 0	17 0	17 0	...	16 0	21 0	18 0	24 0	80 0	12 0	
	Karnál	16 0	23 0	...	12 0	10 0	16 0	20 0	16 0	22 0	14 0	21 0	160 0	12 0	
	Umballa	17 0	20 0	...	11 0	12 0	10 0	20 0	12 0	19 0	17 0	22 0	140 0	14 10	
	Simla	13 0	17 0	...	8 0	...	10 0	16 0	...	14 0	14 0	12 0	70 0	10 0	
	Kángra	16 0	24 0	...	12 0	14 0	10 0	20 0	12 0	15 0	16 0	12 0	120 0	11 0	
	Hoshiárpur	18 0	22 0	...	12 0	7 0	16 0	...	16 0	19 0	20 0	13 0	120 0	14 8	
	Jullundur	17 0	20 0	...	8 0	10 0	13 0	...	20 0	18 0	20 0	...	110 0	14 8	
	Ludhiána	17 0	22 0	...	12 0	8 0	12 0	...	16 0	21 0	18 0	16 0	120 0	16 0	

* Not procurable. † Not grown. ‡ Not given by the Deputy Commissioner. § Not procurable in market. ‖ Not received. ¶ No sales in market.

v In sub-divisions retail prices of salt per rupee were:—Nowada 10 seers, Jehanabad 12 seers, and Aurungabad 11-12 seers.

w In sub-divisions retail prices of salt per rupee were:—Sasseram 12 seers, Buxar 12-8 seers, and Bhabooah 12-4 seers.

x In sub-divisions retail price of salt per rupee was:—Tajpore 12 seers and Madhubani 11 seers.

y In sub-divisions retail prices of salt per rupee were:—Rajeepore 12-4 seers and Seetamarhee 11 seers.

z In sub-divisions retail prices of salt per rupee were:—Sewan 11-4 seers and Gopalgunge 11-13 seers.

*z*1 In Bettiah sub-division retail price of salt 11-8 seers per rupee.

*z*2 In sub-divisions retail prices of salt per rupee were:—Begusarai 11 seers and Jamui 11-8 seers.

*z*3 In Banka, Madhapore, and Soopole sub-divisions retail prices of salt 11 seers per rupee.

*z*4 In Kishengunge and Arrareah (at Raneegunge) sub-divisions retail prices of salt 10 seers per rupee.

*z*5 In Pakour and Rajmehal sub-divisions retail prices of salt 12 seers.

*z*6 In Bhuddruck sub-division retail price of salt 9-8 seers per rupee.

*z*7 In Govindpore sub-division retail price of salt 12 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF JULY 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Cholá, Kadalay or Sunaga (*Cicer arietinum.*)	Maize (*Zea Mays*).	Arhar or Thár Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Punjab—*continued.*	Ferozepore	16 0	23 0	...	11 0	11 0	...	...	16 0	21 0	11 0	13 0	90 0	14 8	
	Mooltan	14 0	19 0	...	10 0	16 0	13 0	...	16 0	17 0	16 0	...	90 0	14 0	
	Jhang	14 0	18 0	...	10 0	8 0	12 0	12 0	8 0	16 0	8 0	10 0	200 0	14 0	
	Montgomery	16 0	20 0	...	12 0	10 0	11 0	...	16 0	19 0	11 0	12 0	200 0	12 0	
	Lahore	15 0	22 0	...	12 0	10 0	12 0	...	16 0	19 0	11 0	12 0	100 0	14 0	
	Amritsar	16 0	23 0	...	11 0	10 0	11 0	12 0	16 0	21 0	11 0	16 0	100 0	15 0	
	Gurdáspur	19 0	26 0	...	14 0	10 0	14 0	...	12 0	20 0	12 0	8 0	120 0	14 8	
	Siálkot	16 0	23 0	...	12 0	10 0	13 0	22 0	16 0	18 0	13 0	12 0	130 0	15 0	
	Gujrát	17 0	22 0	...	12 0	15 0	14 0	...	12 0	20 0	16 0	12 0	120 0	16 0	
	Gujránwála	17 0	22 0	...	11 0	8 0	10 0	25 0	10 0	18 0	13 0	8 0	120 0	15 0	
	Shahpur	14 0	19 0	...	10 0	13 0	14 0	20 0	15 0	17 0	15 0	10 0	240 0	16 0	
	Jhelum	15 0	21 0	...	12 0	15 0	15 0	...	...	18 0	15 0	12 0	140 0	16 0	
	Ráwalpindi	15 0	22 0	...	9 0	9 0	16 0	...	...	19 0	16 0	22 0	100 0	15 12	
	Hazára	15 0	23 0	...	12 0	...	12 0	...	8 0	15 0	16 0	...	120 0	12 0	
	Pesháwar	14 0	21 0	...	10 0	11 0	14 0	...	18 0	16 0	18 0	21 0	100 0	38 0	
	Kohát	13 0	19 0	...	13 0	14 0	16 0	...	15 0	14 0	16 0	...	120 0	59 0	
	Bannu	14 0	23 0	...	9 0	15 0	14 0	8 0	8 0	16 0	18 0	11 0	60 0	40 0	
	D. I. Khán	12 0	17 0	...	9 0	16 0	12 0	15 0	5 0	15 0	12 0	12 0	119 0	35 0	
	D. G. Khán	14 0	16 0	...	9 0	18 0	15 0	10 0	10 0	15 0	15 0	11 0	125 0	21 0	
	Muzaffargarh	14 0	17 0	...	12 0	12 0	12 0	...	...	15 0	...	11 0	100 0	14 0	
Central Provinces.	Saugor	17 6	...	7 15	9 4	...	...	...	...	22 12	...	13 0	160 0	8 6	
	Damoh	21 5	...	10 0	11 7	...	...	...	...	26 11	...	12 13	200 0	9 13	
	Jubbulpore	16 0	...	9 0	12 0	19 0	...	...	...	21 0	...	14 0	120 0	11 0	
	Mandla	22 8	...	...	13 0	...	...	...	...	32 8	...	16 0	256 0	10 8	
	Seoni	19 8	...	8 0	10 11	...	...	...	...	20 6	...	10 15	200 0	10 11	
	Narsinghpur	16 0	...	9 3	10 8	...	...	...	...	21 11	...	13 7	140 0	9 2	
	Hoshangabad	16 0	...	7 0	9 0	...	...	...	...	20 0	...	13 0	200 0	10 14	
	Nimár	15 1	...	7 8	11 14	20 11	...	...	...	16 2	...	12 3	120 0	12 3	
	Betúl	16 12	...	9 9	10 4	20 3	...	...	...	22 0	...	9 12	320 0	11 6	
	Chhindwára	16 14	...	8 0	10 0	23 10	...	...	...	25 5	...	12 0	160 0	9 2	
	Wardha	17 2	...	8 0	11 7	21 13	...	...	...	16 0	...	13 5	124 0	10 11	
	Nágpur	16 4	...	8 7	12 3	19 11	...	...	...	17 13	...	12 8	109 0	10 14	
	Chánda	16 3	...	...	12 3	20 0	...	...	...	14 13	...	9 0	615 0	11 3	
	Bhandára	15 0	...	...	12 0	...	...	...	...	15 0	...	13 12	180 0	10 0	
	Bálaghát	15 12	...	11 13	12 12	...	...	...	...	16 13	...	13 12	144 0	10 0	
	Raipur	22 0	...	10 2	17 3	...	...	...	...	22 0	...	23 11	64 0	10 0	
	Bilaspur	25 8	...	16 14	21 6	...	...	...	...	33 8	...	26 4	...	7 0	
	Sambalpur	20 2	...	14 14	17 8	...	...	...	...	18 12	...	11 0	200 0	9 10	
Lower Burma.	*Arakan Division.*														
	Akyab	8 0*	...	13 0	16 0	...	...	...	...	11 0	...	...	150 0	25 0	
	Kyoukpyu	...	...	15 13	17 5	...	...	...	...	5 0	4	...	50 0	42 0	
	Sandoway	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Pegu Division.														
	Rangoon Town	11 2	...	10 6	12 6	...	...	...	...	15 2	22 2‡	...	250 0	29 2	
	Pegu	22 8	...	9 7	12 15	...	...	...	...	11 2	...	...	135 0	26 15	
	Tharrawaddy	...	...	11 14	14 5	...	...	...	...	11 1	...	...	535 11	29 12	
	Prome	12 2	...	12 3	13 12	...	...	...	...	13 13	33 9	...	167 9	18 10‖	
	Irrawaddy Division.														
	Bassein	...	...	13 11	15 0	...	...	...	...	10 15	20 12	...	197 1	23 8	
	Henzada	...	...	11 15	15 10	...	...	...	...	...	...	...	183 8	35 8	
	Thongwa	...	...	9 6	10 9	...	...	...	...	12 14	...	...	246 0	35 0	
	Thayetmyo	9 4	...	10 3	12 7	...	...	...	...	12 5	...	...	367 8	18 15	
	Tenasserim Division.														
	Moulmein Town and Amherst	9 0	...	11 8	12 2	...	...	...	...	10 2	12 2	...	220 0	30 8	
	Tavoy	...	...	13 0	17 15	...	...	...	...	...	...	...	399 3	16 1	
	Mergui	...	...	15 6	16 10	...	...	...	...	...	...	...	428 0	14 9	
	Toungoo	...	...	9 14	11 10	...	...	...	...	9 7	...	...	27 0	18 12	
	Shwaygyin	9 1	...	9 13	11 5	...	...	...	...	10 10	...	...	§	18 14	
Hyderabad Assigned Districts.	Secunderabad	11 15	*Nil*	6 13	10 14	17 12	20 1	...	*Nil*	14 2	*Nil*	10 14	115 0	9 13	
	Bolarum	12 3	*Nil*	6 7	9 15	20 15½	*Nil*	*Nil*	*Nil*	14 9	*Nil*	*Nil*	116 14	10 4	
	Chadarghat	10 0	*Nil*	6 0	11 0	20 0	20 0	*Nil*	*Nil*	14 0	*Nil*	12 0	120 0	9 8	
	Amráoti	13 15	...	7 0	8 6	22 2	18 0	...	...	14 0	...	10 6	*a*	12 0	
	Akola	14 0	...	7 0	10 0	20 0	18 0	...	...	14 0	...	15 0	*a*	10 0	
	Ellichpur	14 2	8 0	7 0	10 0	21 2	15 2	...	...	13 4	...	10 0	*a*	11 0	
	Buldana	16 0	...	8 0	11 0	23 0	22 0	...	...	18 0	...	10 0	*a*	10 0	
	Wun	14 0	...	8 0	10 0	26 0	...	...	...	12 0	...	16 0	*a*	11 8	
	Básim	17 5	...	6 13	10 5	26 10	30 0	...	...	16 5	...	19 8	*a*	9 10	
Mysore.	Bangalore	10 12	11 4	9 8	11 0	27 0	...	35 8	...	12 0	...	17 1	84 0	11 0	
	Kolar	...	12 4	12 4	15 0	...	...	39 8	...	12 0	...	...	144 0	10 4	
	Túmkúr	12 8	12 0	13 0	14 0	...	...	48 0	...	14 0	...	20 0	340 0	10 0	
	Mysore	10 0	10 8	10 12	13 4	40 0	32 0	38 0	...	12 0	...	16 4	81 0	9 12	
	Hassan	...	12 0	14 8	15 0	...	...	46 0	...	14 0	...	17 0	96 0	9 0	
	Shimoga	12 10	...	12 10	14 11	29 6	...	41 0	...	16 13	...	...	480 0	10 8	
	Kadur	10 0	12 0	18 0	20 0	...	...	48 0	...	14 0	...	12 0	320 0	11 0	
	Chitaldroog	13 0	14 0	10 8	14 0	40 0	24 0	48 0	50 0	12 0	...	20 0	320 0	9 0	
Coorg	Coorg	10 0	9 0	13 8	16 0	...	...	39 8	...	29 8	...	...	110 0	10 0	
Rajpootana.	Jeypore	14 12	24 0	5 0	8 12	21 0	19 8	...	18 0	19 8	22 8	25 0	110 0	15 0	
	Kishengurh	12 4	23 4	9 0	10 0	23 0	14 8	...	...	21 0	18 12	...	...	16 0	
	Kerrowlee	13 12	17 8	10 0	11 4	17 8	15 0	...	21 4	16 4	...	25 0	200 0	12 13	
	Ulwur	16 2	21 7	8 0	11 10	17 0	17 4	...	19 12	19 12	21 12	26 0	200 0	14 12	
	Bhurtpore (City)	15 0	20 11	7 4	8 4	14 8	16 11	...	13 4	19 5	14 0	20 0	220 0	12 4	
	Ajmere	11 0	19 0	3 0	8 0	20 0	17 0	...	...	19 0	20 0	...	70 0	14 0	
	Deoli Cantonment	14 2	19 15	5 8	10 0	21 8	18 0	...	...	17 1	...	...	230 0	13 12	
	Erinpura	12 8	22 6	...	9 0	20 0	21 0	...	...	18 6	...	...	260 0	14 0	
	Sirohee	12 0	19 0	6 0	8 0	18 0	22 0	...	20 0	18 0	18 0	14 0	160 0	12 8	
	Abu	10 4	17 0	6 0	8 0	...	17 0	...	...	15 0	17 0	...	...	12 0	
	Anadra	10 12	19 0	6 8	8 0	...	19 4	...	...	16 0	19 0	...	...	13 0	
	Bálmere	9 12	...	5 0	9 0	...	27 0	...	...	13 0	...	...	260 0	13 0	
	Jeysalmere	8 10	...	9 10	12 0	15 4	15 4	...	...	12 12	...	...	...	25 9	
	Hilly Tracts of Meywar	11 8	19 0	...	13 0	...	...	...	...	17 0	27 0	...	*b*	11 8	
	Meywar (Oodeypore)	11 11½	17 9½	9 6	9 12½	16 6½	11 11½	...	13 10¾	14 1	17 15½	10 2½	200 0	10 8¾	
	Bánswára (Meywar Agency)	16 4	...	8 12	15 0	...	...	...	...	23 12	21 4	...	...	11 4	
	Partábgarh (,,)	15 0	18 12	10 8	12 8	21 14	...	...	...	18 12	21 14	25 0	...	18 15½	
	Marwar (Jodhpore)	12 4	20 10	6 4	7 8	21 4	21 4	...	...	18 12	20 0	...	...	16 4	

* Arhar 8-0. † 8 annas per 100 cobs. ‡ Dhall 3 annas per viss. ‖ Arhar 9-5. § Re. 1 per cart-load. *a* Firewood is sold by head-load, bullock-load, cart-load, and not by weight. *b* Eight pies per bundle.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF JULY 1887—*concluded.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Rajpootana—*contd.*	Bikanir	10 12	...	3 15	8 1	...	15 4	...	...	12 11	..	8 8	100 0	14 0	
	Boondee	15 0	21 0	9 0	10 0	20 0	...	...	...	19 0	....	...	200 0	11 12	
	Kotah	15 8	15 0	7 8	10 0	18 0	12 0	...	...	19 0	10 0	12 8	240 0	11 4	
	Tonk	13 14	20 2	8 6	9 8	20 0	...	...	...	...	21 4	...	100 0	12 0	
	Jhallawar	15 3½	17 14	7 1	10 4	22 6	18 4	...	14 2½	16 9½	22 2	10 4	175 0	10 13	
	Shahpoora	15 4	21 0	9 0	13 2	22 0	18 0	...	...	18 0	23 0	...	160 0	13 4	
	Dholpur	14 12	18 0	9 9	11 13	17 7	16 14	...	17 7	19 11	...	22 13	90 0	13 3	
Central India.	Indore	12 15	17 0	8 9	10 0	21 14	19 3	...	...	16 0	20 0	15 8	100 0	11 0	
	Gwalior	13 10	20 7	7 4	9 9	17 8	16 9	...	12 11	17 12	...	20 7	131 7	11 6	
	Goona	19 0	20 0	9 0	9 8	25 0	18 0	...	...	25 0	24 0	13 0	200 0	11 0	
	Baghelkhand (Sutna)	18 8	30 0	8 0	15 0	...	...	...	...	26 0	..	31 0	160 0	12 0	
Baluchistan.	Quetta	10 8	12 0	5 0	11 0	15 8	*	*	*	11 8	*	11 4	53 4	11 0	

* Not sold.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

E. T. ATKINSON.
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF JUNE AND 1st HALF OF JULY, 1887 PUBLISHED IN PAGES 975, 976 AND 1057 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 23rd JULY AND 13th AUGUST 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
		Quantities per Rupee in seers of 80 tolas.													Average Wages per Month.		
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Able-bodied Agricultural Labourer.	Syce or Horse keeper.	Common Mason, Carpenter or Blacksmith.
	2nd Half of June 1887.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	R a. p.	R a. p.	R a. p.
Mysore.	Bangalore	...	...	...	...	...	...	...	...	...	...	...	...	...	15-0 to 22-8	7 0 0	13-0 to 22-8
	Kolar	...	...	...	...	...	...	...	...	...	...	...	...	...	7 0 0	6 0 0	16 0 0
	Túmkúr	...	...	...	...	...	...	...	...	...	...	...	...	...	7 0 0	7 0 0	15-0 to 22-8
	Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	7 8 0	6 0 0	15 0 0
	Hassan	...	...	...	...	...	...	...	...	...	...	...	...	...	5 0 0	6 0 0	22 8 0
	Shimoga	...	...	...	...	...	...	...	...	...	...	...	...	...	2-0 to 5-0	3-0 to 8-0	12-0 to 25-0
	Kadur	...	...	...	...	...	...	...	...	...	...	...	...	...	3-12 to 7-8	7 8 0	18-12 to 22-8
	Chitaldroog	...	...	...	...	...	...	...	...	...	...	...	...	...	5 0 0	7 0 0	15 0 0
Rajpootana.	Kerrowlee	...	...	...	...	...	...	...	...	...	...	...	...	...	2 0 0	...	4-0 to 5-8
	Bhurtpore (City)	...	...	...	...	...	...	...	...	...	...	...	...	...	4 0 0	...	5-8 to 7-0
	Dholepore	...	...	...	...	...	...	...	...	...	...	...	...	...	3-12 to 4-11	...	9-6 to 10-5
	1st Half of July 1887.																
Mysore.	Bangalore	11 3	11 11	9 2	11 5	26 6	...	38 10	...	13 3	...	18 6	84 0	11 0	...	...	...
	Kolar	...	12 0	12 8	15 8	...	...	40 0	...	12 0	...	...	144 0	10 0	...	...	...
	Túmkúr	12 0	11 0	13 0	14 0	...	...	48 0	...	13 0	...	18 0	340 0	9 8	...	...	...
	Mysore	9 12	10 0	10 8	13 4	40 0	32 0	38 0	...	13 4	...	16 0	81 0	9 8	...	...	...
	Hassan	...	12 0	14 0	16 0	...	...	48 0	16 0	13 0	...	18 0	96 0	9 0	...	...	...
	Shimoga	12 10	...	12 10	14 11	29 6	...	41 0	...	16 13	...	...	480 0	10 8	...	...	...
	Kadur	10 0	12 0	18 0	20 0	...	...	48 0	...	14 0	...	12 0	320 0	11 0	...	...	...
	Chitaldroog	13 6	14 0	11 0	14 0	46 0	30 0	55 0	56 0	14 0	...	22 0	320 0	9 0	...	...	...
Rajpootana.	Erinpura	12 0	22 12	...	9 0	21 0	21 0	...	...	19 0	...	...	280 0	14 0	...	...	...
	Sirohi	11 0	19 0	6 0	8 0	18 0	22 0	...	20 0	18 0	18 0	14 0	160 0	12 8	...	...	...
	Abu	10 2	18 0	6 0	8 0	...	17 0	...	...	15 0	...	...	...	12 8	...	...	...
	Anadra	12 9	20 0	6 8	8 0	...	19 0	...	...	16 0	...	...	...	13 0	...	...	...
	Bálmere	11 0	...	5 0	9 0	...	28 0	...	...	14 0	...	...	260 0	14 0	...	...	...
	Jeysalmere	9 0	...	10 0	12 0	16 0	15 4	...	...	12 12	...	...	...	25 9	...	...	...
	Jodhpore	12 4	20 0	6 4	8 2	21 4	20 0	...	...	18 12	20 0	...	...	16 4	...	...	...

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

E. T. ATKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

STATEMENTS OF IRRIGATION AND RAINFALL ON CANALS IN THE DECCAN AND GUJARAT.

Comparative Statement of Irrigation and Rainfall on Canals in the Deccan and Gujarat for the Year 1886-87.

Number.	Collectorate.	Name of Work.	AREA UNDER COMMAND. Gross Acres.	AREA UNDER COMMAND. Irrigable Acres.	AREA IRRIGATED. "Fusl" Kharif, 1886-87. Total Acres.	In comparison with 1885-86. Increase.	In comparison with 1885-86. Decrease.	AREA IRRIGATED. "Fusl" Rabi, 1886-87. Total Acres.	In comparison with 1885-86. Increase.	In comparison with 1885-86. Decrease.	AREA IRRIGATED. Whole Year 1886-87. Total Acres.	In comparison with 1885-86. Increase.	In comparison with 1885-86. Decrease.	Percentage of Increase or Decrease.	RAINFALL. 1885-86.	RAINFALL. 1886-87.	Percentage of Increase or Decrease in 1886-87.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1	Ahmedabad	Háthmati Canal	44,744	28,840	1,047	237	...	1,680	...	455	2,727	...	218		K. 21·51 R. 0·43 T. 21·94	28·80 0·41 29·21	33	At Parantij.
2	Ahmedabad	Khári Cut	3,890	3,890	1,715	636	...	70	70	...	1,785	706	...	66	K. 21·79 R. 0·58 T. 22·37	31·88 0·41 32·29	44	Rainfall at Ahmedabad.
3	Khandesh	Hartála Tank	584	527	26	...	281	67	...	67	93	...	348	79	K. 17·92 R. 4·25 T. 22·17	21·05 11·85 32·90	48	
4	Khandesh	Mukti Reservoir { *Lower Panjhra River Works.* }	13,117	12,627	340	169	...	333	...	693	673	...	524	44	K. 7·72 R. 8·02 T. 15·74	23·92 5·63 29·55	87	Rainfall at Mukti Tank.
5	Khandesh	Mhasva Tank	4,093	3,912	31	...	30	283	...	39	314	...	69	18	K. 16·95 R. 6·43 T. 23·38	31·86 7·24 39·10	67	
6	Khandesh	Jámda Canals	46,288	40,185	323	...	290	1,040	...	312	1,363	...	602	31	K. 18·70 R. 5·31 T. 24·01	28·14 8·25 36·39	52	
7	Nasik	Pálkher Canal	28,832	23,466	575	103	...	719	...	236	1,294	...	133	9	K. 24·74 R. 7·02 T. 31·76	31·11 5·91 37·02	17	
8	Nasik	Wadali Canal (*Kadwa River Works.*)	3,486	2,433	144	...	...	67	...	84	211	...	84	28	K. 14·76 R. 3·56 T. 18·32	14·60 8·48 23·08	26	At Niphad.
9	Nasik	Ojhár Támbat Canal (*Kadwa River Works.*)	8,055	6,824	80	26	...	204	...	39	284	...	13	4				
10	Ahmednagar	Ojhár Canal (*Pravara River Works.*)	23,724	20,088	459	...	1,203	366	...	341	825	...	1,544	65	K. 24·83 R. 11·23 T. 36·06	14·96 9·90 24·86	31	Rainfall at Ashwi.
11	Ahmednagar	Lakh Canal (*Pravara River Works.*)	29,913	22,760	183	...	32	47	...	107					K. 14·71 R. 7·02	17·71 14·38		* These figures are the result of the survey of the land, under the Bhatodi Tank.
12	Ahmednagar	Bhátodi Tank	*15,126	*12,124	379	158	...	425	...	470	230	...	139	38	T. 21·73	32·09	48	
13	Poona	Mutha Canals	94,087	49,800	6,038	...	366	2,813	...	2,455	804	...	312	28	K. 17·06 R. 4·79 T. 21·85	25·74 16·50 42·24	93	
14	Poona	Káurdis Tank	597	478	78	78	...	118	...	30					K. 24·58 R. 7·04	17·12 14·39		Figures of rainfall are those of Civil Hospital at Poona. The fall at Uruli at 36th mile of Mutha Right Bank Canal was, 1885-86, K. 8·11, R. 1·02, T. 9, 13; 1886-87, K. 8·01, R. 9·85, T. 17·86. The rainfall at Kasurdi, the 44th mile, and at Khedgaon, the 61st mile, is given opposite Kasurdi and Matoba Tanks respectively.
15	Poona	Mátoba Tank	10,700	7,133	735	...	274	579	...	161	8,851	...	2,821	24	T. 31·62	31·51	...	
16	Poona	Shirsuphal Tank	4,500	2,500	239	...	49	385	...	156	196	48	...	32	K. 15·80 R. 1·98 T. 17·78	6·97 8·33 15·30	14	
															K. 14·33 R. 4·48 T. 18·81	11·97 13·28 25·25	34	
											1,314	...	435	25	K. 14·59 R. 4·65 T. 19·24	13·53 14·87 28·40	48	
											624	...	205	25				

Comparative Statement of Irrigation and Rainfa

on Canals in the Deccan and Gujarat for the Year 1886-87.

Number.	Collectorate.	Name of Work.	AREA UNDER COMMAND. Gross Acres.	AREA UNDER COMMAND. Irrigable Acres.	AREA IRRIGATED. "Fusl" Kharif, 1886-87. Total Acres.	In comparison with 1885-86. Increase.	In comparison with 1885-86. Decrease.	AREA IRRIGATED. "Fusl" Rabi, 1886-87. Total Acres.	In comparison with 1885-86. Increase.	In comparison with 1885-86. Decrease.	AREA IRRIGATED. Whole Year 1886-87. Total Acres.	In comparison with 1885-86. Increase.	In comparison with 1885-86. Decrease.	Percentage of Increase or Decrease.	RAINFALL. 1885-86.	RAINFALL. 1886-87.	Percentage of Increase or Decrease in 1886-87.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
17	Poona	Bhadalvadi Tank	1,900	1,520	168	79	...	75	...	128	243	...	49	17	K. 21·89 R. 3·58 T. 25·47	18·12 11·50 29·62	16	
18	Poona	Nira Canal	81,681	*71,190	1,708	...	1,088	2,754	...	5,645	4,462	...	6,733	60	K. 15·08 R. 4·40 T. *19·48	9·55 14·45 24·00	23	* The increase of 11,505 acres in the irrigable area is due to extension of canal and completion of certain distributaries.
19	Sholapur	Ekruk Tank	17,152	15,320	1,530	...	220	536	...	300	2,066	...	520	20	K. 21·58 R. 7·17 T. 28·75	21·75 14·39 36·14	26	* Average for Pimpri, Vadgaon, Pandhara and Baramati.
20	Sholapur	Koregaon Tank	Survey not made.		25	...	86	160	83	...	185	...	3	2	K. 20·72 R. 8·22 T. 28·94	36·32 10·21 46·53	60	
21	Sholapur	Ashti Tank	17,882	14,476	445	40	...	323	...	11	768	29	...	4	K. 16·88 R. 9·74 T. 26·62	22·34 8·51 30·85	16	* The land under command of Canal No. 2 opened during the year has not been surveyed and the areas are the same as those shown in the last year's return, being areas under Canal No. I.
22	Sholapur and Satara.	Mhaswad Tank	*25,240	*20,192	617	482	...	727	655	...	1,344	1,137	...	368	K. 14·74 R. 5·27 T. 20·01	16·04 14·76 31·70	58	† Average of Rajewadi and Khatpal.
23	Bijapur	Muchkundi Tank	5,570	3,417	3	3	...	...	...	...	3	3	...	...	K. 11·36 R. 9·47 T. 20·83	13·08 8·06 21·14	...	
24	Satara	Revári Canal	3,813	3,624	151	32	...	532	...	126	683	...	94	12	K. 20·46 R. 6·68 T. 36·14	15·15 10·55 25·70	29	
25	Satara	Yerla Canals	11,234	10,680	738	...	23	518	...	253	1,256	...	276	18	K. 19·62 R. 7·45 T. 27·07	17·46 16·95 34·41	27	
26	Satara	Pingli Tank (*Upper Man River Works.*)	6,786	5,966	552	116	...	443	...	111	995	5	...	51	K. 7·87 R. 2·22 T. 10·09	9·78 11·78 21·56	114	Pingli rainfall.
27	Satara	Gondoli Canal (*Upper Man River Works.*)													K. 13·08 R. 2·37 T. 15·45	11·26 9·79 21·05	36	Gondoli do.
28	Satara	Maini Tank	4,876	4,625	374	...	672	700	277	...	1,074	...	395	27	K. 16·73 R. 5·02 T. 21·75	13·24 14·60 27·84	28	
29	Satara	Chikhli Canal	1,871	1,478	200	4	...	54	...	32	254	...	28	10	K. 12·72 R. 6·60 T. 19·32	18·70 7·40 26·10	35	
30		Krishna Canal	27,407	25,533	1,781	...	558	1,394	252	...	3,125	...	306	9	K. 17·00 R. 5·66 T. 23·56	13·19 9·95 23·14	2	
31	Belgaum	Gokák Canal, First Section	18,668	16,663	1,227	...	2,318	592	...	596	1,819	...	2,914	62	K. 13·32 R. 9·16 T. 22·48	19·06 12·92 31·98	42	
32	Dharwar	Dambál Tank	3,955	3,885	57	51	...	11	...	29	68	22	...	48	K. 12·22 R. 6·84 T. 19·06	11·15 5·31 16·46	14	
33	Dharwar	Madag Tank	2,045	2,024	458	35	...	279	74	...	737	109	...	17	K. 15·60 R. 5·87 T. 21·47	17·86 6·96 24·82	16	
34	Dharwar	Medleri Tank	1,916	1,052	102	...	10	34	17	...	136	7	...	5	K. 6·80 R. 16·25	10·53 7·88	—20	
35	Dharwar	Assundi Tank	1,800	1,800	67	20	...	30	15	...	97	35	...	56	T. 23·05	18·41		
			5,65,532	4,41,032	22,545	...	5,231	18,358	...	11,433	40,903	...	16,664	29	22·92	28·81		

Note.—Figures in block in columns 15 and 18 show percentage of decrease.

J. E. WHITING, C.E.,
Acting Chief Engineer for Irrigation.

Statement showing the proportion between the amount of water available for consumption and that actually used for purposes of Irrigation during 1886-87 on the Canals fed direct from Rivers.

Name of Canal.	April and May.			June to September.			October to January.			February and March.		
	Supply available for consumption, cubic feet per second.	Acually used for purposes of irrigation, cubic feet per second.	Proportion used of available supply.	Supply available for consumption.	Actually used.	Proportion used.	Available for consumption.	Actually used.	Proportion used.	Available for consumption.	Actually used.	Proportion used.
Háthmati	24	*27	1·00	166	86	·518	135	82	·60	42	*45	1·00
Jámda	62·09	43·90	·70	304·00	22·89	·07	253·19	43·95	·17	105·53	39·18	·37
Pálkhed	9·06	†11·57	1·28	52·08	9·08	0·17	40·64	13·33	0·33	10·20	†11·32	1·11
Ojhár	35·70	27·50	0 78	109·08	26·57	0·24	98·03	16·07	0·16	50·90	23·26	0·46
Lákh	37·56	15·92	0·42	126·22	30·07	0·24	110·75	15·28	0·14	42·65	10·94	0·26
Nira Canal	not open.	*Nil.*	*Nil.*	Over 455 cubic feet.	125·00	·27	Over 100 cubic feet.	40	·40	35	35	1·00
Rewári	12·87	6·16	0·48	15·00	3·36	0·22	15·00	4·01	0·27	13·12	4·38	0·38
Chikhli	2·57	0·39	0·15	14·28	1·03	0·07	14·38	2·28	0·15	7·48	0·42	0·05
Krishna	74·79	43·11	0·57	139·91	36·38	0·26	137 97	43·33	0·31	107·89	35·43	0·32
Gokák Canal, 1st Section	22·74	19·03	·84	78·00	25·98	·33	77·60	17·59	·23	24·39	13·07	·53

Note.—Yerla shown in the last year's Statement has been omitted from this as the canal is supplied from tank.

* Excess got from back water-supply.
† Excess discharge owing to partial supply from the Waghad tank.

J. E. WHITING, C.E.,
Acting Chief Engineer for Irrigation.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first four months of the official year 1887-88, and of the sixteen preceding years.

(In Thousands of Rupees.)

Year.	For the four months April to July.																						Year.
	Bengal.				Bombay.				Sindh.				Madras.				Burma.				Total British India.					
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue	On Imports of Liquors.	On other Imports.	Total Import Revenue.	Export Revenue.	Total Revenue.	
1871-72	3,38	21,67	7,18	32,23	2,81	10,10	1,33	14,24	41	32	41	1,14	1,19	3,94	4,94	10,07.	45	1,36	7,73	9,54	8,24	37,39	45,63	21,59	67,22	1871-72.
1872-73	4,37	21,36	6,97	32,70	1,80	12,99	1,21	16,00	39	29	80	1,48	1,40	4,28	4,00	9,68	1,13	1,67	14,56	17,36	9,09	40,59	49,68	27,54	77,22	1872-73.
1873-74	3,63	20,85	5,26	29,74	2,15	11,54	1,26	14,95	42	21	36	99	1,32	4,59	4,93	10,84	1,20	1,55	12,41	15,16	8,72	38,74	47,46	24,22	71,68	1873-74.
1874-75	4,04	24,63	4,40	33,07	2,19	12,28	1,34	15,81	43	16	39	98	1,17	4,89	4,56	10,62	1,48	2,35	8,57	12,40	9,31	44,31	53,62	19,26	72,88	1874-75.
1875-76	3,88	27,24	5,90	37,02	2,41	13,70	3,25	19,36	44	31	80	1,55	1,49	5,07	5,25	11,81	1,23	1,45	15,72	18,40	9,45	47,77	57,22	30,92	88,14	1875-76.
1876-77	4,32	20,34	3,64	28,30	2,76	10,94	45	14,15	41	18	8	67	1,92	4,20	3,10	9,22	1,65	1,74	10,62	14,01	11,06	37,40	48,46	17,89	66,35	1876-77.
1877-78	5,14	25,71	3,72	34,57	3,13	13,21	48	16,82	75	25	14	1,14	1,71	2,52	63	4,86	1,81	1,94	8,87	12,62	12,54	43,63	56,17	13,84	70,01	1877-78.
1878-79	4,51	21,09	4,61	30,21	2,88	12,57	70	16,15	63	14	9	86	2,00	3,47	1,52	6,99	2,68	2,36	10,99	16,03	12,70	39,63	52,33	17,91	70,24	1878-79.
1879-80	3,95	19,59	2,76	26,30	3,03	10,36	73	14,12	1,00	29	7	1,36	1,73	2,78	1,74	6,25	2,39	1,84	14,45	18,68	12,10	34,86	46,96	19,75	66,71	1879-80.
1880-81	4,46	17,54	3,01	25,01	2,90	13,71	63	17,24	1,50	34	9	1,93	1,78	3,42	3,33	8,53	1,67	2,37	14,38	18,42	12,31	37,38	49,69	21,44	71,13	1880-81.
1881-82	4,66	17,46	4,62	26,74	3,56	13,30	60	17,46	1,37	50	12	1,99	1,76	3,43	2,54	7,73	2,34	2,35	16,77	21,46	13,69	37,04	50,73	24,65	75,38	1881-82.
1882-83	4,93	...	4,90	9,83	3,64	—88*	51	3,27	1,17	2	20	1,39	1,79	...	1,39	3,18	2,98	3	22,75	25,76	14,51	—83*	13,68	29,75	43,43	1882-83.
1883-84	4,84	3	6,24	11,11	3,66	16	40	4,22	1,26	1	16	1,43	1,76	2	2,00	3,78	2,83	7	17,07	19,97	14,35	29	14,64	25,87	40,51	1883-84.
1884-85	4,15	12	3,45	7,72	3,47	16	62	4,25	1,40	2	16	1,58	1,59	2	2,34	3,95	2,79	3	12,10	14,92	13,40	35	13,75	18,67	32,42	1884-85.
1885-86	4,44	7	4,15	8,66	3,97	17	31	4,45	1,43	1	27	1,71	1,63	2	98	2,63	2,18	2	17,89	20,09	13,65	29	13,94	23,60	37,54	1885-86.
1886-87	4,37	9	3,58	8,04	4,08	22	46	4,76	1,67	5	34	2,06	2,12	4	1,80	3,96	3,28	2	15,73	19,03	15,52	42	15,94	21,91	37,85	1886-87.
1887-88	3,76	12	4,00	7,88	4,61	16	59	5,36	1,76	3	25	2,04	2,98	1	1,59	4,58	3,40	—1*	15,75	19,14	16,51	31	16,82	22,18	39,00	1887-88.

* The amount refunded is greater than the duty collected.

Department of Finance and Commerce,
Statistical Branch;
Calcutta, 23rd August 1887.

E. T. ATKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 25th AUGUST, 1887.

GENERAL REMARKS.—The rainfall during the week has been heavy in the North-Western Provinces and Oudh, the Central Provinces and Central India, and general but slight in Bengal and Assam, the Punjab, Madras, Bombay, and other Provinces.

The *kharif* crops are doing well, except in the Central Provinces, Central India, and some districts of the North-Western Provinces and Oudh and Bombay, where they have been injured by excessive moisture and a break in the rains is needed. In four districts of Bombay, in parts of Madras and Mysore, and in the western districts of the Punjab more rain is required, though prospects have improved.

Ploughing for the *rabi* has commenced in the North-Western Provinces and the Deccan.

Early rice continues to be harvested in Bengal, Bombay, and Madras, with prospects of a fair outturn, but transplanting of late rice is retarded in Bengal and Assam, owing to want of rain. Ploughing and transplanting are in active progress in Burma.

Jute is being cut in Bengal and promises a good yield, and sugarcane is in good condition. Tea in Sylhet is in need of rain. Cotton in Berar and the Central Provinces has suffered from cloudy weather and heavy rains.

The usual autumnal fever exists in most Provinces.

Prices are generally stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Aug. 24th)		
Bellary . . .	Average last week since revised, ·98; this week, 3·14.	Standing crops generally good. Cholera in four; cattle-disease in two taluks, decreasing.
Kurnool . . .	Average last week since revised, 2·55; this week, 3·54.	Standing crops good. Small-pox in two, cattle-disease decreasing in three taluks.
Ganjam . . .	Average last week since revised, 1·87; this week, 3·84.	Agricultural operations progressing. Small-pox in six, fever in eight, cattle-disease in three divisions. Cholera decreasing.
Kistna . . .	Average 2·70	Standing dry crops improving. River 9·1 feet over Anicut. Slight fever. Cholera in two taluks, cattle-disease decreasing in six.
Chingleput (Madras) .	Average 1·19	Standing crops fair. Harvest paddy, outturn middling. Fever in one, small-pox in three, cholera increasing in one, cattle-disease increasing in four taluks.
Coimbatore . .	Average ·37	More rain wanted in parts. Standing crops generally good, but *cholum* affected by insects in one taluk. Harvest dry grains, outturn about average. Fever, and small-pox in one taluk.
Tanjore . . .	Average 1·09	Standing crops generally good, but require more rain in parts of one taluk. Harvest gingelly, outturn below average.
Madura . . .	Average last week since revised, ·65; this week, ·38.	Health of people and cattle generally good.
Malabar . . .	Average 2·44	First crop paddy ripening in parts. Slight small-pox in eight, fever in two, and cattle-disease decreasing in two taluks.
Travancore . .	·48	Paddy being reaped. Fever in parts.
		General Remarks.—General prospects very fair.
Bombay—(Aug. 24th)		
Karachi . . .	. . .	River at Kotri on 22nd, 19 feet 8 inches against 18 feet 9 inches on same date last year. *Kharif* crops injured in Johi taluka by deficient water-supply in Nara. Fever in six and cattle-disease in one taluka. Wheat, red rice and *bajri* in Karachi 22, 30 and 32 and in Mirpur 22, 42 and 34 pounds per rupee, respectively.
Hyderabad . . .	Rain in six talukas	*Kharif* cultivation in progress. Fever in four, small-pox in one, and cattle-disease in two talukas. River at Kotri on 22nd, 19 feet 8 inches against 18 feet 9 inches on same date last year. Wheat 24, *jowari* 36, *bajri* 36, white rice 18, and red rice 30 pounds per rupee.
Ahmedabad . . .	*Nil*	Transplanting of rice in progress. Young crops in good condition. Four cases of cholera in the city, 2 fatal. Wheat 27 and *bajri* 30 pounds per rupee.
Baroda . . .	·04; total 39·75	Cholera still continues in Baroda city, 4 deaths. General health good.
Surat . . .	Rain in all talukas	Partial break continues. Sowing and resowing progressing. Prospects improved, except in Bulsar, where crops have suffered from excessive moisture. Rice and other standing crops healthy. Fever in Bardoli, and cholera in Bulsar, Chikli, and Mandvi, 19 cases, 7 deaths. *Jowari* 34 and *nagli* 43 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Nasik . . .	Nandgaon, 3·57; Malegaon, 2·09; Peint, 1·48; Chandwad, 1·27; Yeola, ·50; Baglan, ·50; Sinnar, ·14; Nasik, ·11; and Niphad, ·10.	Sowing almost completed. Transplanting vigorously going on in Peint, and land being prepared for *khurasni* (niger seed) sowing. Standing crops promising. More rain much needed in Sinnar. Cholera in Nasik, Niphad, Chandwad, Yeola, Nandgaon, Malegaon, Kalwan, and Baglan, attacks 239, deaths 59.
Colaba (Bombay) .	Rain every day; total of week, 1·86; total to date, 67·08, being 11·45 above average.	Abnormal temperature rose from 2° cool on 17th to 1° warm on 19th, and was *nil* from 20th to 23rd. Vapour in air normal. Abnormal wind from north-east from 17th to 19th, wind normal from 20th to 23rd.
Poona	*Rain in* Indapur, Khed and Sirur talukas and in Baramati and Mulshi Pethas; none elsewhere; maximum 3·47 in Indapur and minimum ·13 in Khed taluka.	More rain wanted in Sirur, Purandhar, Bhimthari, and the eastern portion of Haveli taluka. Young crops doing well, except in Bhimthari taluka, where they are withering for want of rain. Public health generally good. Slight cattle-disease in Petha Mulshi. 189 cholera cases in Indapur, Khed, Purandhar, Bhimthari, Sirur, Mawal, and Haveli talukas, 110 fatal; in Poona city, 9 attacks, 5 deaths. *Bajri* 41 and *jowari* 34 pounds in the district, and *bajri* 34 and *jowari* 43 pounds per rupee in Poona city.
Ahmednagar . .	Jamkhed, 3·33; Newasa, 2·55; Nagar, 1·89; Shrogaon, 1·73; Karjat, 1·55; Kopargaon, 1·25; Rahuri, ·88; Parner, ·84; and Shrigonda, ·64; very slight in Sangamner and Akola.	*Kharif* crops good, except in Sangamner, where they are withering for want of rain. *Rabi* sowing commenced in Rahuri. Cholera attacks 270, deaths 100. *Bajri* 39 and *jowari* 57 pounds per rupee.
Sholapur . . .	In seven talukas—maximum in Sholapur, 8·45 and minimum in Karmala, 2·42.	*Kharif* crops doing well. Slight cholera in all talukas, except Pandharpur and Malsiras, total cases 81, fatal 43. Cattle-disease in parts of Sangola taluka. *Jowari* 58 10/16 and *bajri* 50 1/2 pounds per rupee.
Dharwar . . .	General rain varying from ·30 in Karajgi to 5·06 in Nawalgund.	Rice and minor crops good. Early *jowari* crop in eastern talukas improved by the rainfall of the week, and in other talukas moderate heavy showers generally and urgently required. Cotton sowing in progress in Bankapur and Dharwar talukas. Slight cholera in Bankapur and slight cattle-disease in Dharwar talukas. *Jowari* 55 and rice 24 pounds per rupee.
Kanara . . .	Karwar, 1·80; *total* 105·42; Kumpta, 7·33; Sirsi, 2·22; and Haliyal, ·38.	Crops healthy. Slight cattle-disease throughout the district. Common rice in Karwar 11, district average 12 seers per rupee.
Rajkot . . .	·02; total 23·40	Fever at Rajkot and Manekwada. Crops in good condition. Wheat 23, *bajri* 23, and *jowari* 29 pounds per rupee. *General Remarks.*—Rain in most districts, more still wanted in parts of Poona, Nasik, Belgaum, and Dharwar. Standing crops generally good, but injured by excessive moisture in parts of Surat and Khandesh, and for want of it in parts of Poona, Ahmednagar, and Karachi. Cholera in parts of eighteen, cattle-disease in parts of sixteen, fever in parts of eight, and small-pox in parts of five districts.
Bengal—(Aug. 24th)		
Chittagong (Aug. 23rd)	·48	Weather unseasonable. *Aus* paddy being harvested. *Aman* paddy being transplanted. Rain much wanted. Prices stationary. Public health fair. Cholera still reported.
Dacca	4·43	Prospects of crops improving, owing to rivers rising and rain falling. Transplantation of winter paddy going on. *Jute* and *aus* paddy being harvested. Public health good.
24-Pergunnahs (Calcutta).	·46	Prospects of *aus*, jute, and sugarcane satisfactory. More rain wanted for *aman*. Transplantation nearly completed. A few cases of cholera and fever reported, public health otherwise good. Cattle-disease reported from Bhangore and Canning Town.
Khoolna . . .	2·32	Weather hot. Occasional rain. Transplanting of *aman* going on. Cutting of *aus* continues, outturn good. Public health fair.
Moorshedabad . .	·60	Weather very hot. Rain at intervals. *Aman* growing well. Reaping of *bhadoi* commenced. *Til*, sugarcane, and jute progressing. Public health good.
Pubna	·98	Weather seasonable. Crops good. Public health fair.
Dinagepore . . .	·20	Ten annas outturn of *bhadoi* expected. Transplanting of winter rice continues, and prospects favourable.
Rungpore . . .	·14	Jute being cut, outturn good. More rain wanted for transplantation of *aman* to be completed. Public health fair. Prices stationary.
Midnapore . . .	1·84	Prospects of crops good. A little cholera in north.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Burdwan . . .	1·08	Break in rain till near end of week. Paddy transplantation now resumed and approaching completion. Cholera in Sadr, public health otherwise fair.
Bhagalpur . . .	·77	*Marua* harvest commenced in north. Early rice doing well. About three-fourths of late rice transplanted. Floods from the Kusi have caused some loss in lowlands in the two northern subdivisions. Cholera still hangs about.
Purneah . . .	·09	Weather hot and cloudy, with light showers. Transplanting of *aghani* and harvesting of *bhadoi* in progress. Rivers high. Public health bad.
Durbhanga . . .	·09	Prospects of *bhadoi* continue favourable. *Makai* and *marua* harvest begun. Transplantation of late rice still in progress. Public health generally good.
Chumparun . . .	·77	Transplantation of rice approaching to a close. Prospects excellent. Prices stationary. Public health fair.
Patna	·11	Transplantation of paddy still going on. More rain wanted. *Bhadoi* crops looking well, and prospects satisfactory. Cholera of severe type still prevalent in Bihar and Dinapore subdivisions.
Gya	1·10	Prospects of crops very good. Cholera still lingering. Small-pox and fever here and there.
Hazareebagh . . .	. . . . .	Weather bright and clear up to 22nd. Transplantation of rice nearly completed. All crops doing well. Prospects excellent. General health fair.
Cuttack . . .	3·70	*Beali* rice being reaped. *Sarad* rice doing well. Price of rice unchanged. Public health generally good. Cases of cholera still reported. *General Remarks.*—Rainfall general, but very slight, in most of the districts. More rain wanted to complete transplantation of late rice. Early rice and jute are being harvested, with expectation of good general outturn. *Bhadoi* (autumnal) crops and sugarcane are promising. Cholera still prevalent in places in Behar and in Pooree, otherwise public health generally good.
N.-W. Provinces and Oudh (Aug. 24th)		
Benares (Aug. 23rd)	Averaging 2·00	Agricultural prospects fair. Ploughing for *rabi* commenced. Supplies ample. Prices lowered. Very few cases of cholera now.
Ballia („ 22nd)	Averaging 3·40	*Kharif* crops in good condition. Market well supplied. Prices stationary. Cholera rapidly decreasing.
Gorakhpore („ „)	1·00 at Sadr	Prices stationary. Cholera decreasing.
Fyzabad („ 23rd)	Averaging 5·80	A break in the rains is wanted. Crops promising. Supplies sufficient. Cholera decreasing.
Lucknow. („ 22nd)	Continuous rain averaging 2·70	Crops flourishing. *Mash* being sown. Supplies sufficient. Prices steady. Cholera disappearing. Cattle in fair condition.
Rai Barelli („ „)	Averaging about 2·80	Prospects good. Prices stationary. Cholera decreasing. Cattle-disease reported from two tahsils.
Partabgarh („ 23rd)	Rain continues	Prospects of crops good. Prices steady. Cholera has almost disappeared.
Allahabad („ „)	Average rainfall 1·80.	Crops thriving. Markets well supplied. Prices show a slight fall. Some cholera still continues. Health otherwise good.
Cawnpore („ „)	Rain general from 1·70 to 6·70.	*Jowari* and cotton injured in four tahsils and *bajri* sowings retarded in places by heavy and continuous rain. Prices stationary. Cholera abating.
Farakhabad („ „)	Averaging 4·00	Crops thriving, except those in lowlands. Supplies ample. Prices lowering. Cholera decreasing.
Sitapur („ „)	Abundant rain has fallen.	*Kharif* prospects very good. Cholera continues.
Bareilly („ „)	Rain continues ample.	Crops promise well. Market steady. Slight fever and a few cases of cholera in the north of the districts. Otherwise health good.
Banda („ 22nd)	Rain abundant	A break is wanted. Crops injured in lowlands, and ploughing and sowing stopped by continuous rain. Prices stationary. Cholera decreasing. Fever on the increase.
Kumaon („ 23rd)	. . . .	Weather seasonable. Crops very promising. Prices falling slowly. Cholera on the borders of Garhwal. Cattle-disease in several places.
Agra („ 22nd)	. . . .	Crops suffering much from continuous rain and cloudy weather. A break much needed. Prices rising slightly. Cholera decreasing.
Jhansi („ „)	. . . .	Crops suffering from heavy rain. Weeding stopped. Prices fluctuating. Cholera diminishing. Some fever reported.
Meerut („ 23rd)	Rainfall general from ·10 to 4·70.	Slight fall in prices. Cholera continues in a few villages. Some cattle-disease reported. *General Remarks.*—Rainfall heavy during the week. Crops injured in some places by continuous rain. A break is now wanted. Prospects generally good. Supplies ample, and prices fairly steady. Public health good. Cholera decreasing a little. Cattle-disease reported from some places.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—(Aug. 24th)		
Hissar (Aug. 23rd)		A few cases of cholera in tahsil; otherwise health good. Prices stationary. *Kharif* sowings completed.
Delhi	2·59	Health fair. Cholera continues in Ballabgarh. Prices fluctuating. *Kharif* crops damaged by continuous rain.
Umballa	1·08	A few cases of cholera in the district. Prices stationary. *Kharif* crops good.
Jullundur		Health good. Prices stationary. *Kharif* weeding commenced.
Ferozepore	·70	Health good. Prices stationary.
Amritsar	1·04	Health good. Prices stationary. *Kharif* crops good.
Sialkot	·60	Health good. Prices stationary. *Kharif* crops very good.
Lahore		Cholera decreasing. Prices stationary. *Kharif* ploughings commenced.
Multan		Health good. Prices stationary. *Kharif* prospects good.
Rawalpindi	·80	Health good. Prices stationary. *Kharif* prospects good.
Shahpur	Slight rain	More rain wanted. Health good. Prices almost stationary. *Kharif* prospects improved.
Dera Ismail Khan		Health good. Prices almost stationary. *Kharif* ploughings in progress.
Peshawar	·10	Cholera decreasing. Prices almost stationary. *Kharif* prospects average.
		General Remarks.—Rain has fallen in all districts, except Hissar, Jullundur, Lahore, Multan and Dera Ismail Khan. More rain is much wanted in Shahpur. Health is good, except in Delhi, where it is fair. There are a few cases of cholera in Hissar, Delhi, and Umballa. Cholera is decreasing in Lahore and Peshawar. Prices are generally stationary, fluctuating in Delhi, and almost stationary in Shahpur, Dera Ismail Khan, and Peshawar. Crops good in Umballa, Amritsar, and Sialkot, but somewhat damaged by continuous rain in Delhi. Sowings completed in Hissar. Ploughings commenced in Lahore and in progress in Dera Ismail Khan. Prospects good in Multan and Rawalpindi, improved in Shahpur, and average in Peshawar.
Central Provinces—(Aug. 24th)		
Nagpur	3·67	A break in the rains is wanted. *Jowari* and cotton being damaged. Fever prevalent. Seven cases of cholera, 1 death.
Jubbulpore	5·91	Weather very wet. Break wanted. Fevers prevalent. Prices steady.
Saugor	4·04	Weather cloudy and showery. Break much needed. Cholera in places. Prices steady.
Seoni	2·87	Weather very wet. Break wanted. Transplanting almost completed. Thirty cases of cholera, 18 deaths. Prices stationary.
Hoshangabad	4·31	Crops progressing fairly. Fever prevalent. Cholera decreasing. Prices unchanged.
Khandwa	4·18	Weather showery. Very heavy rain on 20th. Sunshine badly wanted. All crops except rice suffering. Thirty-seven cases of cholera, 14 fatal. Prices stationary.
Bilaspur	3·50	Break required. Weeding continued. Fever and cattle-disease prevalent. Prices rising.
Raipur	4·12	Weather rainy. Weeding continues. Crops healthy. Cattle-disease in Sunga. Prices steady.
Sambalpur		No report received.
		General Remarks.—A break in the rain is very much wanted, and serious injury is being caused to the *jowari* and cotton crops by excessive moisture and the absence of sunshine.
Burma—(Aug. 24th)		
Akyab (Aug. 20th)	6·40 (Total rainfall to date 111·26).	Eight deaths from cholera in district and 4 in town. Slight cattle-disease. Crop prospects favourable.
Bassein	6·08 (Total rainfall to date 67·27).	Ploughing and transplanting continue.
Rangoon	3·75 (Total rainfall to date 76·11).	One case of cholera.
Amherst (Moulmein)	10·24 (Corrected total rainfall to date 133·09).	Ploughing and transplanting progressing. Prospects of crops good.
Tavoy	20·1 (Total rainfall to date 136·84).	Crops reported healthy.
Pegu (Aug. 13th)	2·54 (Total rainfall to date 90·45).	About three-fourths of ploughing and transplanting finished.
„ („ 20th)	6·77 (Total rainfall to date 97·22).	Slight cattle-disease in two townships.
Henzada	2·61 (Total rainfall to date 51·46).	Transplanting almost completed.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Prome	·54 (Total rainfall to date 24·61).	Cattle-disease in two townships, severe in one of them. Ploughing and transplanting progressing.
Toungoo	5·21 (Total rainfall to date 56·67).	Sowing not completed. Transplanting slowly progressing.
Thayetmyo	·75 (Total rainfall to date 17·04).	Ploughing operations still continue. Transplanting commenced in a very few parts. Rain much wanted.
Shwebo	4·07 (Corrected total rainfall to date 24·55).	
Kyaukse	·22 (Total rainfall to date 16·08).	Prospects of crops good.
Myingyan	·40 (Total rainfall to date 14·51).	Food-supply sufficient. Prices ordinary.
Mandalay	4·75 (Total rainfall to date 24·50).	Transplanting of *mayin* crops progressing. Food-supply sufficient. Prices normal.
Minbu	·83 (Total rainfall to date 13·93).	
Yamethen	1·93 (Total rainfall to date 17·52).	Cultivation progressing.
		General Remarks.—Some cholera in Akyab and Rangoon, otherwise public health of Lower Burma good. Cattle-disease severe in parts of Prome and slight in several other districts. Ploughing and transplanting well advanced. Rain wanted in Thayetmyo. Reports from eleven Upper Burma districts. Slight fever and cattle-disease in Pyinmana, where rain is wanted. Food scarce in Yeu, otherwise health and crop prospects good.
Assam—(Aug. 24th)		
Gauhati (Aug. 23rd)	1·00	Mornings cool, days hot. Public health fair. Malarial fever reported from Barpetta, Luki, and Palasbari tahsils. Cattle-disease in some parts of district. More rain wanted for *sali* crop. Prospects of sugarcane and tea favourable.
Sylhet	4·19	Rain urgently wanted for all crops. Insects destroying *sali* in South Sylhet and Habiganj. Tea also requires rain.
Cachar	1·71	Weather dry. More rain wanted. *Sáil* seedlings half transplanted. Common rice selling at 17 seers 12⅜ chittacks per rupee. Tea doing well.
Dibrugarh	2·98	Weather seasonable. Transplanting of *sali* nearly over. Sugarcane thriving well. Tea doing well. Public health better.
Mysore and Coorg—(Aug. 24th)		
Bangalore	Civil and Military Station, 1·64; Bangalore district, 1·36; slight rain reported in other parts of the State.	Standing crops in good condition. Prospects of season fair. More rain needed in parts of the Mysore, Tumkur, and Kadur districts. Public health generally good. Cattle-disease prevalent in parts. Prices have slightly fallen in Shimoga and Kadur districts.
Mysore		
Mercara	2·97	Standing crops in good condition. Health good.
Berar and Hyderabad—(Aug. 24th)		
Amraoti	3·07	Weather rainy. Cotton and *tur* plants damaged by constant rain. Cholera still prevalent. Wheat 17 and *jowari* 24 seers per rupee.
Akola	·20	Weather warm and cloudy. *Jowari* sowing completed. Cotton being resown in parts. Weeding in progress. Cholera in places in the district.
Hyderabad	1·95 (Total since 1st January, 14·69).	*Kharif* crops prospering. Wet cultivation will probably not be attempted, owing to insufficiency of water in tanks. General health good. Prices—wheat 11¼, coarse rice 12½, white *juar* 18¼, yellow *juar* 21¼, and *tur* 14 seers per current sicca rupee.
Central India States—(Aug. 24th)		
Indore	2·35	Constant rain. Break much needed.
Morar (Gwalior)	3·18	Cholera decreasing.
Sutna	4·23	
Neemuch		No report received.
Goona	3·55	Crops on lowlands suffering from heavy rains. Health good.
Agar	1·68	Health and prospects fair.
Sehore	2·45	Weather cloudy, with occasional showers. Crops fair. Cholera in parts of Bhopal, 1 case in cantonment.
Nowgong	2·72	Weather cloudy. Fresh report of cholera from Garowli, 4 fatal cases with European Artillery at Nowgong.
Bhopawar	·55	*Jowari* and *makka* crops injured by continuous rain. Prices rising. Sporadic cholera reported from Barwai, Mahesar, and Mandlesar.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana—(Aug. 24th)		
Abu (Aug. 24th)	1·96	Weather again overcast, damp and close.
Sirohi („ 21st)	·12	Tanks fairly full; wells good. Health good. Crops fair. Weather warmer and overcast. More rain wanted.
Marwar („ 20th)	·21	No water brought into Jodhpore city tanks. Cholera prevails to some extent in city. *Kharif* doing well, though some damage has been done by insects. Weather cloudy. Market easy. Prices tending to rise.
Meywar („ „)	3·67	Water in tanks and wells increasing. Crops fair. Health fair. Diarrhœa prevalent. Prices stationary. Weather seasonable. Rain daily during week.
Pertabgurh . . .	. . . . .	No report received.
Harowti . . .	. . . . .	No report received.
Jhallawar (Aug. 21st)	·35	Prospect good. Some fever.
Ajmere („ 23rd)	Average throughout the district, 1·50.	Weather occasionally cloudy. Prospects fair. Cholera ceased in city, but lingers in district and Merwara. Prices falling slightly.
Jeypore . . .	. . . . .	No report received.
Kerowlee (Aug. 20th)	1·16	Tanks and wells full. Crops suffering, owing to excessive and continuous rain. Cholera in city and Machilpur tahsil. Prices rising.
Dholepore („ „)	Average 3·80	Tanks and wells full. Crops injured by continual rain. Cholera still continues at Bari. Prices rising. Weather seasonable.
Bhurtpore („ 23rd)	1·90	Weeding progressing. Prices risen.
Ulwar . . .	. . . . .	No report received.
Kotah (Aug. 20th)	·49	Cholera still continues, otherwise health good. Prospects favourable. Weather cloudy.
Kherwara . . .	. . . . .	No report received.
Bickanir . . .	. . . . .	No report received.
Nepal—(Aug. 19th)		
Katmandu (Aug. 18th)	3·02	Constant light rain. Prospects fair.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 24th August, 1887.

The partial break in the rains which was the principal feature in the meteorological record of last week continued during the first three days of the present week, after which ordinary monsoon weather set in throughout the whole country and some heavy local falls of rain were recorded.

On the 18th the monsoon current along the Bombay Coast was slightly below its average August strength, but the rainfall accompanying it was fairly heavy, more particularly over the Coast districts. The report of the 19th showed that in some parts of the Bombay Coast the winds were even lighter than on the preceding day, and the rainfall due to this current was everywhere slight. On the 20th a small depression, which had advanced westward from the Bay of Bengal to the Central Provinces, was occasioning a steady indraught of air towards that region, and, as a consequence, the winds crossing the West Coast had become somewhat stronger. From the same cause the rainfall over the central parts of the country was also heavier. By the morning of 21st the depression over the Central Provinces had filled up, but fairly strong winds were blowing towards the Central parts of the country, and moderate but general rain had fallen over the Central Provinces and Western and Southern India. The report of the 22nd showed that the winds along the West Coast were above the average force, and that moderate but general rain had fallen in Bombay and Central and Southern India. From the chart of the following day it appeared that another depression had advanced to the Central Provinces, and that owing to the indraught towards it the current across the Bombay Coast was still rising in force. This increase in the strength of the monsoon had been accompanied by an increased rainfall, the amounts registered over the Central Provinces and Central India being in some cases large. On the 24th the depression noticed above lay between Sutna and Jubbulpore, and strong winds bringing up much moisture were blowing across Bombay and into the Central parts of the country. As on the previous day, the rainfall at several of the central stations was large.

The Bay of Bengal monsoon current has undergone rapid changes during the week. On the 18th it was slightly below its average strength, and, with the exception of a heavy local fall at Gopalpore, the rainfall due to this current was generally slight. Light winds prevailed over the Bay on the 19th, and the break in the rains continued over the greater part of Bengal. On the 20th however the winds increased at the head of the Bay, and rain in larger amounts fell in Burmah and Bengal, and a few local showers were registered in Behar and the North-Western Provinces. On the 21st a slight depression was forming in the north-west angle of the Bay. This depression occasioned a slight cyclonic circulation of the winds over the Bay, so that, while Burmah and the stations around the head of the Bay had fairly general rain, dry weather prevailed in North Bengal and Behar. The report of the next day showed that the depression was passing through South-West Bengal towards Chutia Nagpur, and that a strong monsoon current was blowing over the eastern part of the Bay. Rain had fallen over the whole of Bengal. On the following day the depression having travelled west-north-west up the Gangetic plain, the strong southerly winds noticed on the Arakan Coast, &c., extended over the whole of the head of the Bay, and rain fell generally in Burmah, Orissa, Bengal, Chutia Nagpur, Behar, and Assam.

In Upper India the weather has been changeable. On the 18th rain fell over the western districts of the North-Western Provinces, the extreme south-east of the Punjab, and at the hill stations, but elsewhere the weather was fine. On the 19th rain still further decreased, and Behar, the North-Western Provinces,

the Punjab, and Sind all experienced dry weather; but on the 20th, except in the Punjab, showers fell generally. The 21st was again more or less fine; but on the 22nd some heavy local showers fell in parts of the North-Western Provinces and the Punjab. At Mussoorie the very large amount of 17·84 inches was measured during the 20th and 21st. Light local showers fell at several places during the 23rd and 24th.

On the whole the week's rainfall has effected very little change in the situation. As the following table shows, the seasonal rainfall continues below the average in Bengal, above the average in the North-Western Provinces, the Punjab (except Peshawar), on the West Coast, and over the Central Provinces:

Stations.	Total Rainfall since June 1st, 1887.	Average Rainfall, June 1st to August 24th.	Difference.
Akyab ...	102·60	127·43	—24·83
Saugor Island ...	38·01	41·26	— 3·25
Calcutta ...	33·34	36·58	— 3·24
Dhubri ...	41·25	48·43	— 7·18
Purneah ...	32·54	38·27	— 5·73
Gya ...	26·27	27·63	— 1·36
Allahabad ...	25·96	24·63	+ 1·33
Meerut ...	17·74	16·30	+ 1·44
Delhi ...	29·36	15·33	+14·03
Lahore ...	13·96	10·54	+ 3·42
Peshawar ...	1·82	4·57	— 2·75
Cochin ...	53·35	68·64	—15·29
Ratnagiri ...	85·26	80·36	+ 4·90
Bombay ...	67·76	54·04	+13·72
Poona ...	16·70	16·34	+ 0·36
Surat ...	34·64	27·63	+ 7·01
Khandwa ...	26·96	21·57	+ 5·39
Nagpur ...	38·67	27·77	+10·90

The weather has been generally cooler than the normal, except in Bengal, where there is a slight excess of temperature.

The concluding table gives the total rainfall of the past week for the different Provinces:

Divisions.	No. of Stations.	Total Rainfall.
Burmah ...	6	37·79
Bengal and Assam ...	16	38·19
North-Western Provinces and Oudh ...	8	11·97
Punjab ...	5	5·03
Hill Stations ...	5	39·58
Ceylon ...	2	2·97
Malabar Coast ...	5	7·05
Bombay ...	9	18·04
Berars and Central Provinces ...	10	53·02
Guzerat and Central India ...	5	14·31
Sind—Rajputana ...	3	9·90
Madras ...	13	22·16

SIMLA, *26th August, 1887.*

W. L. DALLAS,
for *Meteorological Reporter to the Government of India.*

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XVI of 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 24th July, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 23rd July, 1887. Total.	Per mile open.	Total Receipts from 1st April to 24th July, 1886. Total.	Per mile open per week.	Total Receipts from 1st April to 23rd July, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
	Lines worked by Guaranteed Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
30th July, 1887	Oudh and Rohilkhand	680	1,06,526	157	686	87,051	127	23,46,020	210	21,83,197	195	...	1,62,823
6th August, 1887	Madras	861	1,52,776	177	831	1,42,526	172	25,09,712	177	26,05,331	192	95,619	...
30th July, 1887	South Indian	654	1,00,928	154	654	93,171	142	16,77,989	156	16,69,718	157	...	8,271
6th August, 1887	Great Indian Peninsula	1,497	5,01,116	335	1,496	4,70,942	319	1,40,13,141	570	1,52,27,806	625	12,14,665	...
Ditto	Bombay, Baroda and Central India	461	1,48,810	323	461	1,17,000	254	50,57,715	668	46,44,739	618	...	4,12,976
	TOTAL	4,153	10,10,156	243	4,128	9,16,690	222	2,56,04,577	375	2,63,30,791	392	7,26,214	...
	State Lines worked by Guaranteed Companies.												
6th August, 1887	East Indian	1,515	7,87,286	520	1,519	7,65,843	504	1,54,11,287	619	1,49,67,276	605	...	4,44,011
Ditto	Patna-Gya	57	8,580	151	57	8,410	148	1,54,045	164	1,46,432	158	...	7,613
Ditto	Dildarnagar-Ghazipur	12	852	71	12	835	70	19,892	101	16,887	86	...	3,005
13th August, 1887	Sindia	75	6,128	82	75	7,392	99	1,17,447	95	1,37,749	113	20,302	...
6th August, 1887	Rajputana-Malwa (*a*)	1,664	2,61,167	157	1,664	2,15,000	129	61,89,803	220	55,29,496	204	...	6,60,367
Ditto	Bengal-Nagpur (late Nagpur-Chhattisgarh)	149	8,122	55	149	9,614	65	5,40,480	220	5,20,179	214	...	20,301
Ditto	Southern Mahratta	315	33,540	106	704	50,182	74	5,09,331	110	10,12,228	85	4,42,897	...
13th August, 1887	Indian Midland	42	1,609	38	42	1,801	44	31,187	45	59,465	87	28,278	...
6th August, 1887	Lucknow-Sitapur-Sihramau	...	...	...	85	2,820	33	...	...	66,508	50	66,508	...
	TOTAL	3,829	11,07,290	289	4,367	10,87,957	245	2,30,33,532	366	2,24,56,220	319	...	5,77,312
	State Lines worked by Government.												
6th August, 1887	Eastern Bengal (*b*)	606	1,27,210	210	645	1,61,230	250	22,26,376	224	22,04,328	210	...	22,048
30th July, 1887	Nalhati	27	1,829	68	27	1,794	66	29,403	66	30,746	70	1,343	...
Ditto	Tirhoot	246	28,678	117	249	27,664	111	5,46,590	135	5,64,038	139	17,448	...
6th August, 1887	Wardha Coal	45	9,063	201	45	9,821	218	2,34,344	317	2,51,782	343	17,438	...
30th July, 1887	Burma	327	32,351	99	327	44,771	137	7,20,827	134	9,49,788	178	2,28,961	...
Ditto	Cheria-Companyganj	7	19	3	7	18	3	(*c*) 95	4	685	76	590	...
6th August, 1887	North-Western (*d*)	1,885	4,99,465	265	2,094	3,45,690	165	84,45,529	272	69,54,447	204	...	14,91,082
30th July, 1887	Bareilly-Pilibheet	36	906	25	36	1,161	32	34,835	59	30,514	52	...	4,321
Ditto	Jorhat	26	630	24	26	962	37	10,833	25	15,544	37	4,711	...
6th August, 1887	Bilaspur-Etawa (Katni-Umaria Section)	...	...	...	38	759	20	...	...	22,948	37	22,948	...
	TOTAL	3,205	7,00,151	218	3,494	5,93,870	170	1,22,48,832	233	1,10,24,820	194	...	12,24,012
GRAND TOTAL (GUARANTEED AND STATE)		11,187	28,17,597	252	11,989	25,78,517	215	6,08,86,941	331	5,98,11,831	307	...	10,75,110
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	2,86,35,979	156	(*e*)2,79,84,421	144	...	...
NET RECEIPTS		...	...	...	...	...	...	3,22,50,962	175	3,18,27,410	163	...	4,23,552
	Assisted Companies.												
6th August, 1887	Bengal Central	125	9,778	78	125	10,120	81	2,07,478	101	1,99,485	98	...	7,993
Ditto	Rohilkhand-Kumaon	67	5,076	76	67	4,641	69	1,15,210	105	1,15,307	106	97	...
23rd July, 1887	Dibru-Sadiya (late Assam)	78	6,609	85	78	8,182	105	1,08,098	84	1,38,378	109	30,280	...
6th August, 1887	Bengal and North-Western	303	36,323	120	376	27,640	73	7,27,055	146	7,38,746	121	11,691	...
Ditto	Tarakessur	22	3,907	178	22	3,995	182	89,319	247	90,301	252	982	...
	TOTAL	595	61,693	104	668	54,578	82	12,47,160	128	12,82,217	118	35,057	...
	Native States.												
6th August, 1887	Bhavnagar-Gondal	193	11,929	62	193	10,301	53	3,89,905	123	3,97,643	126	7,738	...
Ditto	Jodhpore	64	3,097	48	124	6,100	49	63,987	61	1,17,892	58	53,905	...
Ditto	Nizam's	208	20,791	100	208	25,662	123	4,16,151	122	5,13,559	152	97,408	...
Ditto	Mysore	140	9,071	65	140	9,439	67	1,41,650	62	1,57,492	69	15,842	...
Ditto	Morvi	24	290	12	68	1,788	26	17,966	46	54,939	50	36,973	...
9th July, 1887	TOTAL	629	45,178	72	733	53,290	73	10,29,659	100	12,41,525	104	2,11,866	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla, and Assam-Behar Railways.
(*c*) Total Receipts from 1st to 24th July, 1886.
(*d*) Includes the Amritsar-Pathankot and Rajpura-Patiala Railways.
(*e*) Calculated on percentage used for the corresponding period of 1886.

SIMLA,
The 24th August, 1887.

JAMES RAMSAY,
Offg. Under-Secretary.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF JULY, 1887.

No I.—As to Age and Sex.

	Trinidad.				Demerara.				Total.		Grand Total.
	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	
Under 2 years	7	9	16	43·33 women to every 100 men.	13	16	29	43·08 women to every 100 men.	20	25	45
From 2 to 10 years	24	20	44		62	46	108		86	66	152
„ 10 „ 20 „	77	33	110		231	82	313		308	115	423
„ 20 „ 30 „	194	80	274		416	188	604		610	268	878
„ 30 „ 40 „	28	16	44		46	28	74		74	44	118
„ 40 „ 50 „	1	1	2		1	1	2		2	2	4
Above 50 years	...	...	...		...	...	...		...	...	...
GRAND TOTAL	331	159	490		769	361	1,130		1,100	520	1,620

No. II.—As to places whence Emigrants came to Calcutta for embarkation.

	Trinidad.			Demerara.			Total.		Grand Total.
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	
Orissa	...	...	...	...	...	...	...	...	...
Western Bengal	4	6	10	4	1	5	8	7	15
Central ditto	1	1	2	3	1	4	4	2	6
Eastern ditto	...	...	...	...	...	...	...	...	
Behar	92	29	121	201	100	301	293	129	422
North-Western Provinces	160	93	253	362	175	537	522	268	790
Oudh	60	21	81	193	71	264	253	92	345
Central India	...	...	...	1	3	4	1	3	4
Punjab	2	3	5	...	...	...	2	3	5
Nepal and Native States	7	5	12	3	8	11	10	13	23
Mixed, Bombay and Madras	5	1	6	2	2	4	7	3	10
GRAND TOTAL	331	159	490	769	361	1,130	1,100	520	1,620

No. III.—As to Caste and Religion.

Brahmins and high castes	61	30	91	131	67	198	192	97	289
Agriculturists	64	25	89	143	44	187	207	69	276
Artisans	79	23	102	179	65	244	258	88	346
Low castes	104	64	168	237	127	364	341	191	532
Musulmans	23	17	40	78	57	135	101	74	175
Christians	...	...	...	1	1	2	1	1	2
GRAND TOTAL	331	159	490	769	361	1,130	1,100	520	1,620

Memo.

	Males.	Females.	Total.
1. Hindus	998	445	1,443
2. Musulmans	101	74	175
3. Christians	1	1	2
TOTAL	1,100	520	1,620

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 1st SEPTEMBER, 1887.

GENERAL REMARKS.—Rain has fallen throughout the country during the week under report, though in Bengal, the North-Western Provinces and Oudh, and Bombay the falls have been lighter than in the previous week.

The *kharif* crops are generally promising everywhere. More rain is however wanted in parts of Bombay and the Punjab, while in the North-Western Provinces and Oudh, the Central Provinces, Berar, Central India, and Rajputana a break in the weather is very desirable.

In Madras and Mysore the crops need more rain in parts, otherwise prospects are favourable.

The cultivation of the late rice is proceeding in Bengal and Assam. In Burma ploughing and transplanting have been nearly completed.

Tea and sugarcane are doing well in Assam.

The public health continues generally satisfactory.

Prices are steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Aug. 31st.)		
Bellary	Average ·01	Standing crops good. Cholera in six, cattle-disease increasing in one taluk.
Kurnool	Average last week since revised, 4·02; this week, ·24.	Standing crops good. Small-pox in two, cattle-disease increasing in five taluks.
Ganjam	Average last week since revised, 3·96; this week, ·48.	More rain wanted. Small-pox in five, fever in six, and cattle-disease increasing in four divisions.
Kistna	Average ·76	Standing dry crops good. River 4·3 feet over Anicut. Slight fever, cholera decreasing in two, and cattle-disease increasing in four taluks.
Chingleput (Madras)	Average 1·16	Standing crops fair. Harvest paddy, outturn middling. Small-pox in three, cholera in one, and cattle-disease decreasing in five taluks.
Coimbatore	Average 1·44	Standing crops generally good, but require rain in parts. Harvest dry grains, outturn about average. Fever in one taluk.
Tanjore	Average 1·55	Standing crops generally good, but require more rain in parts of one taluk Harvest *cumbu*, outturn below average. Cattle-disease increasing in two taluks.
Madura	Average 1·20	Health of people and cattle generally good.
Malabar	Average ·24.	First crop paddy requires rain. Harvest paddy, outturn average. Slight small-pox in eight, fever in two, and cattle-disease decreasing in three taluks.
Travancore	·28	Paddy being reaped. Fever and small-pox in parts. *General Remarks.*—General prospects fair.
Bombay—(Aug. 31st)		
Karachi	*Nil*	Weather pleasant. River at Kotri on 29th, 18 feet 6 inches against 18 feet 9 inches on same date last year. Fever in seven and cattle-disease in one taluka. Wheat, red rice and *bajri* in Karachi 22, 30 and 32 and in Dadu 28, 38 and 34 pounds per rupee, respectively.
Hyderabad		*Kharif* cultivation in progress. Fever in three, small-pox in one, and cattle-disease in two talukas. River at Kotri on 28th, 18 feet 11 inches against 17 feet on same date last year. Wheat 24, *jowari* 38, *bajri* 35, white rice 18, and red rice 30 pounds per rupee.
Ahmedabad	1·98; total 24·08; rain throughout the district—maximum 3·56 in Dholka and minimum ·67 in Dhandhuka.	Transplantation of rice in progress. Standing crops in good condition. Seven cases of cholera in the city, of which 5 were fatal. Wheat 28 and *bajri* 30 pounds per rupee.
Baroda	2·17; total 41·92	Cholera has broken out in Patan and Sidhapur, but has disappeared from Baroda. Cattle-disease in two talukas of Naosari and three of Kadi division. Crops generally slightly injured. *Bajri* 24, wheat 18, and rice 17 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Surat	Chorasi, ·92 minimum; Chikli, 4·64 maximum; total 33·41 minimum, 80·16 maximum.	Sowing and resowing nearly completed. *Jowari* and cotton crops suffered from excessive moisture, other standing crops healthy. Cattle-disease abating in Olpad; fever in Bardoli, and cholera in Chikli and Bulsar, 35 cases, 31 deaths. *Jowari* 33 and *nagli* 43 pounds per rupee.
Nasik	Igatpuri, 8·92; Peint, 4·46; Nandgaon, ·96; Dindori, ·87; Nasik, ·67; Sinnar, ·72; Yeola, ·63; Niphad, ·57; Kalwan, ·50; and Malegaon, ·31.	Sowing and transplanting finished. Standing crops healthy. Land being prepared for *rabi* sowing. Rain badly wanted in Sinnar. Cholera in Nasik, Niphad, Chandwad, Yeola, Nandgaon, Malegaon, Baglan, and Kalwan, to al 192 cases, deaths 57. Small-pox is prevalent in Yeola, 4 cases, 2 fatal. Cattle-disease in Peint to a slight extent.
Colaba (Bombay)	Rain every day, except on 25th; total of week, 3·91; total to date, 70·99, being 13·05 above average.	Abnormal temperature 1° cool on 24th, 27th and 30th, 1° warm on 25th, *nil* on 26th and 28th, and 3° cool on 29th. Vapour in air normal. Abnormal wind from north-east on 29th, wind normal on all other days.
Poona	Rain in six talukas—maximum, 2·66 in Petha Mulshi and minimum ·09 in Indapur taluka; none in Bhimthari and Sirur talukas.	More rain wanted in Bhimthari and parts of Sirur and Purandhar talukas. Crops doing well, except in Khed, Purandhar, and Bhimthari talukas, in the former they are slightly injured, owing to excessive moisture, and in the latter two they are withering for want of rain. Public health generally good. 243 cholera cases in Khed, Sirur, Purandhar, Bhimthari, Haveli, and Mawal talukas, 111 fatal. In Poona city 5 attacks and 3 deaths. *Bajri* 41 and *jowari* 54 pounds in the district, and *bajri* 32 and *jowari* 43 pounds per rupee in Poona city.
Ahmednagar	Very slight rain in eight and none in three talukas.	*Kharif* crops fair. *Rabi* sowing postponed for want of rain, which is urgently needed. Cholera attacks 240, deaths 130. *Bajri* 36, and *jowari* 59 pounds per rupee.
Sholapur	Sholapur, ·78; Barsi, ·31; Madha, 2·73; Karmala, ·10; Purandhar, ·20; and Malsiras, ·19.	*Kharif* crops doing well. *Rabi* sowing commenced in Malsiras taluka. Rain wanted in Karmala taluka. Slight cholera still in the district, except in Pandharpur and Sangola talukas, cases 83, deaths 46. *Jowari* 59$\frac{1}{16}$ and *bajri* 51$\frac{5}{14}$ pounds per rupee.
Dharwar	Mugud, ·09; Nargund, ·10; Bankapur, ·05; Kalghatgi, ·06; and Ron, ·08; elsewhere none.	Rice, *jowari*, and minor crops good. Heavy rain urgently required both for standing crops and for sowing cotton. Slight cholera in Kalghatgi and Bankapur talukas. *Jowari* 56 and rice 24 pounds per rupee.
Kanara	Karwar, 3·20; total 108·62; Kumpta, 1·20; Sirsi, ·88; and Haliyal, ·03.	Rice crop in ear. In Karwar taluka slight cattle-disease. Common rice in Karwar and district average 11 seers per rupee.
Rajkot	5·08; total 24·04	Fever at Rajkot and Manekwada and cholera at Porebandar, 1 case fatal. Crops in good condition. Wheat 24, *bajri* 24, and *jowari* 29 pounds per rupee.
		General Remarks.—Rain in all districts of the Presidency Proper; more urgently required in several talukas of the Deccan and Southern Mahratta Country. Standing crops generally good, but slightly injured in parts of some districts. *Rabi* sowing commenced in parts of Nasik, Sholapur, Khandesh, and Bijapur. Cholera in parts of nineteen, cattle-disease in parts of fourteen, fever in parts of nine, and small-pox in parts of six districts.
Bengal—(Aug. 31st)		
Chittagong (Aug. 30th)	1·29	Weather seasonable. *Aus* still being harvested and *aman* transplanted. Rain still wanted. Prices stationary. Public health fair.
Dacca	1·78	Prospects of crops good. *Aus* and jute being harvested. Transplantation of winter crops going on. Public health good.
24-Pergunnahs (Calcutta)	3·89	Occasional heavy falls of rain. Prospects good. Harvesting of *aus* and jute commenced. Transplanting of *aman* nearly finished. Public health fairly good for the time of the year. Cattle-disease decreasing.
Khoolna	·14	Weather hot and close. More rain wanted. Transplanting of *aman* going on. *Aus* being cut with good outturn. Public health fair.
Moorshedabad	·70	Weather hot. Rain at intervals. *Bhadoi* paddy being reaped. *Aman* growing well. *Til*, sugarcane and jute progressing. Public health good.
Pubna	1·18	Crops fair. More rain wanted. Public health fair.
Dinagepore	·76	Weather hot. *Bhadoi* expected ten annas and jute seven annas. Transplantation of *aman* still in progress.
Rungpore	1·90	Weather hot. Crops promising fairly. Public health good.
Midnapore	1·66	Weather sultry. State and prospects of crops good. Sporadic cholera.
Burdwan	4·64	Weather seasonable. Transplantation of *aman* nearly over. *Aus* and jute being gathered. Prospects fair. Public health good, except in Sadr, where cholera and fever prevail.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Bhagalpur	·65	Weather sultry. Harvesting of *marua* and early rice begun, outturn of former likely to disappoint expectations. Prospects of late rice good, but rain wanted.
Purneah	1·85	Crops promising well. *Aghani* being transplanted and *bhadoi* cut in places with fair outturn. Rivers high. Health of people and cattle bad.
Durbhanga	·74	Prospects of *bhadoi* continue favourable. *Makki* and *marua* being harvested. Transplantation of late rice still going on. Public health generally good.
Chumparun	·72	Crops in good condition. More rain wanted in some parts. Public health not very good.
Patna	·26	Transplantation of rice seedlings suffering for want of rain. Prospects of *bhadoi* crops favourable. Cholera still reported from Behar and Dinapore.
Gya	·76	Cessation of rain for week now becoming a cause for anxiety. Transplantation not yet finished, and in places now stopped for want of rain. Cholera decreasing, but still reported from several places. Fever and small-pox also reported.
Hazareebagh	1·35	Weather fair. Moderate rain. Agricultural prospects continue favourable, but more rain wanted in parts of the district. Public health good.
Cuttack	3·93	*Beali* rice being reaped. Prospects of *sarad* rice good. Price of rice unchanged. Public health good. Cases of cholera reported.
		General Remarks.—Rainfall of the week generally below the average. More rain much wanted in greater part of the Province. Transplantation of late rice not yet completed. Harvesting of early rice and jute in progress. Good outturn expected, except in the Rajshahye division, where the crops suffered from floods at end of May. Prospects of *bhadoi* crops in Behar favourable and some of them being harvested in places. Sugarcane generally promising. General health fair, but in the Patna Division cholera still prevalent in places.
N.-W. Provinces and Oudh—(Aug. 31st)		
Benares (Aug. 30th)	Showers at Sadr	Supplies ample. Prices steady. Health generally good.
Ballia („ 29th)	. . . .	Weather fair. *Kharif* crops thriving. Supplies ample. Cholera has almost disappeared. Public health good.
Gorakhpore(„ „)	·90 at Sadr	Prices stationary. Cholera decreasing.
Fyzabad („ 30th)	Averaging ·70	Weather cloudy. *Kharif* crops thriving. Prospects good. Supplies ample. Cholera decreasing.
Lucknow („ 29th)	Averaging 2·40	*Kharif* crops promising, and weeding in progress. *Mash* sowing nearly finished. Supplies ample. Prices slightly falling. Cholera disappearing. Condition of cattle good.
Rai Barelli („ „)	. . . .	No report received.
Partabgarh („ 30th)	Heavy rain	*Kharif* prospects good. Prices rising. Cholera much abated. Cattle healthy.
Allahabad („ „)	From 4·00 to 5·00. A week would be beneficial.	Crops are looking well. Markets full. Prices steady. Cholera decreasing rapidly. Health generally good.
Cawnpore („ „)	General rain from ·50 to 4·80.	Weeding and *bajri* sowings retarded, and *jowari* and cotton injured by heavy and continuous rain. Prices stationary. Cholera diminishing. Cattle-disease in one pergana.
Farakhabad („ „)	Averaging 1·00	Crops thriving. Prospects good. Supplies ample. Prices steady. Cholera decreasing.
Sitapur („ „)	. . . .	There has been a beneficial break, allowing cutting of *sawan*, *kakun*, &c., and sowing of *hewant* crops.
Bareilly („ „)	Slight rain	Crops continue to do well. Market steady. Cholera very slight. General health of men and cattle good.
Banda („ 29th)	Heavy rain on 28th, break much wanted.	Crops injured in places by continuous rain. Sowing of *til* stopped. Prices stationary. Strong cases of cholera. Fever much prevalent.
Kumaon („ 30th)	Good fall of rain on 27th and 28th.	Rainfall was favourable to standing crops. Prices falling slowly. Two deaths reported from cholera, in short general health fair. Cattle-disease continues.
Agra („ 29th)	. . . .	Crops continue to suffer from rain and cloudy weather. Prices rising slightly. Cholera continues, but has much decreased.
Jhansi („ „)	. . . .	Excessive rain has injured the *kharif* crops. Some fever. Cholera still lingers.
Meerut („ 30th)	General rain from 1·00 to 8·50.	Rain too continuous for some crops, and for *rabi* ploughing. Prospects good. Prices stationary. Cholera reported from four tahsils. Cattle-disease abating.
		General Remarks.—The rainfall though lighter than in the previous week, has somewhat retarded sowing and weeding. Prospects are favourable. Supplies ample and prices generally steady. Cholera has everywhere decreased, except in Meerut and Saharanpur; some fever is reported, but on the whole the health of the people is fair. A little cattle-disease in some places.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—(Aug. 31st)		
Hissar (Aug. 30th)	. . . . .	Health good, but a few cases of cholera in the Hansi tahsil. Prices stationary. *Rabi* ploughings in progress. *Kharif* prospects good.
Delhi	3·03	Health fair. Cholera in Ballabgarh tahsil. Prices fluctuating. *Kharif* crops damaged by continuous rain.
Umballa	·80	A few cases of cholera in district. Prices stationary. *Kharif* crops flourishing.
Jullundur	·90	Health good, but a few cases of cholera in district. Prices stationary. *Kharif* weeding commenced.
Ferozepore	·20	Health good. Prices stationary.
Amritsar	·50	Health good. Prices stationary. *Kharif* crops good.
Sialkot	1·40	Health good. Prices stationary. *Kharif* crops good.
Lahore	·30	A few cases of cholera. Prices stationary. *Rabi* ploughings progressing.
Multan	. . . .	Health good. Prices stationary. *Kharif* crops good.
Rawalpindi	2·10	Health good. Prices stationary. *Kharif* prospects good.
Shahpur	Slight rain	More rain much needed. Health good. Prices almost stationary. *Kharif* prospects improved.
Dera Ismail Khan	. . . .	Health good. *Kharif* sowings in progress.
Peshawar	. . . .	Rain wanted Cholera decreasing. Prices stationary. *Kharif* prospects average.
		General Remarks.—Rain has fallen in all districts, except Hissar, Multan, Dera Ismail Khan, and Peshawar, is wanted in Shahpur and Peshawar. Health is good, but a few cases of cholera have occurred in Hissar, Delhi, Umballa, Jullundur, Lahore, and Peshawar, it is decreasing in Peshawar. Prices are stationary, except in Delhi, where they are fluctuating. *Kharif* prospects are good in Hissar, Umballa, Amritsar, Sialkot, Multan, and Rawalpindi, and average in Peshawar. Crops damaged by continuous rain in Delhi. Weeding commenced in Jullundur and sowings in progress in Dera Ismail Khan. Fodder plentiful in Sialkot. Ploughings for *rabi* commenced in Hissar and Lahore.
Central Provinces—(Aug. 31st)		
Nagpur	2·87	Break urgently wanted for *jowari* and cotton. Fever prevalent. Cholera continues.
Jubbulpore	5·65	Weather clear and warm. Fever prevalent. Prices steady.
Saugor	4·43	Weather clear. Weeding in progress. Fever prevalent. Cholera continues. Prices rising slightly.
Seoni	4·89	Weather cloudy with heavy showers. Break much needed. Cholera increasing. Prices stationary.
Hoshangabad	3·86	Crops suffered in places from excessive rain. Fever prevalent. Prices stationary.
Khandwa	2·31	Weather cloudy with occasional heavy rain. Prospects good. Cholera continues. Prices unchanged.
Bilaspur	·95	Weeding continues. Rice and sugarcane doing well. *Kodo, rahar,* and cotton injured. Fever and cattle-disease prevalent. Prices stationary.
Raipur	1·30	Weather close and cloudy. Weeding continues. Crops healthy. Health good. Prices stationary.
Sambalpur	. . . .	No report received.
		General Remarks.—Break needed for *jowari* and cotton. Rice prospects good. Weather close, and rain falls almost daily.
Burma—(Aug. 31st)		
Akyab (Aug. 27th)	15·62 (Total rainfall to date 126·88).	Two deaths from cholera in town. Crop prospects favourable.
Bassein	4·42 (Total rainfall to date 71·69).	Ploughing and transplanting continues.
Rangoon	1·76 (Total rainfall to date 77·87).	
Tavoy	7·48 (Total rainfall to date 144·32).	Crops reported healthy.
Pegu	1·77 (Total rainfall to date 98·99).	Ploughing and transplanting nearly completed.
Henzada	3·15 (Total rainfall to date 54·61).	Transplanting almost completed.
Prome	1·74 (Total rainfall to date 26·35).	Slight cattle-disease in two townships. Planting and ploughing progressing.
Toungoo	1·35 (Total rainfall to date 58·02).	Transplanting progressing.
Thayetmyo	1·49 (Total rainfall to date 18·53).	Ploughing and transplanting retarded for want of rain.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Kyaukse	·10 (Total rainfall to date 16·18).	Prospects of crops good.
Myingyan	·40 (Total rainfall to date 14·91).	Food-supply sufficient. Prices ordinary.
Mandalay	·26 (Total rainfall to date 24·76).	Transplanting of *kyaukkyi* crops progressing. Food-supply sufficient. Prices normal.
Minbu	1·05 (Total rainfall to date 14·98).	Prices normal.
Yamethen	2·16 (Total rainfall to date 19·68).	Cultivation progressing.
		General Remarks.—Slight cholera and small-pox in Thongwa and slight cholera in Akyab town. Some cattle-disease in parts of five districts of Lower Burma. Ploughing and transplanting nearly finished in parts. Rain still needed in Thayetmyo. Reports from nine Upper Burma Districts. Health and crops satisfactory. Cattle-disease spreading and anthrax prevalent amongst ponies in Pynmana, where rain is much needed. Food scarce in Yeu.
Assam—(Aug. 31st)		
Gauhati (Aug. 30th)	1·81	Mornings and evenings cool. Public health fair. Malarial fever still prevalent in Sastra Barpetta and its vicinity, also in parts of Polasbari, Luki, and Chomoria tahsils. Cattle-disease still continues in some parts of the district. More rain wanted for *sali* crops. Prospects of sugarcane and tea good.
Sylhet	4·27	Weather still dry in South Sylhet and Habiganj, especially. *Sali* being reaped; some damage done by insects in South Sylhet and Habiganj. Tea prospects favourable. Public health good.
Cachar	6·28	Weather dry. Rice planting almost completed. Prospects good. Tea continues to do well. Blight is increasing and interferes with the outturn. Market is easier. Rice is selling at 17 seers $12\frac{2}{5}$ chittacks per rupee. Public health good.
Dibrugarh	4·35	Weather seasonable. Tea and sugarcane doing well.
Mysore and Coorg—(Aug. 31st)		
Bangalore	Mysore, 2·44; slight rain reported in other parts of the State.	Standing crops in good condition. Prospects of season favourable. More rain needed for crops in Tumkur, Kadur, Hassan, and Auckul taluk of the Bangalore district. Public health generally good. Cattle-disease and fever continue in parts. No material change in prices.
Mysore		
Mercara	1·23	Prospects and health good. Prices slightly risen.
Berar and Hyderabad—(Aug. 31st)		
Amraoti	·91	Weather warm and rainy. Break much needed. Weeding commenced. Cholera in places. Wheat 15 and *jowari* 25 seers per rupee.
Akola	·29	Weather cloudy and showery. Weeding continues. Crop healthy. Cholera and fever prevalent.
Hyderabad	Average during week ·27 (Total since 1st January, 14·96).	*Kharif* crops prospering. Water in tanks still insufficient for wet cultivation. General health fair, but cholera still prevalent at Hyderabad. Prices—wheat $11\frac{3}{4}$, coarse rice $12\frac{1}{2}$, white *juar* $18\frac{1}{4}$, yellow *juar* 21, and *tur* 14 seers per current sicca rupee.
Central India States—(Aug. 31st)		
Indore	1·04	Weather clearer but hot. Eight cases of cholera in European regiment at Mhow.
Morar (Gwalior)	4·40	Great injury to crops from excessive rain. Prices rising. Cholera disappearing.
Sutna	3·39	
Neemuch	11·20	Weather cloudy. Total deaths from cholera among troops 26. No fresh cases during week. Prices rising. *Makka* crop slightly damaged.
Goona	2·70	Break much wanted. Health good.
Agar	8·86	Health and prospects good.
Sehore	9·91	Break badly wanted. *Jowari* and *makka* crops injured in most places. Solitary cases of cholera in Bhopal territory; otherwise health good.
Nowgong	·55	Weather cloudy. Cholera in parts. Prices steady.
Bhopawar	2·26	Prospects of *kharif* crop bad. Prices slightly rising. A few cases of cholera at Dhar, Bagode, and Ranapur.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana—(Aug. 31st)		
Abu (Aug. 31st)	11·69	Break needed. Weather cloudy.
Sirohi („ 28th)	2·92	Tanks fairly full; wells good. Health good. Crops good. Weather overcast.
Marwar („ 27th)	1·72	Three months' water-supply brought into Jodhpore city tanks. Cholera still prevails. Crops doing well, where rains have been sufficient. Weather cloudy. Markets easy. Prices slightly falling.
Meywar („ „)	5·35	Water in tanks and wells increasing. Crops fair. Health fair. Diarrhœa rather prevalent. Prices stationary. Weather rainy.
Pertabgurh („ „)	7·22	Health good. Prices steady. Weather cloudy.
Harowti („ „)	Deoli, 8·70; Tonk, 9·13; Shahpura, 5·94.	Crops suffering. Break very urgently needed. Health good.
Jhallawar („ 28th)	8·29	Floods have caused damage to crops in some districts. Fever and diarrhœa prevail.
Ajmere („ 30th)	Average throughout 3·42	Crops in danger from excessive rain. Cholera still lingering in Ajmere district and Merwara. Prices slightly falling.
Jeypore („ „)	. . . . .	Much damage done by excessive rain. Prices rising.
Kerowlee („ 27th)	4·15	Tanks and wells full. Crops suffering. Break wanted. Cholera continues. Small-pox among cattle. Prices rising.
Dholepore („ „)	Average 2·13	Tanks and wells full. Crops injured by rain. Cholera still lingering at Kari. Prices stationary. Weather seasonable.
Bhurtpore („ 30th)	3·00	Health good. Prices rising.
Ulwar („ „)	Average 1·51	Crops much injured. Health good. Cholera subsiding in city, but increasing in district. Break in rain much required.
Kotah („ 27th)	13·52	Crops suffering from excessive rain. Health good. Weather cloudy.
Kherwara („ 28th)	3·40	Tanks and wells slightly risen. Crops fair. Diarrhœa and dysentery prevalent. Weather rainy and cloudy.
Bickanir („ 27th)	·50; report for two weeks, heavy rain in some districts.	Tanks and wells full. Prospects good. Health good. Prices stationary. Weather cloudy.
Nepal—(Aug. 26th)		
Katmandu (Aug. 25th)	1·67	Weather sultry. Prospects fair.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XVII of 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 31st July, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 30th July, 1887. Total.	Per mile open.	Total Receipts from 1st April to 31st July, 1886. Total.	Per mile open per week.	Total Receipts from 1st April to 30th July, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
	Lines worked by Guaranteed Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
13th August, 1887	Oudh and Rohilkhand	680	99,249	146	686	87,216	127	24,45,268	206	22,70,413	191	...	1,74,855
13th ditto	Madras	801	1,60,078	194	831	1,57,731	190	26,76,390	178	27,54,910	192	78,520	...
6th ditto	South Indian	654	1,00,586	154	654	92,742	142	17,78,575	156	17,63,555	156	...	15,020
13th ditto	Great Indian Peninsula	1,497	5,24,902	351	1,496	4,23,898	283	1,45,38,043	557	1,56,47,216	605	11,09,173	...
13th ditto	Bombay, Baroda and Central India	461	1,77,863	386	461	1,13,000	245	52,35,578	652	47,80,063	600	...	4,55,515
	TOTAL	4,153	10,69,278	257	4,128	8,74,587	212	2,66,73,854	368	2,72,16,157	381	5,42,303	...
	State Lines worked by Guaranteed Companies.												
20th August, 1887	East Indian	1,515	7,21,762	476	1,519	7,13,455	470	1,61,33,049	611	1,56,80,731	597	...	4,52,318
20th ditto	Patna-Gya	57	9,703	170	57	8,783	154	1,03,748	165	1,55,215	157	...	8,533
20th ditto	Dildarnagar-Ghazipur	12	722	60	12	845	70	20,614	98	17,732	85	...	2,882
20th ditto	Sindia	75	7,056	94	75	5,289	71	1,24,503	95	1,43,038	110	18,535	...
13th ditto	Rajputana-Malwa (*a*)	1,664	2,85,020	171	1,664	2,07,000	124	64,74,889	223	57,25,300	199	...	7,49,589
6th ditto	Bengal-Nagpur (late Nagpur-Chhattisgarh)	149	9,540	64	149	6,346	43	5,50,019	212	5,26,525	204	...	23,494
13th ditto	Southern Mahratta	315	32,029	102	(*b*)764	50,703	66	6,02,079	110	10,62,931	82	4,60,252	...
20th ditto	Indian Midland	42	1,250	30	42	1,550	37	3,5437	44	61,015	84	28,578	...
13th ditto	Lucknow-Sitapur-Sihramau	...	...	...	85	2,588	30	...	...	69,096	49	69,096	...
	TOTAL	3,829	10,67,088	279	4,307	9,96,559	228	2,41,01,938	361	2,34,41,583	309	...	6,60,355
	State Lines worked by Government.												
13th August, 1887	Eastern Bengal (*c*)	606	1,30,864	216	645	2,07,670	322	23,57,240	223	24,11,998	216	54,758	...
13th ditto	Nalhati	27	1,387	51	27	1,642	61	30,790	65	32,762	70	1,972	...
13th ditto	Tirhoot	240	26,059	108	249	20,879	108	5,73,249	134	5,95,503	138	22,254	...
13th ditto	Wardha Coal	45	4,295	95	45	6,781	151	2,38,039	304	2,57,071	330	18,432	...
13th ditto	Burma	327	32,013	98	327	50,453	154	7,52,840	132	10,01,899	177	2,49,059	...
6th ditto	Cherra-Companyganj	7	53	8	7	23	3	(*d*) 148	5	708	6	560	...
6th ditto	North-Western (*e*)	1,885	4,57,422	243	2,094	3,49,914	107	89,02,951	271	73,04,361	202	...	15,98,590
20th ditto	Bareilly-Pilibheet	30	1,122	31	36	906	27	35,957	57	31,595	51	...	4,302
13th ditto	Jorhat	20	1,063	41	20	1,423	55	11,890	20	16,967	38	5,071	...
6th ditto	Bilaspur-Etawa (Katni-Umaria Section)	...	...	...	37	1,398	38	...	...	24,396	38	24,396	...
13th ditto	TOTAL	3,205	6,54,878	204	3,493	6,47,149	185	1,29,03,710	231	1,16,77,260	193	...	12,26,450
	GRAND TOTAL (GUARANTEED AND STATE)	11,187	27,91,244	250	11,988	25,18,295	210	6,36,79,502	326	6,23,35,000	301	...	13,44,502
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	3,03,07,097	155	(*f*)2,94,92,124	142	...	...
	NET RECEIPTS	...	...	...	...	...	...	3,33,72,405	171	3,28,42,876	159	...	5,29,529
	Assisted Companies.												
13th August, 1887	Bengal Central	125	8,288	66	125	10,180	81	2,15,766	99	2,09,665	97	...	6,101
13th ditto	Rohilkhand-Kumaon	67	5,930	89	67	7,029	105	1,21,146	104	1,21,932	105	786	...
30th July, 1887	Dibru-Sadiya (late Assam)	78	6,041	77	78	8,495	109	1,14,139	84	1,46,873	109	32,734	...
6 August, 1887	Bengal and North-Western	303	29,483	97	376	26,130	69	7,56,538	143	7,74,255	119	17,717	...
20th ditto	Tarakessur	22	3,289	149	22	4,183	190	92,608	241	94,484	248	1,876	...
	TOTAL	595	53,037	89	668	56,017	84	13,00,197	125	13,47,209	117	47,012	...
	Native States.												
13th August, 1887	Bhavnagar-Gondal	193	11,053	57	193	10,061	52	4,00,958	119	4,07,769	122	6,811	...
13th ditto	Jodhpore	64	3,487	54	124	6,500	52	67,474	00	1,23,409	58	55,935	...
13th ditto	Nizam's	208	29,250	141	208	24,123	116	4,45,407	123	5,37,682	150	92,275	...
13th ditto	Mysore	140	7,872	56	140	9,658	69	1,49,522	61	1,07,150	69	17,628	...
13th ditto	Morvi	24	306	13	68	1,769	26	18,273	44	58,534	50	40,261	...
	TOTAL	629	51,974	83	733	52,111	71	10,81,634	99	12,94,544	102	2,12,910	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla, and Assam-Behar State Railways.
(*d*) Total Receipts from 1st to 31st July, 1886.
(*e*) Includes the Amritsar-Pathankot and Rajpura-Patiala Railways.
(*f*) Calculated on percentage used for the corresponding period of 1886.

SIMLA,
The 1st September, 1887.

JAMES RAMSAY,
Offg. Under-Secretary.

C

SUPPLEMENT TO

The Gazette of India.

No. 37.} CALCUTTA, SATURDAY, SEPTEMBER 10, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

RAILWAY TO ASSAM.

No. 868 R.C., dated Simla, the 25th August, 1887.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Resolution of the Government of India, Public Works Department, No. 59 R. C., dated 24th January 1884, with enclosures.

Resolution of the Government of India, Public Works Department, No. 433 R. C., dated 30th May 1884.

Resolution of the Government of India, Public Works Department, No. 949 R. C., dated 22nd October 1884.

RESOLUTION.—In the first of the Resolutions quoted above it was briefly explained that, in consequence of the unsatisfactory results of the investigation in 1881-82 of the project for continuing the Dacca-Mymensing Railway to the valley of the Brahmaputra near Gauhati, it had been determined, at the suggestion of the Chief Commissioner of Assam (Sir Charles Elliott) to look for a route into Upper Assam through the North Cachar Hills, which might be combined with a line from Cachar to Chittagong, comprising a branch to the Megna for access to Calcutta. The results of surveys and reconnaissances consequently undertaken in the cold season of 1882-83 by the Engineer-in-

Chief, Mr. J. W. Buyers, were stated to be that "a practicable route can be found across the North Cachar Hills into Assam; and there appears little reason to doubt that a railway following this route, and serving, as it would, the important districts of Sylhet and Cachar, has enormous advantages over a railway simply running down the valley of the Brahmaputra, parallel throughout its length to a navigable river, and commanding only a narrow tract of country." The estimated cost of the project was found to be moderate, the gradients through the hills easy, and the financial prospects, on the whole, favourable, but it was pointed out that no reliable judgment could be formed upon these points until detailed surveys and estimates had been prepared, and the prospects of traffic more closely examined.

2. The second Resolution quoted above made public a report by Mr. Molesworth, the Consulting Engineer to the Government of India for State Railways, on his examination of the projected line through the North Cachar Hills, and of the branch from Lumding, at their northern outlet, to Gauhati on the Brahmaputra. His opinion entirely confirmed the previous reports as to the route obtainable through the hills, which he described as a good "locomotive line, with gradients of about 1 in 70." On the general question, he remarked that—

> It is difficult to overrate the importance of this line to Assam in a strategical, political, administrative point of view. The whole line between Silchar and Golaghat is, however, virgin forest, and the population practically *nil*. But there are rich tracts of land suitable for tea along the line of railway, which would be eagerly taken up if a railway were constructed, especially in the Dimapur Valley, and such a line would undoubtedly revolutionise Upper Assam. As a direct route to Calcutta, such a line would possess many advantages compared with the route *viâ* Dhubri. * *

The third Resolution contained the report on surveys in 1883-84, with the views of the Chief Commissioner (Sir Charles Elliott), in para. 9 of which he expressed concurrence with the Engineer-in-Chief (Mr. Buyers) in preferring the Dimapur Valley route to one parallel to the Brahmaputra River.

3. In consequence of the favourable prospects thus continuously held out, and also owing to the impossibility of connecting Mymensing with Sylhet and Cachar by a direct line, the surveys and other investigations for the line connecting Cachar and Chittagong, with branch to the Megna, have been prosecuted without interruption up to their completion in March last, and the Government of India are now in a position to state, for general information, the final aspects of the project, and to append to this Resolution several interesting and valuable documents in illustration of it.

4. *Chittagong to Comilla*, 96½ miles, with branch from Laksham to Chandpur, 32 miles. Daoodkhandi was originally designated as the terminus of this Branch, but Chandpur was found to be a better port, and also within six hours' easy steaming of the terminus of the Eastern Bengal Railway. Naraingunj is within four hours of it. No further operations on this section have taken place since the project was submitted by the Bengal Government in 1883, and published with the Resolution No. 59 R. C. of 24th January 1884. In March last that Government were requested to state whether they still held the opinions as to the traffic and remunerativeness expressed in 1883. Their reply (enclosure No. 14) is to the effect that the estimate of cost will probably be found susceptible of reduction, from various causes, but that little reliance can be placed on estimates of traffic, and therefore Sir R. Thompson is disposed to give a less confident answer as to the particular rate of interest which may be expected. At the same time, His Honor "maintains unchanged the opinion that this railway is second to none in Bengal in importance, and that there is every prospect of its proving to be very remunerative." In support of this view is adduced the extraordinary development of the trade of the port of Chittagong, from Rs. 40,68,429 in 1876-77 to Rs. 2,30,87,811 in 1885-86, with even higher years in the interim, notwithstanding deficient means of communication with both the interior and the sea.

5. *Comilla to Badarpur*, 157 miles.—Badarpur is 18 miles from Silchar, but has been selected, after prolonged investigations, as the best point for the main line to cross the Surma River and enter the North Cachar Hills. The town of Silchar, consequently, cannot be reached by railway except by means of a branch which, in consequence of the number of large streams to be crossed, will cost the high figure of Rs. 1,05,603 per mile. The necessity for constructing this branch, at least at the outset, will be a matter for consideration whenever the main project comes to be actually taken in hand. At the same time, and possibly in precedence of it, will come forward the two short branches, to the Megna near Bhairab Bazar, and to Fenchuganj, which are noticed in Mr. Buyers' final report (enclosure No. 7).

Regarding the alignment of this section, Mr. Buyers explains that it has been a good deal determined by the necessity of avoiding formidable streams and inundated ground on the one hand, and the Tipperah and Lushai Hills, on the other.

6. *Badarpur to Lumding*, 115½ miles.—The alignment of this section, lying entirely in the North Cachar Hills, between the Cachar District and the Dhansiri Valley of Upper Assam, has been worked out with remarkable perseverance, in the face of extraordinary difficulties. The results have proved highly satisfactory, for it has been established that a line, with a ruling gradient of 1 in 70, is obtainable at a cost which, whether we adopt Mr. Buyers' estimate of 1½ lakhs or Mr. Molesworth's precautionary increase to 1¾ lakhs, cannot be deemed otherwise than moderate. If, however, a gradient of 1 in 40 be accepted in two places, for an aggregate of 6½ miles, a reduction of 28½ lakhs in the entire cost of the section may be secured.

7. *Lumding to Kamarband Ali*, 96½ miles.—This section runs through the Dhansiri or Dimapur Valley, a locality now mostly uninhabited and covered with forest, but believed to have been peopled and cultivated, until devastated by invaders from Upper Burma. Two alignments have been examined. One, keeping to the west of the Dhansiri, passes conveniently the town of Golaghat, but is open to certain engineering objections relating to water-way; the other, crossing the Dhansiri and Daiang rivers over higher ground, unites with the former alignment about 6 miles beyond that town. Mr. Buyers would prefer the latter, but the question is one for further enquiry into the circumstances of the local trade and final decision by the Chief Commissioner.

8. *Kamarband Ali to Makum Junction*, 116½ miles.—This section involves an important alteration in the project. The original intention was that the railway should run from Golaghat to Dibrugarh, and the Resolution No. 59 R. C. of 24th January 1884 proceeds upon that basis. Later investigations, however, established the fact that an alignment keeping closer to the hills, through Jaipur, to Makum Junction, would serve better all local interests, and at the same time avoid crossing several large rivers, and much inundated ground. So expensive would the latter difficulties have proved, that the new alignment is found to cost only 6½ lakhs more, though 25 miles longer.

9. *Lumding to Gauhati*, 110½ miles.—This Branch has from the first been contemplated, with the object, not merely of opening up the valley of the Kopili and Kalong rivers and affording facilities to such cultivation as they now contain, but, of providing cross communication between the Dhansiri or Dimapur Valley and the Brahmaputra, and ready access to the former for the coolies who pass between Behar and Assam.

10. *Total lengths and cost.*—Particulars of these will be found in the abstract estimates appended to Mr. Buyers' general report (enclosure No. 8), but after applying the necessary corrections for the amendments of last season,

and Mr. Molesworth's precautionary enhancement of the mileage rate in the North Cachar Hills, the figures may be stated as under :—

	Miles	Rate per mile.	Cost.
		Rs	Rs. Lakhs.
Chittagong to Badarpur	253¾	80,522	204
Laksham-Chandpur Branch	32	84,072	27
Badarpur to Lumding	115½	1,75,000	202
Lumding to Makum	213¼	67,505	144
Gauhati Branch	110½	76,005	84
Total (ruling grade 1 in 70)	724	...	661
Deduction if exceptional gradient of 1 in 40 be introduced.	...	...	28½
Total with exceptional gradient of 1 in 40	...	...	632½
Silchar Branch when required	18	1,05,603	19
	712	...	651½

These results contrast very favourably with those put forward preliminarily in the Resolution No. 59 of January 24, 1884, considering that, although the main line goes 25 miles farther east, the final excess is only about 6 miles in length and 5 lakhs in cost. The estimates have been examined by Mr. Molesworth, the Consulting Engineer to the Government of India, whose notes are appended. It must, however, be distinctly understood that they are subject to the farther detailed scrutiny which would precede actual operations, and to revision in accordance with the prices of iron and steel, and the rates of exchange, which might prevail when outlay commenced. The Government of India can undertake no responsibility in respect of them.

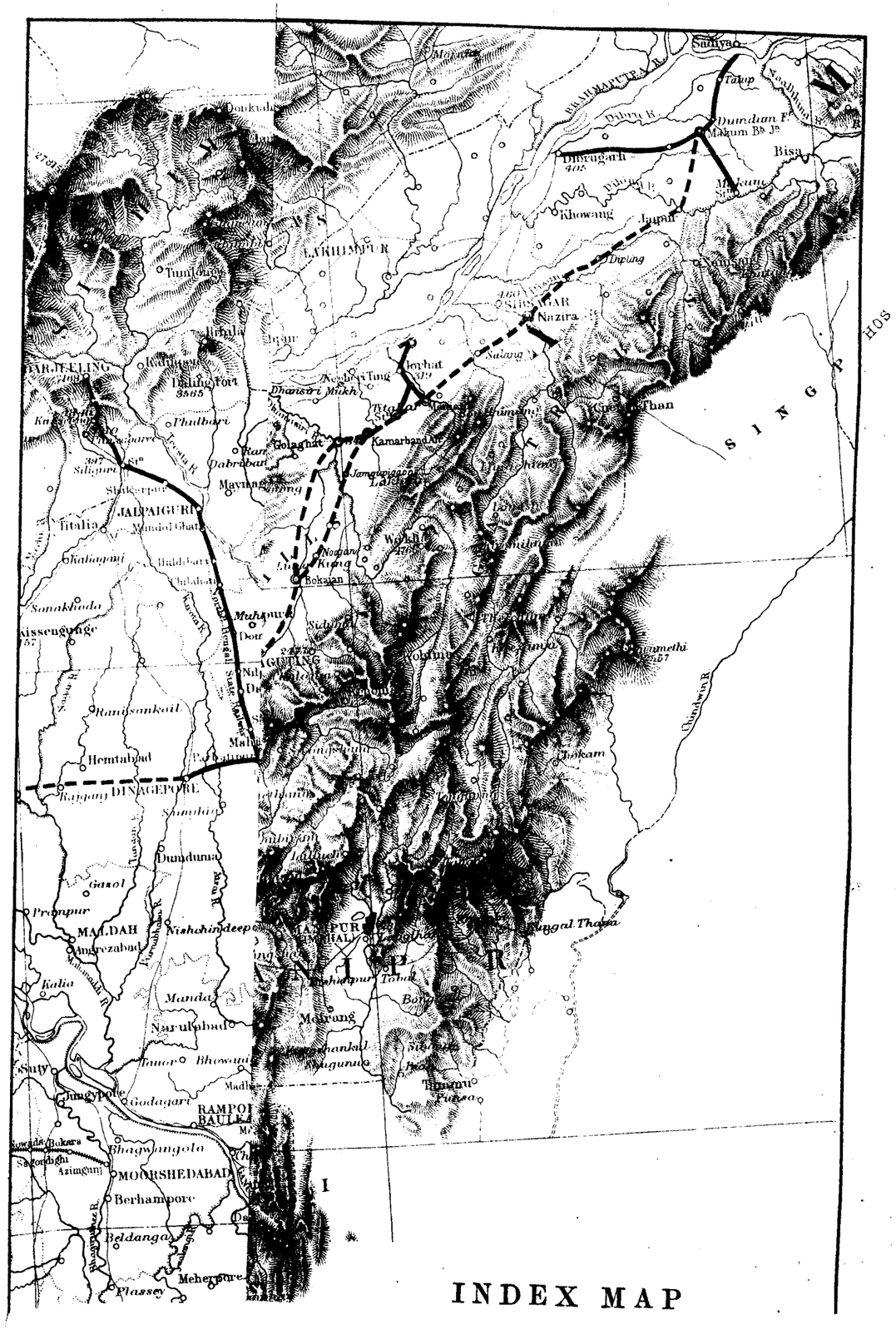
11. *Traffic and remunerativeness.*—The calculations of net returns put forward in the Resolution No. 59 are specified in the margin and comprised allowance for cheap working by the use of Makum coal. The further discussions which will be found in the reports do not seem to have thrown much new light upon the question, owing to the absence of trade statistics for the populated tracts and the impossibility of estimating the effect of railway facilities upon the course of existing trade and the capacity of the country for development. The Government of India concurs with His Honor the Lieutenant Governor of Bengal in receiving all such estimates with caution, and must leave private enterprise to form its own judgment of the undertaking upon such data as it may deem to be reliable.

	Per cent.
Chittagong to Comilla and Chandpur	8·5
Comilla to Badarpur	7·85
Badarpur to Dibrugurh and Gauhati	2·74
Mean on whole undertaking	5·38

12. Fully as the Government of India recognise the importance of opening up by railway the tracts of Eastern Bengal and Assam now in question, they are not in a financial position which would justify the offer of a guarantee for a purely commercial railway, and must therefore adhere to the decision of January 1883, by which the project was classed in "Schedule B," and can receive no aid from the State beyond such as is comprised in a concession under what are known as "Bengal and North-Western Railway terms." The Government of India also consider that the entire project should be taken up by one Company or Administration.

Vide Report of the Parliamentary Committee of 1884 on East India Railway communications, page 530.

13. *General remarks.*—The grounds upon which the route which passes from Sylhet and Cachar through the North Cachar Hills was originally selected for the opening out of Upper Assam, in preference to one simply running down the Brahmaputra Valley, have been briefly stated in the opening paragraphs of this Resolution, and will be found at greater length in the documents appended to the previous Resolutions quoted in the heading. Subsequent examination (see Resolution No. 949 R. C., dated 22nd October 1884), has demonstrated the unsuitability for a railway of the country lying along the Brahmaputra to the north of the Meikur Hills, between Joklabundha and the mouth of the Dhan-



INDEX MAP

BENGAL-ASSAM RAILWAY

To accompany Govt. of India P. W. D. Resolution
No. 868 R. C., dated 25th August 1887.

Scale 1 Inch = 32 Miles.

REFERENCE.

Bengal-Assam Lines.....

Other Lines.....

Printed from a transfer in Zinc in the Photo Office of the Survey of India Department. September 1887.

siri. The question is thus narrowed to that of whether it would be desirable to forego the connection of Sylhet and Cachar with Upper Assam through the North Cachar Hills, *i.e.*, the Badarpur-Lumding Section of the present project, and to substitute for it an extension of the Lumding-Gauhati Branch from the latter place to Fakirgunj opposite Dhubri. The length and cost of the former are 118 miles and about 164 lakhs; those of the latter, 122 miles and about 109 lakhs. The Officiating Chief Commissioner of Assam, Mr. W. E. Ward, who is understood to advocate the Fakirgunj alternative, has stated his views fully in enclosure No. 4 to this Resolution. Whether tea can be conveyed to Calcutta a few annas cheaper by the Fakirgunj or the Chandpur route, and how far steamers will be utilized in the former, are questions which depend upon competition and various other circumstances which it is difficult to appraise. The Government of India, however, cannot consider the matter upon the comparatively narrow basis of the cost of export of a single not very bulky, though highly important, article; they must look at the immigration, planting and commercial interests as a whole. From this point of view, they cannot but hold that it is better to confer the benefits of railway communication upon fertile, but now completely landlocked tracts, than upon such as are at present tolerably well served by steamer transport; that it is more prudent to allot rail and steamer to different portions of a developing Province than to bestow both on one alone; and that it is in the best interests of Upper Assam to place it in direct communication with the seaport nearest to it, namely, Chittagong.

14. In conclusion, the Government of India have much pleasure in recognising the care, ability, and perseverance, exhibited, for some five years, in the preparation of this project by Mr. Buyers and his staff, among whom Messrs. H. W. Clift, E. J. Moore, and W. H. P. Sherman may be specially mentioned as distinguished. Messrs. A. R. Lilley and H. T. Gwyther, Executive Engineers, and Sub-Engineer B. A. Maine are also deserving of praise. Messrs. C. J. S Baker, R. L. Campbell and R. T. Denne, Assistant Engineers, did good service.

ORDER.—Ordered, that this Resolution, together with the documents specified below, be communicated to the Government of Bengal and the Chief Commissioner of Assam, and published in the Supplement to the *Gazette of India* for general information.

R. C. B. PEMBERTON, *Colonel, R.E.,*
Secretary.

List of documents.

1.—Index map.
2.—Note by Mr. G. L. Molesworth, Consulting Engineer to the Government of India for State Railways, dated 24th October 1883.
3.—Mr. J. W. Buyers' report on survey operations during 1884-85, dated 16th September 1885.
4.—Note by W. E. Ward, Esq., C.S., Officiating Chief Commissioner of Assam, dated 19th September 1885.
5.—Letter from the Secretary to the Chief Commissioner of Assam, No. 3176, dated 28th September 1886.
6.—Mr. J. W. Buyers' Report on survey operations during 1885-86.
7.—Mr. J. W. Buyers' final Report on the survey of the Bengal-Assam Railway.
8.—Abstract estimates of the Bengal-Assam Railway.
9.—Statement of Imports and Exports of the Assam Valley.
10.—Note by Mr. G. L. Molesworth, dated 16th October 1886.
11.—Extract from Note by Colonel F. S. Stanton, Director General of Railways, dated 18th October 1886.
12.—Letter from Government of India, to Chief Commissioner of Assam, No. 856 R.C., dated 27th October 1886.
13.—Letter from Government of India, to Secretary to Government of Bengal, No. 833 R.C., dated 20th October 1886.
14.—Letter from Government of Bengal, No. 463 R., dated 2nd March 1887.
15.—Mr. J. W. Buyers' supplementary Report, dated 18th February 1887.
16.—Report by Mr. E. J. Moore, Executive Engineer in charge Bengal-Assam Survey, on operations in 1886-87, revised with General Abstract Estimate.
17.—Note by Mr. G. L. Molesworth, dated 27th May 1887.
18.—Note by Mr. G. L. Molesworth, dated 17th August 1887.

Enclosure No. 2 to P. W. D. Resolution No. 868 R. C. of 1887.

Note by Mr. G. L. MOLESWORTH, Consulting Engineer for Guaranteed Railways, dated 24th October 1883.

The report of Mr. Buyers on the exploration of the North Cachar Hills is very satisfactory; it shews beyond a doubt that these hills may be surmounted at a reasonable elevation about the level of the adjacent plains, and that there are no serious engineering obstacles to the construction of a railway through these hills, which will give a very direct line into Assam. From an exploration of this kind, however, it would be premature to give any decided opinion on the estimate until the detailed survey has been further advanced; there is however sufficient ground for pushing forward with the surveys and sections of the line that has been explored. Two crossings of the river Barak have been suggested—one at Badapur, and the other at Tila; the latter appears to have some advantages in an engineering point of view, but the saving should be very marked to weigh against the shortening of the railway as a through line by the adoption of the Badapur crossing. The advantages of the Telyn Tila crossing appear moreover to be neutralized to a certain extent by the necessity for an expensive crossing of the Jatinga river which the Badapur crossing avoids. I lean therefore to a preference of the Badapur crossing.

After passing through the Cachar Hills, it would be well to consider whether a route which I have roughly indicated in blue on the map might not, with advantage, be taken.

This line would cross the Dhansiri river a little to the north of Dimapur; and if the map be correct, would keep on a water shed avoiding a number of streams which flow from the hills situated on the north-west of Dimapur.

This line would serve impartially both sides of the valley; and, judging by the configuration of the map, this valley must contain excellent sites for tea plantations which would probably be developed by the construction of a railway through the valley.

The railway through the North Cachar Hills for developing Assam appears to me to be far preferable to one following the course of the Bramaputra river to Dubri.

It is evident that the Chittagong and Silchar lines must be made, and that the rich country through which that line is to pass will amply justify its construction irrespective of its being considered a line into Assam. If this line be extended through the Cachar Hills to Dibrugurh, it will open out the heart of Assam, and develope an important coal trade; it will moreover enable the rich districts of Sylhet to pour grain into Assam. Whereas the line from Dibrugurh to Dubri would run parallel to the Sibu, affecting for the most part a district not capable of much development and already provided with means of communication by steamer. The distance of Dibrugurh to the port *viâ* Chittagong would be from 150 to 200 miles less than that *viâ* Dubri to Calcutta, and without break of bulk, whereas the line *viâ* Dubri to Calcutta involves two breaks of bulk.

The British India steamers now make Chittagong their port of call, and by using that port all the difficulties and dangers of the Hooghly would be avoided.

On these grounds I would strongly recommend the active prosecution of the detailed surveys of the line of railway through the North Cachar Hills.

Enclosure No. 3 to P. W. D. Resolution No. 868 R. C. of 1887.

Mr. J. W. BUYERS' report on Survey operations during 1884-85, dated 16th September 1885.

Plans and estimates forwarded with report for season 1884-85.

The plans and estimates, detailed in the forwarding note, and submitted with this report, represent the results of the third year's work in connection with the survey for a railway to connect Assam with the port of Chittagong.

Resumé of operations during season 1882-83.

2. During 1882-83 the survey operations were confined to the section between Chittagong and Silchar, over which a line was located, and to an exploration of the North Cachar Hills.

There was little doubt that a railway could be carried from Chittagong to Cachar without encountering any extraordinary difficulties, but it was not known if it would be possible to extend the line across the North Cachar Hills into the Brahmaputra Valley, and this was the main question which the exploration was intended to decide. Should these hills offer an impracticable barrier, the line from Chittagong would terminate in Cachar in a *cul de sac*, and all hope must be abandoned of giving the Brahmaputra Valley direct railway communication with a seaport of the value of which there could be no doubt.

Other benefits, economical, administrative, and strategical, which it was anticipated would result from the establishment of this connection, combined to render the solution a question of interest and importance.

The exploration was successful in its chief object, for a route was discovered in which the highest elevation was only slightly over 2,000 feet above mean sea level, and by which it was believed the hills could be surmounted with maximum gradients of about 1 in 70 at a cost of Rs. 1,30,000 per mile.

The detailed estimates of the Chittagong-Cachar Section presented the following results:—

Sections.	Length in miles.	Rate per mile.	Amount.
		Rs.	Rs.
Chittagong to Comillah, with branch to Chandpur .	128·5	87,335	1,12,27,801
Comillah to Silchar	174·8	80,425	1,40,58,349
Chittagong to Silchar, with branch	303·3	83,370	2,52,86,150

Work of 1883-84.

3. The question of the feasibility of the extension of the railway through the hills having been so far determined, the season of 1883-84 was chiefly devoted to the survey of the country north of the Cachar Hills, the sections taken in hand being those between the Lumding river and Golaghat on the main line and the same river and Roha on a branch towards Gauhati, but one party was also set to commence a detailed survey on the proposed route through the hills.

The field of operations was limited by the strength of the staff and the difficult nature of the country generally for survey. Between the Lumding and Dimapur, the ground along the projected route was in fact absolutely unknown before the railway survey parties entered the field, and the survey of this section could not be completed during the season.

The results of the season's work were as follows in the way of submitted estimates:—

Sections.	Length in miles.	Rate per mile.	Amount.
		Rs.	Rs.
North Cachar Hills	12·198	1,43,496	17,50,365
Lumding-Dimapur (Dhansiri traverse) . . .	24·56	66,564	16,34,643
Ditto alternative (Diphu „) . . .	21·87	68,685	15,02,152
Dimapur-Golaghat	45·0	65,276	29,37,422
Ditto Jamguri alternative	38·8	65,776	25,52,097
Lumding-Roha	56·715	70,640	40,06,344

A cursory examination was also made of the country between Roha and Gauhati, and in the report the belief was stated that this section of railway can be made for Rs. 68,000 per mile.

Preliminary remarks on work of 1884-85.

4. During the cold season of 1884-85, which now comes under review, the staff was distributed over a length of upwards of 300 miles of country, extending from the south bank of the Barak river in Cachar to Dibrugarh in Upper Assam. The objects in view were the completion of the survey of the plains portion of the main line, both north and south of the North Cachar Hills, and of as much also of the hill section as the difficulty in supplying coolies for jungle-cutting and other purposes, without overtaxing the scanty hill population, would permit, a consideration which, more than any other, has always determined the amount of work which could be undertaken in the hills. To accomplish the work, permission was granted to increase the staff by the entertainment of temporary men, and this was effected greatly through the assistance which was rendered by the Government of Bengal, Public Works Secretariat.

Jatinga valley and approaches from the Chittagong-Cachar line.

5. A strong party was set to work under Mr. Sherman, Executive Engineer, in the Jatinga Valley, and approaches to it from the Chittagong-Cachar line.

As stated in my report on the exploration of the North Cachar Hills during the season of 1882-83, there are two routes by which a railway may enter the Jatinga valley; the one crosses the Barak river at Badarpur, several miles below the confluence of the Jatinga, and admits to the right side of the valley; the other crosses the Barak at Telyn Tila, about two miles above the mouth of the Jatinga, and admits to the left side; and they will, for the purpose of distinction, be styled respectively the Badarpur and Telyn Tila routes.

Two routes available.

Lines have been laid down on the ground on both these routes, to points about 5 miles inside what may be considered as the mouth of the valley.

Lines laid out on both routes.

In the early part of the season much of the land in the open country outside the valley was under rice cultivation, and work was, therefore, commenced from arbitrary points inside the valley where there was no cultivation; this accounts for the chainages on the plans and sections running from north to south, and not in the natural reverse direction as continuations of the Chittagong-Cachar line; but the through mileages from Comillah have been shown, and Mr. Bell's report on the survey between Chittagong and Comillah shows that 96·67 miles must be added to get the through distance from Chittagong.

Reasons for starting work from the Jatinga valley end.

Between the respective zeros and the connections with the Chittagong-Cachar line both lines have been fully located, with curves complete, and from the zeros traverses have been run, and cross sections taken, for a further short distance up the valley to a point where the two lines are connected on the right side, after carrying the Telyn Tila line across the Jatinga river, the reasons for which, having already been fully explained by me, need not be recapitulated.

Estimates are submitted for both lines, and are for the complete sections between their respective connections with the Chittagong-Cachar line and mutual junction.

Estimates submitted for both approaches.

6. The Badarpur line takes off from the Chittagong-Cachar line near mile 157 from Comillah, and crosses the Barak river where a narrow spur of rock, on which is situated a small ruined fort, projects from the south bank, and forms a stable foundation for one of the bridge abutments.

Description of line by Badarpur route.

The river here has a tolerably straight reach, but the north bank is to some extent subject to erosion, as it is composed of an alluvial silt.

The estimate for the bridge is framed on a design, the chief characteristics in which are the employment of steel girders of 250 feet span, supported by steel cylinders, resting on brick wells, which are estimated to be sunk to a depth of 80 feet below the bed of the river.

Bridge across Barak river.

Three spans of 250 feet are provided, giving 750 lineal feet of waterway. The cylinders, two of which form a pier, are 16½ feet in diameter at the bottom, diminishing to 12 feet at the top, and it is intended to fill them with cement concrete. The abutments are of brickwork. High brick piers are considered objectionable, as the country is subject to violent earthquakes.

There has not been time to do more than sketch a general design of the bridge, and in making a finished drawing some modifications may recommend themselves, but these are not likely to be of such a nature as to materially affect the estimates, which, as they stand, show a total cost of Rs. 5,74,872, exclusive of share of establishment.

Large spans are adopted, in order not to interfere with the navigation of the river, and to suit the contour of the section of the bed, the first span clearing a deep channel scoured in front of the spur.

There is a strong element of uncertainty as yet as regards the depth to which it may be necessary to carry the pier foundations, which may affect the bridge estimate: the depth assumed is 80 feet below the ordinary bed of the river, but the borings only got down to a depth of 52 feet, and so far nothing but quicksand was met with. Mr. Sherman was seriously delayed in getting the borings started, owing to the difficulty he experienced in procuring suitable boats to carry the shear-legs and boring tackle; and after getting to the depth named he found that no progress was made, fresh sand blowing into the tubing as fast as it could be cleared out, and at the same time he was troubled by the inefficiency of his tools. The season was by this time so far advanced that it became a question of either stopping work here or of running the risk of not being able to get any borings taken at the Telyn Tila crossing, and he considered it more important to do something there.

A depth of 80 feet below the bed of the river is 65 feet below mean sea level at Chittagong, and it will probably be sufficient, and considerably below any danger of scour, but, if survey operations are continued, I purpose to have the questions thoroughly determined during the next season.

The upper flood level marked on the section is the highest of which there is any record, and occurred more than forty years ago; the high flood of May 1883, which was eighteen inches lower, is also marked. A depth of 18½ feet has been allowed between underside of girders and highest flood level: this is quite sufficient for ordinary country boats, but not for large river steamers; but I have not deemed it necessary to consider these, as they can only get so far up the river during a few months of the year, and the probabilities are that the railway will run them off the course altogether, at least above the point which they can reach all the year round, while at the worst they would have to make Badarpur their terminus, instead of Silchar; at the same time it must be considered that during such extraordinary floods river traffic is practically suspended.

After crossing the Barák, the line runs north, flanked on the east, for a distance of nearly five miles, by a low range of hills. The section here shows a stretch of country liable to heavy inundations from the Barák, but without a word of comment, the effects of these might be considerably exaggerated. The flood must be to a great extent back or still water, which can have little effect on the embankment, the range of hills acting as a breakwater generally: there are in it, however, two or three gaps, through which the water pours, and opposite these bridges are provided, which will probably be sufficient to pass the heaviest flood, but which should be built with pier abutments to permit of ready extension if necessary. Much of the low land is covered with a dense growth of high grass and *ekra*, which must greatly retard any flowing water.

Country north of Barák river as far as Bikrampore.

Near Bikrampore the country rises above the influence of the Barak floods, and it is proposed to place the engine-changing station near mile 166. Were a branch line made from Badarpur to Silchar, there would be, at least, one obvious advantage gained from placing the changing station near Badarpur; but, as the ground there is low, the work would be very costly.

Engine-changing station placed near Bikrampore.

Leaving the changing station, the great mass of hills, which form a continuous range about 100 miles broad, separating the Surma and Brahmaputra valleys is approached, but the Jatinga valley is closed to view by the spurs which here project into the plain, and through which an entrance must be effected. Both steeper gradients and sharper curves are now employed to suit the altered nature of the ground.

Country north of Bikrampore.

The Arang river is crossed near mile 168, with a bridge of three 40-feet spans, and beyond this the line enters a small valley, up which it runs to mile 171, when it curves sharp to the left, and, passing by a tunnel slightly over two hundred yards long through a narrow neck in the intervening range of hills, emerges into the Jatinga valley at a point on the right side about 3½ miles above the gap through which the river issues from the hills into the plains.

Entrance into the Jatinga Valley.

The line has been carried about five miles up the valley above this point, skirting the side of the hills. The work is of the character to be expected in such a country, that is, a succession of banks and cuttings with retaining walls in places. A short tunnel is necessitated by a sharp bend which the valley makes near the point where the Telyn Tila line joins in.

Work in Jatinga valley.

The estimate amounts to Rs. 25,25,486 for a total mileage of 19·789 miles, which gives a mean rate of Rs. 1,27,620 per mile; but this includes the cost of the Barák bridge, amounting, with its proper share of establishment, to Rs. 6,32,359, which should fairly be distributed over a longer section. Exclusive of the Barák bridge, the mean mileage rate is Rs. 95,666.

Estimate for Badarpur approach.

7. The Telyn Tila alternative leaves the Chittagong-Cachar line in the 107th mile, near which it crosses the Gagara river with a bridge of three 100-feet spans.

Description of line by Telyn Tila approach.

The Barák river is reached nearly three miles farther on. A low range of hills, nearly parallel with which the line has for some distance been running, here terminates on the south bank of the Barák in a small detached hill, known as the Telyn Tila, the base of which is washed by the river.

Barák crossing and bridge.

The borings here were more satisfactory than those at Badarpur. Rock is proved to extend for about 200 feet across the channel, and elsewhere the bed appears to be composed of a stiff blue sandy clay: little or no running sand was met with, and the bore-hole at the site of No. 2 pier was put down to a depth of 72 feet below the bed. It is proposed to adopt for the bridge a central span of 250 feet, which clears the deep portion of the channel, with a single span of

150 feet on each side of it. The south abutment and No. 1 pier will be founded on rock, the remaining piers have been estimated to be carried to a depth of 64 feet below the bed.

There can be no question that the river can be more easily bridged here than at Badarpur, and that the waterway required must be considerably less, for the Barák receives a large amount of drainage between the two crossings; but these are not the only considerations to be taken into account, though due weight must be attached to them, when determining the selection of route.

It may be noted that the area of country drained by the Barák cannot be arrived at, as many of its sources lie outside the existing maps.

General character of the country between the Barák and North Cachar Hills.

The country between the Barák and the North Cachar Hills is broken by low detached hills, separated by valleys subject to inundation in very high floods of the Barák and Jatinga: it is not, however, so bad in this respect as the country north of Badarpur, but the section is a rougher one.

Engine-changing station placed near commencement of this alternative line.

There is no ground north of the Barák suitable for an engine-changing station (all ground which might otherwise have been suitable being taken up by tea), and this has therefore been placed south of the river near the beginning of the alternative; the ruling hill gradient of 1 in 70 and sharper curves have been utilised, by which economy has been effected in first cost of construction, but at the expense of what is equivalent to lengthening the hill section in working.

Streams between Barák and North Cachar Hills.

The most important streams between the Barák and the main range of hills are the Badri in mile 175, and the Dulu in mile 177, each crossed by bridges of three 60-feet spans; the former, though comparatively insignificant in itself, acts as a spill channel for the Barák when it is in high flood, and must then discharge a large body of water.

The line may be said to enter the North Cachar Hills proper in the 181st mile near the Marwa tea-garden. The features of the ground, and not the question of waterway, have led to the adoption of a viaduct of five 60-feet spans across a large watercourse, in mile 181.

Work in Jatinga Valley.

For a short distance near mile 182, the line skirts the left bank of the Jatinga, the hills here generally running sharp down to the water's edge; it then curves to the right, and passes by a deep cut, through a narrow depression in the hills, into a subsidiary valley, thus avoiding a long detour which the Jatinga makes, and issues again into the main valley, in mile 184, near the Jatinga valley, or Katlacherra tea-garden. It thence continues for another three miles, along the left side of the valley, and finally crosses in the 187th mile to the right side, and connects with the Badarpur line; this necessitates bridging the Jatinga river, for which 10 spans of 60 feet have been allowed as giving the most economical results.

Bridge across the Jatinga.

As regards the crossing, Mr. Sherman states that both the width of stream and fall are here abnormally great, but that the depth cannot be very much, and that the flood level shown in the section is merely assumed at a very safe height: the left bank is precipitous, and both it and the bed are rocky. This line avoids tunnelling.

Estimate of Telyn Tila approach.

The length of this alternative is 17·928 miles and the total estimated cost Rs. 23,94,401, or Rs. 1,33,556 per mile, of which Rs. 4,05,100 are due to the Barák bridge: without the bridge, the mean cost per mile amounts to Rs. 1,10,961.

I have not been able to go over any of the ground since the lines have been located so that I cannot say if any improvements can be made: in the hill sections no doubt further elaboration would suggest some slight alterations in the alignments, but nothing of such a nature as can materially affect the estimates. Mr. Sherman has taken great pains with the work, and complete trust can, I feel confident, be placed in the accuracy of what he has done.

8. Coming to the question of which line to adopt, the figures already given show a difference in length and cost in favour of the Telyn Tila line of 1·86 miles and Rs. 1,31,085, as under:—

Comparison of two routes.

Designation.	Length in miles.	Total estimated cost.
		Rs.
Badarpur line	19·79	25,25,486
Telyn Tila „	17·93	23,94,401
Difference in favour of Telyn Tila	1·86	1,31,085

Supposing, first, the line to have been made from Chittagong to Silchar, the above difference represents what would have to be paid extra for the adoption of the Badarpur route: the set off against which would be saving of 10·37 miles in the through route to Assam, arrived at thus:—

	Miles.	
Length of Badarpur line		19·79
„ of Telyn Tila „	17·93	30·16
Distance between Badarpur and Telyn Tila connections with Chittagong-Cachar line	12·23	
Difference		10·37

Badarpur approach recommended.

In my opinion it would be worth paying the sum stated simply for such a saving in through distance, but, further than this, I would recommend that the line should not be extended up the Barák Valley above Badarpur, on the grounds that no such amount of extra traffic can be expected from the extension, for a very long time at least, as to justify the great expense. The section between Badarpur and the Gagara river, that is, between the connections, is the most expensive on the whole line between Comillab, if not Chittagong and Silchar, owing to the number of large streams that are crossed, and, according to the estimates of 1882-83, the cost of the 12·23 miles is Rs. 11,72,823, or Rs. 95,866 per mile; if this be added to Rs. 23,94,401, the cost of the Telyn Tila alternative, the total will be Rs. 10,41,738 in excess of that of the direct Badarpur route, or, in other words, this represents the extra expenditure which will be necessary to establish the Telyn Tila route. It may be argued that the extension above Badarpur will eventually have to be made; but this may well be left for time to decide: it appears to me that it will be long before it will pay to make it, and I do not see that the railway is likely to lose any but a very small amount of local traffic from stopping short at Badarpur.

No account has been or need be taken of the short section between the Gagara river or Telyn Tila and Silchar, for whatever route were adopted into the Jatinga Valley, the same reasons would apply for constructing it.

I may remark that I was not prepared to find the Telyn Tila line work out to a higher rate per mile than the Badarpur.

Work at head of Jatinga Valley.

9. A sufficient number of men having been detailed for the survey of the approaches, the remainder of the party was set to work downward, from the watershed at the head of the valley between the Jatinga and the Aboijee.

My preliminary observations indicated that the only portion of the Jatinga Valley in which difficulty might be experienced as regards gradients, was that above the junction of the Kayeng, but that by utilising the Kayeng Valley, more or less to extend the base, a gradient of about 1 in 70 might be secured up to the watershed. It was hoped that the season's work would decide such questions by determining the true difference in distance and level between the two points.

The object proposed was unfortunately not completely attained, owing to heavy rains and sickness after the middle of March, and these two causes combined finally compelled the party to beat a retreat; but the work, so far as it has gone, and further observations, tend to confirm the belief that the gradient of 1 in 70 can be obtained.

A traverse was run for thirteen miles down from the watershed, but, as cross sections have only been taken on the upper six miles, it has only been possible to prepare an estimate for that length on a line laid down on the plan from the cross sections: about five miles remain between the end of the traverse and the Kayeng.

Estimate.

The estimate for the six miles amounts to Rs. 12,33,718, or Rs. 2,05,619 per mile. Formation level has been started at 80 feet below the summit of the watershed, and has been run uniformly down at an incline of 1 in 70, but this of course is liable to alteration hereafter. It is not, however believed that such alteration can greatly affect the estimate, as within the possible margin the character of the hill slope is very uniform. The minimum radius of curvature employed in laying down the line on the plan is 573 feet; a considerable saving in first cost of construction could no doubt be effected by employing curves of 400 feet radius, and when the whole scheme is complete before me, I propose to work this out.

There is little calling for special description.

The side of the range which forms the northern slope of the Jatinga Valley along which the railway is carried, is scored by numberless watercourses, some worn into deep cut chasms, though none in this short upper section bring down any great volume of water, as the summit of the ridge is not distant. The line is a succession of short banks and cuttings, and at two points it is carried by tunnels through the spurs: some of the ravines are crossed by viaducts, either because these are most economical, or because the features of the ground leave no room for choice.

Opposite zero the Jatinga is about 500 feet below the line, and it is here a very insignificant stream, only a few feet broad; in its upper course it has a more rapid fall than the railway, so that opposite mile 4½ it is 780 feet beneath the latter; but afer this the fall of

the river becoming comparatively gentle, while that of the railway continues uniform, the difference between the two becomes rapidly diminished.

Work of No. 2 party in northern section of the hills.

10. No. 2 Party was engaged under Mr. Moore in the northern section of the hills in connecting the previous year's work with the point near the Lumding river where the Gauhati line branches off. Last year estimates were submitted for a section of 12 miles extending from the watershed which separates the Mahur and Mupa Valley to the Langting river. The present estimates are for an additional length of nearly 22 miles, which completes the hill work north of the Mahur.

Estimates.

The totals of the two estimates are shown in the subjoined table:—

Sections.	Miles.	Rate per mile.	Amount.
		Rs.	Rs.
1884-85.			
Mahur to Langting	12·198	1,43,496	17,50,365
1885-86.			
Langting to Lumding	21·830	88,498	19,31,923
Total Mahur to Lumding .	34·028	1,08,213	36,82,288

Preliminary and detailed estimates compared.

The following table shows how these estimates compare with the preliminary estimates given in the report on the exploration of the North Cachar Hills after reduction to corresponding sections:—

Sections.	Preliminary estimates, 1882-83.			Detailed estimates, 1884-85 and 1885-86.		
	Miles.	Rate per mile.	Amount.	Miles.	Rate per mile.	Amount.
		Rs.	Rs.		Rs.	Rs.
Mahur Mupa watershed to head of Dijakho	5·5	1,80,000	9,90,000	6·648	1,80,552	12,00,314
Head of Dijakho to watershed above Gireso at head of Langladisa	18·0	1,00,000	18,00,000	14·48	1,10,580	16,01,204
Head of Langladisa to zero near the Lumding	10·0	80,000	8,00,000	12·90	68,277	8,80,770
Total .	33·5	1,07,164	35,90,000	34·028	1,08,213	36,82,288

Line laid down on plan from cross sections.

The line on which the estimates are based has been laid down on the plan from the cross sections, and the chainage is carried on in continuation of the previous season's work, zero being on the watershed between the Mahur and Mupa valleys.

There is not much calling for special comment.

Description.
Large bridges.

The Langting and the Lumding are the only streams of any importance, and they are bridged with four 60 and three 60-feet spans respectively.

Stations.

Provision has been made for a station at mile 13 on the north bank of the Langting in place of at mile 10½, where it was placed last year; this does away with the difficulty about water-supply. Other two stations have been placed between this and the junction station, one at the head of the Langladisa in mile 23, and the other about two miles above its mouth at mile 31. The choice of position is restricted by the nature of the ground; a better distribution could have been got had there been suitable ground south of the Langladisa watershed.

Langting station to Lamong.

Shortly after leaving the Langting station, the line turns out of the Langting valley, and ascends a small side valley, the head of which it cuts through in the 16th mile at its lowest point and thence it has a fall of one mile to the Lamong, a small stream which drains into the Langting: the line thus crosses the ridge which divides the Lamong from the Langting, but to carry it round by the mouth of the Lamong would add about four miles to the length.

Lamong to Langladisa watershed.

Between the Lamong, which is crossed in the 17th mile, and the watershed at the head of the Langladisa at mile 21, there are three low depressions in the spurs thrown out from the water-shed, respectively at chains 965, 1,011, and 1,061, which may be considered obligatory points: the line rises up to the second from the Lamong with an uniform gradient of 1 in 70 for 185½ chains, but above this the inclines become easier.

Difficulty in choice of alignment.

The determination of the best alignment between the Langting crossing and the Langladisa was a task of considerable difficulty from the variety of routes which appeared to offer themselves, and required very careful examination: that adopted is very direct, while it is also believed to be the best that can be had.

The plan shows various trial lines which have been run, and it may be here remarked that the season's trial lines and cross sections aggregate 143 miles, all in jungle, which had to be cut.

Langladisa Valley.

After crossing the watershed, the alignment follows the Langladisa valley throughout until it becomes connected with the Lumding: the ground becomes very much easier, and there is only one point in the whole length of 12 miles, where the inclination of the valley necessitates the adoption, for 35 chains, of the ruling gradient of 1 in 70.

The Langladisa is quite an insignificant stream, only carrying water in the upper half of its course during the rainy season. The valley, nowhere very broad, contracts in a few places into narrow but easy gorges, and its course being very direct, leaves nothing to be desired.

Formation has been kept about 20 feet above the bed of the stream in the upper portion of the valley and 25 feet in the lower.

Connection with zero at Lumding and position of junction station.

This section of the survey is connected with zero of the survey of 1883-84 towards Gauháti, but it is proposed to place the junction station about three miles to the east, where a very good site exists is an open plateau, with a plentiful supply of good water close at hand.

Questions affecting choice of junction station site.

There is a certain objection in not having the junction station immediately opposite the mouth of the Langladisa valley in that, by moving it east, the length of the Gauháti Branch is increased; but the counter objections are that the ground opposite the Langladisa is broken and covered with forest, probably, not so healthy, and that the water-supply would be a greater difficulty: this station must develope into a place of considerable importance, and a large staff will be located at it. It is, therefore, worth making the one sacrifice for the advantages which the site selected offers.

Provision made for a double line of rails between zero and junction station.

Provision has been made in the Lumding-Golághát estimates for a double line between this zero and the junction site, though, when the final alignment comes to be made, it may be found better to keep the main line and the branch distinct either by crossing the Lumding somewhat higher up, or, if the present crossing be adhered to, by curving off immediately afterwards sharp to the east.

No curve of less radius than 573 feet has been introduced.

Work between Lumding and connection with Golághát-Dibrugarh traverse.

Survey between Lumding and Dimapur finished during season.

11. It has been noted that the survey between the Lumding and Dimapur was not completed during the season of 1883-84, owing to the difficulties which were encountered, in fact, the traverses which were run barely extended halfway from Dimapur to the Lumding junction. During the past season the survey has been completed. Work was started from the Lumding end.

Portion of Gauháti branch altered.

It was found that a better alignment could be got by altering the first 66 chains of the Gauháti Branch laid out in 1883-84, but the new zero is immediately opposite the old one, and the alteration is shown on the plan and section. The distance from this zero to Dimapur is 47 miles.

Alternative north of Dimapur.

North of Dimapur, an alternative line has been run between the Dhansiri and Daiang rivers, and after crossing the latter, has been carried on to connect with the traverse from Golaghat to Dibrugarh near the Kamarband Ali, about six miles east of Golághát.

Estimate.

The total distance from Lumding zero to the junction with the Golághát-Dibrugarh traverse is 96·643 miles, and the estimates submitted amount to Rs. 67,01,270, giving a mean rate of Rs. 69,340 per mile.

Portion of alignment of 1883-84 retained.

Only 18¾ miles of the alignment of 1883-84 have been retained near Dimapur; the remainder, nearly 78 miles, represents fresh work done during the past season.

Examination of country between the Lumding and Dhansiri rivers.

I devoted several weeks to exploring the country between the Lumding and the Dhansiri rivers, and though, no doubt, some improvements may be possible in the alignment, as it has been laid down on the ground, yet I believe the valleys which have been followed must be adhered to, and that, as these are narrow, any improvements will be simply confined to slight lateral deviations in them.

General description of country.

The country consists of undulating ground and low hills, intersected by valleys, covered with dense forest, and it presents great difficulties to exploration and survey. The map is little or no guide, and, indeed, frequently misleads.

Starting from zero, the line traverses an undulating country between the Lumding and Langpher rivers, until it emerges on a grassy plain or plateau, where the site for the junction station, already referred to, has been fixed at mile 3, just beyond which is a small stream, with a constant plentiful supply of good water, crossed by a 60-feet span.

Zero to junction station.

Between this and the Langpher river, which is crossed in the seventh mile with a bridge of three 100-feet spans, the line encounters a series of low ridges, which run generally at right angles to it, and necessitate a number of curves to avoid heavy earthwork.

Junction station to Langpher river.

Crossing to the north bank of the Langpher, the line then passes into a subsidiary valley, drained by a small stream, known to the Mikirs of the neighbouring hills as the Langsloet, and then up a branch of it, the watershed being crossed a little beyond mile 15, at the lowest point in a ridge, which runs east and west, and which was examined for several miles. It is probable that a somewhat more direct alignment may be got between the junction station and the entrance to the Langsloet valley, without any heavier work: the alignment was fixed as far as the Langpher crossing before it was provided that the Langsloet valley was the best to take beyond; and the shortness of the working season, with an unknown country in front, rendered it unadvisable to spend time in attempting improvements which could, at the best, be but slight. From the watershed the line dips into a valley which, by a circuitous course and through almost impassable swamps, also drains into the Langsloet near mile 12, and, cutting it almost at right angles, ascends to the parting between the drainages into the Langpher and into the Diphu, which it crosses in the eighteenth mile.

Langpher to watershed of Langsloet.

The inclines to these two saddles, with gradients of 1 in 150, entail some rather heavy earthwork, but it is worth incurring some extra expense in the first instance, to maintain the ruling gradient, seeing that there is scarcely another point in the whole Assam valley where any economy worth considering could be effected by departing from it.

The line now descends a very easy valley to the Dilangi, a tributary of the Diphu, which is reached in the 22nd mile. Above this the Dilangi runs through a fine broad valley generally, in which I found traces of old cultivation in the shape of bunds. I spent some days in examining the country between the Dilangi and the Diphu, and though there appeared no great difficulty in the way of surmounting the dividing ridge, no good route could be found further east across the hills between the Diphu and the Dhansiri. I therefore turned my attention north and north-east.

Dilangi valley.

About two miles below the junction of the Dilangi, the Diphu is met by another stream, flowing from the east, known to a few Mikirs, who occasionally venture here for the purposes of hunting and fishing, as the Dharram. The line follows the left bank of the Diphu, and enters the valley of the Dharram in mile 24: it adheres to the main valley to mile 29, and then passes up a tributary, crossing into the Dhansiri drainage at mile 32.

Diphu valley.

The main valley of the Dharram is in places of considerable breadth, but at others is narrowed by spurs, through which the line cuts; the earthwork from the cuttings will be easily disposed of, if not led into bank, and is not so formidable as it looks in the section.

Dharram valley.

At mile 28 the Dharram issues from a large *bil* or *pathar*, much frequented by wild elephants, which extends for some miles, forming a basin for the reception of the water from the surrounding hills. I found that what Mr. Tyndall termed his Diphu traverse ended near the head of this *bil*, about three miles south of the present line, and that he had not nearly reached the Diphu, as he thought he had, between which river and the termination of his line there really exists some very difficult ground.

An improvement can, in my opinion, be made in the present alignment by carrying the line through the *bil*, which can easily be drained, thus avoiding cutting through several spurs and doing away with some small waterways. Mikirs with the party believed that in this *bil*, they recognised a place which they had heard old men describe as having once been cultivated and then abandoned on account of Naga raids. Now that a feeling of security is being established, it is possible that they may find their way back here; as within the last year I have found them coming down on to the Langpher and Langsloet.

An alternative alignment from the Diphu into the Dharram valley has been set out which effects a saving in distance of 1·6 mile between miles 22 and 26, but it involves very heavy earthwork, three bridges, and a tunnel 200 yards long, and is estimated to cost Rs. 76,830 more than the longer line; it is not, therefore, recommended for adoption.

Alternative alignments between Diphu and Dharram valleys.

The new work is connected with the traverse of 1883-84 on the left bank of the Dhansiri, 9¼ miles south of Dimapur. Between mile 32 and this point some small streams, mostly dry when I saw them, are crossed, which, after flowing from north to south, unite to form one stream,

Connection with traverse of 1883-84.

which enters the Dhansiri just above the line, and in the tenth mile from Dimapur. These small streams take their rise in a ridge, 300 to 500 feet high, which runs from east to west, some three miles north of the line. I spent a considerable time in trying to find a more direct route from the Dharram valley to Dimapur, but I found this ridge an impracticable barrier.

Direct line from Dharram valley to Dimapur not found practicable.

The incorrectness of the map, the country never having been thoroughly surveyed, has already been commented on. The Langpher river, for instance, rises close to the Dhansiri, but the ground along its course is so broken and rough and intersected by so many watercourses that the attempt to carry a traverse by it to connect with the termination of that of 1883-84, twenty-five miles from Dimapur, was abandoned.

Reasons for not attempting to take the line along the Langpher to the Dhansiri.

Some alteration has been made in the grading of the 9¾ miles of the line south of Dimapur, as from my examination of the ground it appeared to me that the Dhansiri floods had been taken too low.

Grading of traverse of 1883-84 south of Dimapur slightly altered.

It may be noted that scarcely a vestige of rock is seen between the Lumding and Dimapur save in the beds of some of the small streams.

Nearly 9¼ miles of the traverse of 1883-84 have been retained immediately north of Dimapur; but when the final alignment is undertaken, it will be better to move it somewhat closer to Dimapur and the Dhansiri.

Portion of traverse of 1883-84 north of Dimapur retained, but may be slightly altered.

A little beyond mile 56, on the through mileage from Lumding zero, the new line turns off and crosses the Dhansiri river, with a bridge of three 100-feet spans, near Bokajan, the stream of which name is avoided, as it falls into the Dhansiri above the point shown on the map.

Divergence of new alternative.

Before commencing any alignment between the Dhansiri and Daiang, a series of cuts were made into the forest from the Dhansiri and sectioned, after which the traverse was run so as to keep as nearly as possible to the highest ground. The work is light until the Daiang is reached beyond mile 85, near which the ground becomes somewhat broken. The river is crossed with a bridge of four 100-feet spans. Further examination may find a better crossing somewhat higher up.

Country between Dhansiri and Daiang rivers.

The line here quits the forest, and enters upon an open cultivated country, across which it makes for the Kamarband Ali where it connects with the traverse from Golaghat to Dibrugarh.

Daiang river to Kamarband Ali.

Though the rates of work are necessarily, from the circumstances of the case, high, the mean mileage rate is a moderate one; this is in a considerable measure due to the fact that there are very few large bridges, the Langpher, the Dhansiri, and the Daiang being the only streams of any real importance in the whole length of 96½ miles.

Remark on estimate.

Were the line taken to Golaghat, after crossing the Daiang, about four miles would be added to the length of the through route. The question then is, is it worth incurring all that this involves, in addition to an increased first cost of, say, 2½ lakhs of rupees, for the sake of directly serving Golaghat? It does not seem to me that it is; Golaghat chiefly derives whatever importance it possesses as a trade centre from its being situated on the Dhansiri; but the river traffic can find its way to the Daiang station, so, as far as this is concerned, the railway is not likely to suffer from not being taken through Golaghat. Were it a *sine qud non* that the main line should pass through Golaghat, the new alignment, north of Bokajan, would no longer compare favourably with that of 1883-84, which followed the left bank of the Dhansiri.

Considerations affecting question of taking line through Golaghat.

As they at present stand, the two projects compare as under—

Sections.	Miles.	Total cost. Rs.
Lumding Zero to Kamarband Ali junction by left bank of Dhansiri and Golaghat.	98·29	68,90,662
Ditto by route between Dhansiri and Daiang rivers.	96·64	67,01,270
Difference in favour of latter	1·65	1,89,392

But this difference will more than disappear if four miles be added to the latter for divergence by way of Golaghat.

I recommend, therefore, for adoption the new direct alignment to the Kamarband Ali.

The country between the Dhansiri and the Daiang, for some distance above their confluence, is low and flooded, and any improvement in the crossing of the latter is to be looked for above the crossing adopted, and not lower down, so that any reduction by this route to

Golaghat does not appear possible. As regards serving the Dimapur valley, it does not seem to me that one line has any strong claims to preference over the other.

Mr. Clift, who had charge of the survey, confined his personal attention to the portion between the Lumding and Dimapur, while Mr. Lilley was deputed to do that north of Bokajan. Great credit is due to Mr. Clift for the manner in which he kept to his work, through his zeal to see it through, while he was suffering severely from the effects of the climate.

Golaghat to Dibrugarh.

12. The traverse from Golaghat to Dibrugarh starts from the point on the right bank of the Dhansiri, where the traverse of the former year from Dimapur terminated.

Mr. Tyndall had charge of the work.

Alignment to be altered through Golaghat if this route be adopted.

I do not approve of the alignment through the station of Golaghat, but this was in a measure fixed by the crossing which had been previously taken of the Dhansiri. If the line is brought by the left bank of the Dhansiri, a crossing should be looked for a little lower down the river, which would permit the line being taken immediately north of the station.

Throughout the country traversed above Golaghat is essentially flat, as the sections show.

Golaghat-Nazira section.

For the first 57 miles, until the Dikhu river is reached, the line adheres fairly closely to the Dhodar Ali and, though improvements can be made in the alignment, as have been shown on the plans and index map, there is no doubt that the neighbourhood of this road is the best a line can keep. On this section two considerable streams are crossed, the Disoi in mile 26, and the Jhanzi in mile 42, with bridges of three 100 and four 100-feet spans respectively.

Main considerations affecting alignment.

After fixing the river crossings, the chief points to be considered in making the alignment are, to avoid, as much as possible, damage to villages, to valuable cultivation, and especially to tea.

Nazira-Dibrugarh section.

After crossing the Dikhu river, about two miles below the Assam Tea Company's station of Nazira, the line runs fairly straight for Dibrugarh, the course being, however, slightly affected by considerations already stated, but the work becomes much heavier, for several large rivers are passed, the most important being, in addition to the Dikhu, the Disang and the Dehing, and the country traversed is subject to heavy inundations.

Work heavy on account of the country being subject to inundation.

The three rivers named issue as large streams from the Naga Hills and are bridged with 3, 4, and 8 spans of 100 feet respectively; between them are smaller streams, whose courses are confined to the plains, which take off the surface drainage under ordinary circumstances, but which are swollen by great additions to their volumes when the large rivers overflow their banks, by no means an infrequent occurrence.

The Dehing.

The Dehing especially is a very formidable stream on this line, and puts a wide extent of country, from south of the Diroi to north of the Seesa, under water. For these causes great additions have had to be made to the waterways of the smaller streams, such as the Diroi, the Dimu, and the Sessa, beyond what they would at first sight appear to require, and immediately south of the Dehing two sets of 40-feet flood openings have in addition been allowed, the sections showing that no efficient addition can be made to the waterway by extending the main bridge beyond the natural channel.

There are no means of arriving at the catchment area of the Dehing, but even if these existed, the question of the discharge would scarcely be elucidated, for a fresh element of uncertainty is introduced by the fact, for such it may be considered, as the information has been derived from various sources, that a considerable quantity of the water now passes off by the Noa Dehing (hence I presume its name), which joins the Brahmaputra far up the valley near Sadiya. The truth of this, and the extent to which the Noa Dehing at present acts, and may continue to act, as a spill channel, were questions which none of the party could be deputed to investigate on the spot, as it lay far distant from the scene of operations. But it may be noted that the levels on the section, north of the Dehing at least, refer to a flood which is said to have occurred within the last six years, that is, well within the period since which the Noa Dehing is acknowledged to have come into action.

Discharge of Dehing how obtained.

The discharge of the Dehing at Jaipur, where the river is confined within its banks, has been calculated from the section and an assumed velocity; adding a very moderate amount for the drainage which is received below Jaipur, and allowing a somewhat less velocity for the current, as must be the case, it becomes apparent that the main channel at the lower crossing can barely carry off one-half of the water, in extreme floods; and the remainder must spill over the country, but this spill water cannot move, except in the deep hollows, with any velocity, as the fall is slight, and it must be greatly impeded by the heavy and extensive forests, while it may also be held back if the Brahmaputra happens to be in heavy flood at the same time.

Connection with Assam Trading Company's line at Dibrugarh.

Connection is established with the Assam Trading Company's line a short distance west of the Dibrugarh (Rajabaree) Station. The position of the junction station can be much improved by moving it a few chains farther east.

Estimate for total section.

The length of the traverse is 97·73 miles, and the total estimated cost of Rs. 73,83,338, or Rs. 75·549 per mile.

Estimate divided into two sections.

Divided into two sections, as treated above, the estimates stand as under:—

Sections.	Miles.	Rate per mile. Rs.	Amount. Rs.
Golaghat to near Dikhu river	57·0	63,570	36,23,516
Near Dikhu river to Dibrugarh	40·73	92,311	37,59,882
TOTAL	97·73	75,549	73,83,338

Estimate from Kamarband Ali to Dibrugarh.

If the section between Golaghat and Kamarband Ali be struck out, the mileage and amount columns will be reduced by 6·23 miles and Rs. 3,49,541, and the totals will then be 91·5 miles and Rs. 70,33,797.

Mean height of bank.

In the first section the bank averages 6·3 feet in height and on the second 9 feet.

Dikhu bridge designed to take road traversed.

The bridge over the Dikhu is designed for a combined road and railway bridge on the same level, in order to facilitate communication between the Nazira Railway Station on the left bank of the river and the district and station of Sibsagar on the right bank.

Cheap line only to be obtained by keeping formation low and allowing floods to pass over.

If a cheap line is desired between Dikhu and Dibrugarh, it can only be obtained by allowing the flood-water to pass freely over the line, accepting the inevitable stoppage of traffic which must ensue; but this I cannot recommend, for such a line would fail precisely at the season when it was most wanted to carry tea.

Golaghat-Makum junction.

13. After seeing the country, I am persuaded that it would be a mistake to take the railway direct to Dibrugarh, which, as far as I know, only came to be spoken of as the terminus, because at present it is the place of greatest importance in Upper Assam.

General reasons for recommending this route.

A much easier line can be got by making for Makum junction on the Assam Trading Company's railway thirty-three miles east of Dibrugarh, and this line will both open up and serve the country better, and be more favourably placed for giving access to the Naga Hills and for tapping the coal-fields which lie along their base.

Alignment practically common to either route for first 50 miles.

For the first 50 miles from Golaghat the alignment would be practically the same for either line, but from this point the Makum junction line diverges and crosses the Dikhu river just above Nazira; it then makes for the Rajgurh Ali, which it follows to near the Disang river, crosses the Disang a little below the junction of the Saffrai, and keeps along the right bank until within seven miles of Jaipur; the Dehing is crossed just above the Jaipur bazar, and the line then runs straight, and almost due north, to Makum junction.

General route thereafter of alternative.

It was not possible to run a traverse over the whole of this alternative, but practically the only portion remaining unsurveyed is one of about twenty-five miles along the right bank of the Disang, which is so particularly easy that, after having gone over most of the ground personally, I can give an estimate which cannot be far from the mark. Plans and sections are submitted for the whole line, save these 25 miles between Nazira and Makum junction.

Alternative crossing of Jhanzi river.

In connection with the project a large plan is also submitted containing an alternative crossing of the Jhanzi river, and a survey of the adjacent tea-gardens: the line laid down on it may be adopted with advantage to several gardens, and might even be taken for the Dibrugarh line, though it will add slightly to the length of that.

Rajgurh Ali between the Dikhu and Disang rivers.

Between the Dikhu and the Disang I propose to make use of the Rajgurh Ali for about ten miles. This is an old Assamese embankment, averaging here about twelve feet high, and from 25 to 30 feet broad on the top. The Managers of the Nahorhabi and Lukwa gardens, who have within the last few years reclaimed from the jungle the portion which lies between the Dhodar Ali and the Disang, are perfectly agreeable that it should be taken up for the railway, and, as they are the only interested parties, no objection can be raised in other quarters to my proposal. It is the finest piece of embankment which I have seen in Assam, raised high above floods, thoroughly well consolidated, and laid out in good straight reaches, so that it is very

well adapted for the railway. I propose to give a cart-road alongside, but beyond the foot of the slope on the east side, and the cost of this has been included in the estimate.

Reasons for adoption of route along the right bank of the Disang.

The Dhodar Ali, north of Nazira, keeps between the Disang and Nága Hills until it is within seven miles of Jaipur. The reason for crossing to the right bank of the Disang will at once be apparent from the map: it will be seen that the river, for nearly 30 miles of the proposed railway, intercepts the drainage from the hills, and for this distance it would appear possible to make an alignment, in which not a single opening would be required. This would, of course, involve a certain amount of curving which would remain as a permanent blemish on the line, while it is doubtful if it would effect any economy, even in the first instance. I have, therefore, assumed in the estimate for a line running fairly straight, 24 lineal feet of waterway per mile, and allowed for a bank of an uniform height of five feet.

The section between miles 22 and 24 from Makum junction shows the nature of the work.

The Mamoora Ali.

The Mamoora Ali, near which the line will run, is covered with jungle, with the exception of where there is a narrow foot track along the centre, and, as far as I have seen, the embankment varied from a few inches to about four feet high. In answer to all enquiries, I was assured that the Disang has never been known to flood over the road, and there were no traces of its having done so. In this upper part of its course the banks, wherever I saw them, and more especially the right one, are very high, and I, therefore, believe the information to be correct. The alignment should keep fairly close to the right bank, where the ground is highest, and whence it slopes towards the Diroi, which carries off the surface drainage.

The Rajgarh Ali, north of the Disang.

North of the Disang I believe the Rajgarh Ali is not nearly so fine an embankment as the portion on the south side. I have only seen five miles of it, which have been cleared between the Tinkhan and Joriapokhar gardens; the rest, I was assured, lay buried in jungle, such as I saw the clearance end in. This portion of the road is narrow, traverses ground cut up by a multitude of small watercourses draining into the Diroi, and had evidently been breached in several places; the Mamoora Ali, on the other hand, traverses a perfectly flat country, with scarcely a sign of a watercourse of any kind.

Objections to taking line between the Nága Hills and the Disang.

Were the line taken along the left bank of the Disang, it would have to cross a large number of streams, many of considerable size; but such an alignment, while being very costly, would not also, in my opinion, serve the country so well, inasmuch as it would be too much to one side of the valley, from the greater portion of which it would be isolated for some 30 miles by the Disang river.

Dhodar Ali, neither suited nor available for the railway.

The Chief Commissioner, Mr. Elliott, has recorded his objection to the Dhodar Ali being taken up for the railway. Entirely concurring in his objection, it may be well to add that, so far as I saw the Dhodar Ali north of the Dikhu, it is quite unsuited for the railway, and that it is a mistake to suppose that any economy would be effected by making use of it, were it desired to carry the line east of the Disang. I do not propose to utilise the Mamoora Ali, as it winds about too much, though, as at present it lies buried in jungle, no objection would probably be raised to doing so.

Disang to Jaipur.

Between the Disang and Jaipur some drainage from the Nága Hills is encountered, but nothing of any great consequence.

Dehing river.

Ten spans of 100 feet have been provided for the Dehing, equal to the full width of channel.

About one mile above Jaipur, the river issues from a gorge in the Tippam range, and the crossing selected is between this and the bázár, where the banks are stable and the river cannot alter its course. The highest flood is said never to have quite topped the left bank, on which Jaipur is situated, but the levels would show that the right bank has been topped by a few inches; but this can easily be prevented by making a small bund along the bank of the river between the railway embankment and the hills.

A narrower crossing might be got close up to the gorge, but the water here is deep, and it would be very difficult to found the piers, while they would have to be made very secure to resist the violent action of the water. I understand, too, that the river is sometimes covered with masses of floating timber, so that I prefer to place the bridge some distance below the gorge, where the river is wider and the velocity of the current is much reduced.

Jaipur to Makum junction.

Between Jaipur and Makum junction the line passes entirely through forest, and there is nothing calling for special mention.

Comparison of distances.

The distance between Golághát and Dibrugarh by this route will be about 156 miles, against 98 by the direct route; but, on the other hand, it slightly reduces the through distance to all points above Makum junction.

Estimate for the alternative.

The estimates for the total alternative may be taken as under:—

Sections.	Mile.	Rate per mile.	Amount.
		Rs.	Rs.
Golaghat to Nazira	56·5	63,225	35,72,222
Nazira to Makum junction	66·43	69,495	46,16,521
TOTAL .	122·93	66,613	81,88,743

Thus, this alternative project gives about 25 miles more of railway to construct, but at an increased cost of only Rs. 8,05,405.

Alternative easier to maintain.

It will also be an easier line to maintain, for it is on higher ground, and not liable to be breached by the Dehing; while a minor point in its favour is the existence of natural stone ballast in the upper courses of the Disang and Dehing close to the line.

Opinions regarding the route proposed.

The Deputy Commissioner of Lakhimpur and many tea-planters have expressed their concurrence in my views regarding the superior merits of this route; in fact, I did not meet any one who had anything to urge in favour of the other. One gentleman wrote, urging upon me the claims of the Dhodar Ali as a route between Nazira and Jaipur, using as an argument that the road might be utilised for the railway, but the objections to this need not be reiterated.

Concluding remarks on work above Golághát.

Before quitting the subject, I have only two or three more remarks to make.

Possible insufficiency of waterways allowed for Dehing flood to be provided against.

I think that the waterways allowed to pass the Dehing flood on the Dibrugarh line err, if anything, on the side of being under the mark, and some of the bridges should be built with pier abutments, so that they may be readily extended if necessary.

General designs for large bridges.

The larger bridges of 100-feet span are designed to have the girders supported on brick piers, resting, with one or two slight exceptions, on wells, which, in the absence of borings, are assumed to be carried to a depth of 50 feet below lowest point in bed of stream.

Curves not laid out and traverses worked in sections.

No attempt has been made to lay out any curves, and, on account of the great extent of forest, the traverse was done in sections, the connections between which are sometimes rather acute: the traverses, therefore, are very slightly longer than the final alignments will be. Only 39 miles out of the 98 between Golághát and Dibrugarh are said to be in cultivation, the remainder being waste or forest.

Opinion on the project.

14. My visit to Upper Assam gave me the first opportunity I have had of discussing with any considerable number of tea-planters the question of railway communication with those parts.

As the result of investigation and discussion, the various projects which have been proposed are now practically reduced to two; one offering a connected scheme by which the Brahmaputra valley would be linked, through the North Cachar Hills, with a line from Chittagong to Cachar; the other two totally independent and disconnected lines, confined to the Brahmaputra valley on the one side and Chittagong-Cachar on the other; the former is the scheme which the last two years have been spent in elaborating.

Whichever of these two projects were adopted, the alignment above Golághát would be practically identical, and the men whose gardens lie along this portion of the route should, therefore, be impartial judges, while any consensus of opinion from them must be valuable, as it is from this section that the railway will draw by far the greatest bulk of any traffic which the gardens can give.

Where I have had an opportunity of explaining the subject, the result has been, I think, entire concurrence with my views, and general assent to the expression made by Mr. Phillips of Nazira, that the second project, giving them simply a line to Dhubri, would place them in little better position than they are in now. I have endeavoured to put the position clearly before them, so far as it affected them.

It was agreed at once that those gardens which send their tea direct to London would ship through Chittagong, but a belief was also not infrequently expressed that trade would gradually be diverted to that port; and one of the most influential planters saw no hindrance to the bulk of the tea being shipped through Chittagong, but still sold, without dislocating present arrangements, from samples in Calcutta. But, apart from all this, it was

unhesitatingly granted, that if both routes existed, one *viâ* Chandpur and the other *viâ* Dhubri, offering a choice of communication with Calcutta, the former would be selected. The question was discussed simply on the basis of difference of mileage with equality of mileage rates, one line against the other, not the railway *versus* the river, which is a different question. Whether the railway can compete with the river steamers for the trade with Calcutta (the steamers having no chance with Chittagong) depends greatly upon the rate at which it can afford to carry the tea: if it can afford to carry at such a rate that the total charges do not exceed those by the river, the great saving in time and some minor considerations, such as the trouble and vexation of long carriage to the Brahmaputra, will turn the scale in its favour. That the railway can do this there can be little doubt.

The great majority of the gardens in the Sibsagar District, and a considerable number of those in South Lakhimpur, lie close to it. These probably on an average do not at present pay less than one rupee per maund to get their tea to the river, whereas four annas should suffice to carry it to the railway, and the balance will convey it well on towards Chandpur: taking Nazira as a centre and a rate of one-third pie per maund per mile for the railway carriage, 12 annas would in fact just land it there, so that it is evident a higher rate could, if necessary, be charged.

In the reports on the work of the season 1882-83, I ventured to make an estimate of the probable amount of traffic the railway may expect, and as I can offer nothing better, I shall not cumber this report by going over the ground afresh. The existence of good water-communications, and in parts the absence of reliable data render any estimate little better than pure conjecture. I took what I considered a moderate estimate, and showed from these figures that the scheme, as a whole, should pay 5 per cent. on the capital outlay after deducting 50 per cent. for working expenses.

Manner in which the lines are shown on the index map.

15. On the index map the line which is recommended for adoption following the traverses described is shown by a full red line. The dotted red lines indicate improvements which can be made in the final alignment, the blue lines represent alternatives which have been surveyed, and the black lines the portions which have been examined, but not yet surveyed, and which consist of about fifty-eight miles in the North Cachar Hills, fifty-two miles between Gauháti and Roha, and twenty-five miles on the right bank of the Disang.

Proposed work during cold weather of 1885-86.

While writing this report I have received intimation that the Government of India desire that the surveys may be entirely completed during the coming cold weather. If the staff be maintained at its present strength, I have no doubt this can be accomplished. It will be necessary to put three parties into the North Cachar Hills, and this has already been approved of. A fourth weak party will be available for the Gauháti-Roha Section, and as it will not have enough to employ it during the whole of the season, I propose also to give it the short length along the right bank of the Disang to do. This is a very easy section, and I should not have thought of doing it if the survey of the Gauháti-Roha Section had not been required. The detailed survey will, however, be somewhat useful, as it will fill up an existing gap and enable complete plans for the project being submitted.

Concluding remarks.

16. In conclusion, I have to express my thorough appreciation of the manner in which the various members of the staff have worked, and I trust the results will be considered satisfactory. Mr. Soppitt, as usual, gave the greatest assistance in the North Cachar Hills in the way of furnishing coolies and supplies, and the Deputy Commissioners of the Nágn Hills and of Nowgong rendered valuable aid to the work in the Dimapur valley.

Enclosure No. 4 to P. W. D. Resolution No. 868 R. C. of 1887.

Note by W. E. Ward, Esq., C.S., Officiating Chief Commissioner of Assam,— dated 19th September 1885.

This report may be at once sent on to the Government of India, who, I hope, will sanction the completion of the survey this next cold season.

2. I agree with all Mr. Buyers' proposals as to the alignment from Badarpur to Dibrugarh, though I should prefer to see the line pass through Silchar. I hope shortly to see an accelerated daily steamer service established between Narainganj and Silchar. Obstacles in the river which cannot be removed except at great expense prevent the steamers from going right up to Silchar in the dry season, and it will probably be necessary to make Karimganj the terminus for five months in the year. In order, therefore, to connect Silchar with Calcutta a tramway from Karimganj to Silchar will probably be required if these two stations are not connected by the railway.

3. In paragraph 14 the Engineer-in-Chief discusses the relative merits of two schemes, *viz.*, (1) that of two disconnected lines, one in the Assam Valley, and the other in the Surma Valley, and (2) that of connecting these two lines by a section through the North Cachar Hills. Upon this question I have read with interest Mr. Buyers' report of the survey operations of the year 1883-84 (No. 1527, dated the 31st July 1884), but neither here nor elsewhere have I found any reply to my arguments against what I may call the North Cachar connection scheme as contained in my note of the 29th August 1883, which was forwarded to the Government of India with Mr. Buyers' report on the survey operations of 1882-83. Those arguments simply amounted to this:—There can be no reasonable doubt that the Surma Valley or Cachar-Comilla-Chandpur line would pay a fair rate of interest to Government or to any Company who chose to take it up. On the other hand, an Assam Valley line from Dibrugarh to Gauhati or Dhubri would probably not for some years yield a sufficiently remunerative interest on its capital expenditure, in whatever direction that line be taken, whether along the Trunk Road, or *viâ* Lumding. These being the facts, I think it would be most unwise to hamper these two lines by an unprofitable and expensive connection between Lumding and Badarpur, a distance of about 114 miles, passing through a barren country and no population. I am fully convinced that this connection will bring no additional traffic to the Assam Valley, that a disconnected Assam Valley line from Dibrugarh to Gauhati and Dhubri would not also bring. It will, of course, bring additional traffic and also cheap coal to the Cachar-Comilla line, particularly if the connection between Lumding and Gauhati or Dhubri is postponed, as it probably will be, for some years; but the view which I take is that the Cachar-Comilla line does not want this additional traffic, as it can stand upon its own legs without being connected with the Assam Valley. In that case, if the Government of India ever contemplated a State Railway scheme in this Province, I could not advise it to expend Rs. 1,34,00,000 on the North Cachar Hill section; but I would certainly advise it to save this money, and spend it on the completion of a disconnected Assam Valley line from Dibrugarh to Fakirganj (opposite Dhubri). If this recommendation be adopted, the Assam Valley may hope to see before many years, what it stands so much in need of, a line of railway running through its whole length; otherwise, I fear much that the requirements of the Assam Valley will be sacrificed with no compensating gain to any other portion of the Province. I am aware that the whole scheme which has been brought under Mr. Buyers' survey contemplates a connection between Lumding and Gauhati; but, if the railway be taken through the North Cachar Hills, I think it is not difficult to foresee that this connection will be indefinitely postponed, and the Assam Valley will suffer in consequence.

4. In paragraph 73 of his report of 1883-84, Mr. Buyers quoted the opinion of Mr. Phillips, of Nazira, upon the relative merits of the two schemes referred to, and in paragraph 14 of his present report he states he has consulted several other planters on the same question; and the conclusion he has come to is that the planters of Upper Assam are unanimously in favour of the North Cachar connection and agree with the opinions expressed in Mr. Phillips' letter that an unconnected line from Dibrugarh to Dhubri would put them "in little better position than they are now." I think I should warn the Government of India against accepting this as the planters' view of the question, without knowing more clearly than Mr. Buyers' report tells us upon what considerations it is based. The matter has been discussed by me with many planters; and it is quite certain that it is perfectly immaterial to them whether they ship their tea for Calcutta at Fakirganj or at Chandpur. All the planter cares about is the cheapest and most expeditious means of conveyance. As regards expedition, there is certainly something to be said in favour of the line to Chandpur, as there would be a saving in time of, perhaps, some 4 or 5 days; but I doubt if this saving is of very great importance to the planter. As to the comparative cost of freight to Calcutta under either scheme, Mr. Buyers' report gives no information. This can only be determined when it is settled at what mileage rate the Railway will carry tea either to Fakirganj or Chandpur, as the case may be, and at what rate the Steamer Companies will carry to Calcutta from Chandpur or Fakirganj.

5. The question of mileage rates was discussed in paragraphs 10 and 11 of my Note of the 29th August 1883. I there pointed out that, if tea were carried along an Assam Valley line to Fakirganj at the rate of $\frac{1}{4}$th pie per maund, it would cost 8 annas a maund to land Dibrugarh tea at Fakirganj; if the freight was fixed at $\frac{3}{8}$th pie per maund the cost for the whole distance would be 12 annas a maund. Mr. Buyers in his present report calculates that the large majority of tea-gardens in Sibságar, and a considerable number of those in the south of the Lakhimpur district, pay now on the average not less than Re. 1 a maund for carriage of their tea from the gardens to the Brahmaputra river, whereas he thinks 4 annas would suffice to carry it to the Railway, thus effecting a saving of 12 annas a maund, which, Mr. Buyers very truly says, will carry the tea "well on to Chandpur; but if this estimate be accepted, it applies equally to an unconnected Assam Valley line; that is to say, the saving noticed will carry Upper Assam tea as far as Dhubri, and even farther than that if the freight is reduced to $\frac{1}{4}$th pie, or, as Mr. Buyers suggests, to $\frac{1}{3}$rd pie per maund per mile. It only, therefore, remains to ascertain and compare the rate at which the steamers will carry from Fakirganj and from Chandpur; and as in this matter both the Government and the planter are in complete ignorance of what the Steamer Companies will or can do, it is quite impossible that the planters of Upper Assam can give any opinion worth having upon the relative merits of the two schemes under discussion. It must be borne in

mind that no presumption can be drawn from the fact of Chandpur being nearer Calcutta than Fakirganj, that steamer freights from the former place will necessarily be cheaper. We know from experience that the River Companies do not regulate their freights according to the distance travelled. The case then stands thus, if we assume, as I think we fairly may do, that the Companies will carry tea from Fakirganj or Chandpur at Re. 1 a maund:—The mean distance from Upper Assam to Fakirganj along the Trunk Road is 347 miles (*see* paragraph 14 of my Note of 1883). If the Assam Valley line be taken *viâ* Lumding, the distance is, according to paragraph 72 of Mr. Buyers' report of last year, 30 miles longer, *i.e.*, 377 miles. Tea carried over this distance at ⅓rd pie per maund per mile will cost 10 annas a maund to land at Fakirganj; if carried to Chandpur, a distance of 474 miles, the cost to land it there will be 13 annas a maund. Thus, the freight (railway and steamer) from Upper Assam to Calcutta will be *viâ* Fakirganj Re. 1-10, and *viâ* Chandpur Re. 1-13 a maund. It is difficult to see how, with these figures before them, the planter of Upper Assam could prefer the Chandpur route. Still more difficult is it to understand Mr. Phillips' statement that the planter will gain little by carrying his tea to Fakirganj by rail and shipping it there. The Assam Company, of which Mr. Phillips is Superintendent, has its tea carried to Calcutta by the India General Steam Navigation Company at a contract rate of Re. 1-8 a maund, and it is probable that Mr. Phillips compared only this rate with that of Re. 1-10 a maund mentioned above, or Re. 1-8 a maund if the mileage rate on the Assam Valley line be reduced to ¼th pie per maund per mile. But the saving of 12 annas a maund in land carriage, alluded to by Mr. Buyers as resulting from the establishment of the railway, whether connected or unconnected with Cachar, has been entirely overlooked by Mr. Phillips. At present, the gardens pay Rs. 2-8 a maund for carriage of their tea to Calcutta, including land carriage, and those gardens which have no contract with the Companies pay Rs. 3. With a railway to Fakirganj the freight to Calcutta, including land carriage, will be—

	Rs.	As.
Land carriage	0	4
Railway freight to Fakirganj	0	10
Steamer freight to Calcutta	1	0
Total	1	14

as compared with Rs. 2-8 or Rs. 3.

6. But, irrespective altogether of these figures, which go, I think, very clearly to show that, so far as the planter of Upper Assam is concerned, a disconnected Assam Valley line is preferable to one connected with the Surma Valley, I deprecate most strongly the merits of the question being determined from the planter's point of view only. Even if we accept the planter's view that he would gain nothing by a disconnected Assam Valley line, it is perfectly clear that he would lose nothing by it; and as the enormous gain which would accrue from such a line to the Assam Valley generally, irrespective of any consideration of the planting interest, cannot be disputed, I feel bound to urge all I can in support of it. I hold very strongly that the Assam Valley will never emerge from its present state of wilderness and isolation until a railway runs through it from one end to the other. The present fast line of steamers have no doubt done much to improve communication with Bengal, but they will not do in fifty years what a railway connected with Bengal *viâ* Dhubri will do in five.

7. I notice that Mr. Buyers is confident that a railway through North Cachar to Chandpur can compete with the steamers. I am not so sanguine on this point. It is well known that the steamers can reduce present freights very considerably. But, however this may be, if a line through the North Cachar Hills can compete, *a fortiori* can a disconnected Assam Valley line do so (upon this point see paragraph 11 of my Note of 1883).

8. These remarks make no reference to the prospect of Assam tea being at some future day for the most part exported direct to England *viâ* Chittagong. As I said two years ago this is a prospect too remote to affect the question under discussion. A few gardens may wish to export that way when the way is open, but I doubt much if the majority of gardens would do so.

Enclosure No. 5 to P. W. D. Resolution No. 868 R. C. of 1887.

No. 3176, dated 28th September 1886.

From—F. J. JOHNSTONE, Esq., M.I.C.E., Secretary to the Chief Commissioner of Assam, P. W. Dept.
To—The Secretary to the Government of India, P. W. Dept.

BENGAL-ASSAM RAILWAY.

Survey Operations for 1885-86.

I am directed to forward, for the information and orders of the Government of India, two reports* with estimates by the Engineer-in-Chief, Bengal-Assam State Railway, the one dealing solely with last season's survey operations and the other a final report in which the whole work done by Mr. Buyers' survey party is reviewed.

* The two reports accompany this letter; the bundle of estimates has been forwarded by parcel post.

F. J. J.

2. The Chief Commissioner has no remarks to offer on the first report. In his second report Mr. Buyers enters again upon the discussion of the relative merits of a disconnected Assam Valley line and a connected line through the Cachar Hills with special reference to Mr. Ward's note of September 1885, submitted to the Government of India with Mr. Buyers' report of last year.

3. The Government of India will not expect the Chief Commissioner to prolong this discussion further. They are in possession of Mr. Ward's views and arguments and of the Engineer-in-Chief's reply to them and nothing more is required to enable the Government to judge of the comparative merits of the two schemes from a commercial as well as a financial point of view; Mr. Ward adheres to the views he has already expressed.

4. Setting apart as was done in Mr. Ward's note of September last, the question of tea being possibly exported at some future day *viâ* Chittagong, Mr. Ward must again repeat what he said in paragraph 4 of that note. It is quite immaterial to the planter whether he ships his tea for Calcutta at Fakirganj or Chandpur; all that he cares about is the cheapest and most expeditious means of transit to Calcutta, and, where difference in time is not great; what he mainly looks to, is the cheapest route. Mr. Buyers says he has not found a planter opposed to the connected line which he advocates, when the facts have been properly placed before him. Mr. Buyers has, of course, told the planter that his line is the cheapest route to Calcutta for their tea, irrespective of the possible advantages which hereafter may accrue to him when Chittagong is made fit to receive tea for export. It goes, therefore, without saying that the planter of Upper Assam is all in favour of the North Cachar route. It is a question, however, for the Government of India to decide whether that route will, when the line is made, be a cheaper route for tea than one down the Assam Valley to Fakirganj, and also whether it will be able to compete with the steamers. If the Government of India entertains any doubt on these points, then the Chief Commissioner's advice is that money should not be wasted on what he considers is a very risky speculation.

5. If the question of Chittagong as a possible future port of export for tea is brought into the discussion, then the Chief Commissioner would urge that no decision whatever be come to by the Government of India upon the two alternative schemes under discussion until we know something more about Chittagong and its capabilities than, so far as the Chief Commissioner is aware, we know at present. Twenty years hence Chittagong may have developed into something considerably more than it is at present. If this is found to be the case, it will be sufficient time then to think of constructing a line through the North Cachar Hills; in Mr. Ward's opinion it is premature to think of such a line now. There is nothing, however, to prevent our commencing, or to our offering inducement to private Companies to commence, on the Chandpur-Comilla-Cachar line. A commencement might also be made at the other end from Makum to Lumding. When these two lines have been completed, we shall probably know more about Chittagong as the probable future port of export for Eastern Bengal and of Upper Assam than we do at present.

6. As the Government of India are in a hurry for the enclosed reports they are sent up in manuscript to save time, and it is asked that after they have been printed in Simla that 24 copies may be sent to this office.

Enclosure No. 6 to P. W. D. Resolution No. 868 R. C. of 1887.

BENGAL-ASSAM STATE RAILWAY.

Report by J. W. Buyers, Esq., M.I.C.E., Engineer-in-Chief, on the Survey operations during the season 1885-86.

Introductory.

To ensure the completion of the survey during the season it was necessary to make provision for placing three parties in the North Cachar Hills. We are greatly indebted to the Deputy Commissioner of Cachar, and to the local Sub-Divisional officer, Mr. Soppitt, for the assistance which they rendered, and which made this possible; the latter furnished a larger number of coolies than on any previous occasion, and his efforts were supplemented by the Executive Engineers themselves recruiting about 100 men in the Khasi hills, who did not however prove very valuable for the purpose for which they were engaged, *viz.*, jungle-cutting, and they were therefore chiefly employed in bringing in supplies from the Gunjong Depôt; the Deputy Commissioner purchased in the plains the necessary supplies and had them carried up to Gunjong; this alone employed a considerable number of men. During the last two seasons there has been no difficulty in procuring survey khallassies, of whom about 150 men have been yearly required. Many men of good stamp (a considerable proportion Goorkhas) have presented themselves for employment at the commencement of the season, and thus difficulties which we had in this respect at the outset have year by year diminished.

No. 1 Division.

Jatinga Valley.

2. Mr. Sherman took up the work where he had left it the previous cold season; he had then carried two lines into the Jantinga Valley, starting from two different points on the Chittagong-Silchar line, and crossing the Barak river respectively at Badarpur and at Telyn-Tila: the former entered the Jatinga Valley on the right side, while the latter entered it on the left, but near its termination, crossed the Jatinga river and connected with the former at about 19½ miles from Badarpur. The Badarpur line is the one which I have recommended. In addition to the above, a length of six miles had been surveyed at the extreme head of the Jatinga working from the saddle downwards.

Work done on this section during previous season 1884-85.

3. Mr. Sherman's work during the past cold season then chiefly consisted in connecting the common point of the Badarpur and Telyn-Tila lines with the work at the head of the valley, but in addition to this he had one Engineer employed in taking borings in the Barak river at Badarpur, a work which it had not been possible satisfactorily to accomplish during the previous season.

Work during season 1885-86.

4. Treating of the latter first: the borings of the Barák proved a work of very considerable difficulty owing to the trouble and delay experienced in procuring suitable boats, the depth of water, and, after the end of February, to the rapid fluctuations in the level of the stream, and to the violent storms which sweep the valley and severely testing the tackling. The intention had been to carry the line across the Barák at the Badarpur fort where a small rocky spur projects into the river. It had been previously noticed that the river had scoured out a deep and broad hole immediately in front of the spur, the bottom of which was about 10 feet below mean sea level at Chittagong, while the mean low water level of the river was about 27 feet above sea level.

Difficulties in way of taking borings in the Barák at Badarpur.

5. The borings taken this season proved that it would be necessary to carry the foundations deeper even than had been estimated for; the greatest depth to which they have gone is 92 feet below the general bed of the river, or say 76 feet below mean sea level; fine sand and silt were met with, without intermission, the whole way, and from near the bottom a few pieces of brick were brought up which had probably fallen into the river from the fort. The results were altogether so unsatisfactory, that it was determined to try fresh borings about 700 feet lower down stream, at a point where the course of the river cannot materially change, as it is directed by small hills. Here stiff clay, intermixed with a little sand, was almost invariably found in the three borings, which were taken to a depth of 80 feet, but in one the auger struck, at a very considerable depth, upon what appears to be a snag. In consequence of the more favourable results obtained from these borings it is proposed to cross the river here, and a small piece of line has been laid down to connect this crossing with the lines on either side already surveyed, as shown on the plan.

Proposed crossing moved below Badarpur fort.

6. The design for the bridge has been altered to suit the new conditions: instead of three spans of 250 feet as proposed for the fort crossing the design is now for a bridge having two centre spans of 250 feet and two side spans of 200 feet: the estimate for the new bridge amounts to Rs. 85,953 more than that for the old, but no comparison can fairly be instituted between the two, as the latter was based on an assumed depth and nature of foundations on which it is now proved that we cannot calculate. The design for the piers of this bridge consists of a couple of 23 feet brick wells sunk about 76 feet into the bed of the river with a steel trestle 50 feet high on top, the latter being composed of four raking columns three feet diameter filled with concrete, and braced together in the usual way. In a country subject to frequent shocks of earthquake, it was thought advisable to adopt a design and material which, combined, possess the greatest elasticity.

Design for Barák Bridge.

7. On account chiefly of these alterations, a revised estimate is submitted for the 19½ miles of line from Badarpur into the Jatinga in lieu of the estimate of last year.

Revised estimate submitted.

8. The distance from this, the common point or junction of the Badarpur and Telyn-Tila lines, to the point six miles below the saddle is 19·25 miles. Work was commenced from the upper point. In my report on the exploration of the North Cachar Hills it was noticed that the Kayeng Valley would afford the means by which a grade of 1 in 70 or even an easier grade, might be secured. But as it was believed that 1 in 70 would be the limiting grade on other sections in these hills, the traverse was run to secure this, as there was little to be gained by an easier gradient, which would have entailed a corresponding lengthening of the line. From the traverse, and the cross sections, a line has been laid down on the plan which practically gives a gradient of 1 in 70 for nearly

Section above junction of Badarpur and Telyn-Tila lines.

22 miles from the saddle down, but broken by short lengths of level and one short length of an easy gradient, including provision for three stations, the length of such breaks aggregating 57 chains. Thence down to the common point is 3¼ miles, in which varying gradients, none exceeding 1 in 70 and these only few and for comparatively short lengths, have been employed to suit the configuration of the ground.

9. The alignment over these 3¼ miles was tied by the latter consideration: on the one side there is the Jatinga river and on the other steep hill sides, further up which the line could only be thrown at great increase of cost, owing to the numerous ravines. Where time did not permit of elaboration, it was the simplest plan to lay down the uniform gradient of 1 in 70. No doubt the alignment can be somewhat improved upon even with this gradient, though, in laying down the line finally, it would be well to somewhat ease this grade on the curves at the expense of stiffening it on the straights. The minimum curve employed is one of 573′ radius (five degrees deflection per chain), and a short length of straight, at least 100 feet has always been interpolated between reverse curves of whatever radius.

Consideration determining alignment.

10. This section of 19·25 miles is estimated to cost Rs. 52,61,491 or a mean rate of Rs. 2,73,324 per mile, and this may be accepted as a fair estimate of what any line, following approximately the alignment laid down with the above limiting curves, would cost, though with further elaboration, some, but no very material reduction, could doubtless be made; if such be sought for on this alignment it can only be obtained by adopting sharper curves, and there can be no doubt that these would better suit the topography of the ground. It is to be regretted that there has not been time to lay down and estimate for a continuous line with curves of a minimum radius of about 400 feet, but a calculation has been made of the effects of using curves of 400 feet radius at certain points which are indicated on the plans and sections, and this shows that the estimate of the 19·25 miles may be reduced by Rs. 6,96,117 and of the 6 miles at the head by Rs. 1,24,037.

Estimates.

11. This high estimate is due to the broken and rugged nature of the ground, consisting of deep ravines separated by sharp spurs. From the point where the line enters the hills up to the saddle at the Jatinga head, there are 13 tunnels aggregating 5,281 lineal feet. Viaducts, spanning ravines are both numerous and heavy: by far the most formidable being over the Lokamah and Lokasah, the former being estimated to cost Rs. 3,73,020 and the latter Rs. 3,34,637; another very heavy viaduct is that over the Dittok Cherra, the estimate for which amounts to Rs. 2,65,762: there are 6 other viaducts, each of which is estimated to cost over one lakh of rupees. The longest span adopted is 150 feet, and the greatest height of formation above bottom of ravine is 236 feet, the maximum height of centre piers in this case being 216 feet. All the heavy viaducts lie above the Kayeng, that is they are concentrated in the upper length of 19 miles, where the line runs up the hill side: they are with scarcely an exception on sharp curves, and this has been one reason for limiting the spans, but in the larger spans employed allowance has been made for increased width and consequently weight of girders to take the curvature. All the large spans are carried on steel or iron trestles which rest on masonry pedestals.

Causes of high rate.

12. The rate for minor bridging amounts to Rs. 21,208 per mile, which high rate is due to the great number and size of culverts required to pass the large amount of drainage, due to the heavy rainfall which frequently exceeds 200 inches per annum; the co-efficient for these has been fixed with reference to a fall of six inches in an hour, and adopting Colonel Dickens' formula comes to 1,856.

Minor bridging.

13. In my report on the exploration of the North Cachar Hills, I assumed that the hill section commenced at a point 11 miles from Badarpur, and I estimated that the cost of the line from this point to the Jatinga saddle would amount to Rs. 1,80,000 per mile, practically on the alignment which has been adopted. The distance from Badarpur to the saddle is 44·819 miles, from which, deducting 11 miles, leaves 33·819 miles for this portion of the hill section: at my rate the estimate for this would amount to Rs. 60,87,420, whereas employing minimum curves of 573 feet radius, it works out to Rs. 74,13,868, or roughly 13¼ lakhs above my estimate; but in the above report I stated that my estimate was based on work done in the Garo Hills, wherein curves of 400 feet radius had been employed, and, to institute a fair comparison, the lower estimate, which shows a reduction of Rs. 8,20,154, at least, from using 400 feet curves should be taken.

Comparison with preliminary estimate.

14. The following figures referring to levels may be interesting: at Badarpur station, mile 254 from Chittagong, reduced level of formation is 66 feet; near mile 267, where the line may be said truly to enter the hills, the reduced level of formation is 110 feet; at mile 276½, where the continuous ascent of 1 in 70 begins, it is 285 feet; and at the Jatinga saddle near mile 298½ it is 1,863 feet, formation here being in cutting 80 feet below the top of the saddle.

Level of formation at certain points.

15. From what has been said, and from the sections, it will be seen that the bulk of the heavy work lies above the Kayeng, and the following figures further bring this out :—

Statement of length and cost from 11 miles from Badarpur to Jatinga saddle.

Section.	Miles.	Estimated cost.	Rate per mile.	Remarks.
		Rs.	Rs.	
Miles from Badarpur 11 to 24·38 .	13·38	16,61,506	1,24,178	Mile 24·38 is just below the mouth of the Kayeng and is equivalent to mile 278 from Chittagong.
,, ,, 24·38 to 44·82 .	20·44	57,52,362	2,81,427	
Total .	33·82	74,13,868	2,19,215	

That is when the line is carried along the base of the hills, as it is between miles 11 and 24·38, the cost per mile is only slightly over Rs. 1,24,000 per mile, whereas, after it begins fairly to ascend the hill side, the mileage cost amounts up to over Rs. 2,81,000.

16. It then becomes of importance to consider what will be the effect of continuing the line by easy gradients along the bottom of the valley as far as a point from which it will be possible to ascend with a sharp gradient, say not less than 1 in 40. The great point, if possible, is to avoid the heavy viaducts over the Lokamah and Lokashah, and the adjacent long tunnels. Mr. Sherman was able to run an alternative of 6½ miles, starting from mile 24·38, and terminating about a mile above the Lokashah (the upper of the two ravines, and not the lower, as shown in the topographical maps.) This line starts off with reduced level of formation 400 and terminates with reduced level 516 : it thus rises 116 feet in 6½ miles, which enables generally easy gradients to be employed, although the grade of 1 in 70 is necessary at a few points to surmount spurs. The line keeps close to the Jatinga, avoids all heavy viaducts and tunnelling, and is estimated to cost Rs. 7,94,587, a mean rate of Rs. 1,22,621 per mile, or very nearly the same rate per mile that the lower section is estimated to cost. Between the termination of this alternative and formation of the upper line at the saddle, a height of 1,347 feet has to be overcome ; the distance from the opposite point on the upper line to the saddle is 10·34 miles, so that, assuming that the distance would be the same, the ascent can be accomplished with a uniform grade of 1 in 40, leaving a margin of about 7 chains, but judging from the contour of the hills, it is believed that the line would be somewhat longer ; it certainly cannot be less. From comparison with the corresponding section of the upper line, and making allowance for the fact that on the first two or three miles the line would not be far up the hill-side, an estimate has been framed, which it is believed may be accepted as tolerably accurate, but if any thing it probably errs on the side of excess ; this amounts for the 10·34 miles to Rs. 20,82,891, a mean rate of Rs. 2,01,440 per mile. The results of this alternative may then be tabulated :—

Alternative line from the Kayeng river upwards.

Section.	Miles.	Estimated cost.	Rate per mile.	Remarks.
		Rs.	Rs.	
Miles from Badarpur 11 to 24·38 .	13·38	16,61,506	1,24,178	
,, ,, 24·38 to 41·20 .	16·82	28,77,478	1,71,075	6·48 + 10·34 miles.
Total .	30·20	45,38,984	1,50,297	
Difference in favour of lower alternative	3·62	28,74,884	...	

or comparing the two lines between their common points, mile 24·48 and the Jatinga saddle, the alternative effects a saving of nearly 50 per cent. in cost.

17. I recommend that this alternative be adopted, the following being some of the chief reasons :—

Grounds for recommending this alternative.

(1) Great economy in first cost.

(2) Economy of time in constructing, any reduction of work being a matter of special importance in a country where labour is difficult to procure and the working season is short.

(3) Maintenance will cost less and be easier, on account of the position of the line, the reduction in length, and the avoidance of several very heavy viaducts. The difference in cost of operation will be scarcely appreciable, as there is, first, a direct saving in distance of 3½ miles, while against 20½ miles of a nearly uniform gradient of 1 in 70 with sharp curves, there will be 10 miles of 1 in 40 also with sharp curves, but 6½ miles of generally easy gradients and curves with long lengths of straight ; and if there be a slight difference in this respect in favour of the upper line, it is as nothing if the interest on the amount saved from the Capital outlay be put in the opposite scale. We consider it a matter of the highest importance to get rid of the enormously high viaducts on sharp curves, which would not only be difficult to erect, but would always be a source of anxiety, especially in a country subject to earthquakes and violent storms. The grade of 1 in 40 being concentrated in one short length may be economically worked by an assistant engine, so that this cannot be considered the ruling grade, and the weight of trains may be fixed with reference to the real ruling gradient of 1 in 70.

18. This alternative may be slightly modified, and an easier gradient of about 1 in 45 be obtained, by winding the line round the head of the valley beyond the saddle ; or again by commencing the sharp ascent a mile back from a point opposite the Lokashah, a uniform grade of 1 in 44 may be obtained instead of 1 in 40 ; or by combining the two modifications, a gradient of close on 1 in 50 would be possible.

Modifications of this alternative.

No. 2 Division.

Jatinga Saddle to Mahur Saddle.

19. This extends from the Jatinga saddle to the saddle at the head of the Tawi branch of the Mahur ; the length is 18·888 miles and the estimated cost Rs. 24,23,704 or Rs. 1,28,320 per mile, a close approximation to my preliminary estimate for this section of Rs. 1,30,000 per mile.

Length and estimated cost of section.

The line is carried round what I have termed the Haflong spur, on generally descending gradients, but none steeper than 1 in 70, until the Dyung river is reached ; this portion is 11¾ miles long : the line then crosses to the right bank of the Dyung by a bridge of 3 spans of 100 feet, and 3 of 40 feet, and ascends steadily with a gradient of 1 in 70 for 7 miles up to the Mahur saddle ; a short length of level only being introduced near the head for a station.

20. On the whole division there is only one stream of any importance crossed, and that is the Dyung, and the spans of the bridge have been fixed to suit the configuration of the ground. In passing round the Haflong spur, which separates the Dyung from its tributary the Aboijee, the watershed is close to the line, and the same is the case after the Dyung is crossed : here, if the line were carried along the left bank of the Dyung, the work would be enormously increased, both on account of the more broken nature of the ground, and the much greater amount of waterway that would require to be provided to pass the drainage from the high and comparatively distant Barail range, which intercepts and precipitates the rain borne forward by the south-west monsoon : the mean annual rainfall on this range may be taken at 200 inches, whereas at Gunjong on the watershed between the Dyung and Mahur about 50 inches only are registered.

Reasons for alignment adopted.

21. Between the Jatinga saddle and the Dyung there are certain points where the features of the ground determine the neighbouring gradients : examples of this are found at chains 96 to 114, and 522 to 530 ; in the former case, to avoid very heavy work, the line is carried into a side valley, but this is very narrow, and the level at which the maximum 10° curve can be economically fitted in is practically fixed ; this curve forms a complete horse-shoe carried round at one level, with gradients on each side of 1 in 100 and 1 in 70, but the latter may be eased at the expense of the level on the curve ; in the latter case the line cuts into a perpendicular scrap overhanging the Dyung, the level being fixed by the gradient of 1 in 70 between this point and the Dyung viaduct, the height of which has been determined after some trials as to which gave the best result. Tunnelling on this division amounts to 1,066 lineal feet, divided between two tunnels.

Effects of the points on gradients.

22. There is a very good site for a station at the nose of the Haflong spur in mile 307, and if an engine-changing station is required in the hills, this would be a better site as regards the health of the staff than the only alternative sites in the Mahur valley, which are comparatively low and confined.

Good site for engine-changing station.

No. 3 Division.

Mahur Saddle to Mahur Mupa Saddle.

23. A great deal of labour was expended before the ruling gradient of 1 in 70 was secured between the Mahur saddle and the junction of the Tawi and Mahur. Below this junction the natural fall of the Mahur valley is for about 3 miles equal to the ruling gradient of 1 in 70, and as the bottom of the valley is favourable, while the hill sides are broken and in places precipitous, with considerable streams at intervals, it became an object of the greatest importance, that the line should strike the bottom of the valley near this point. Traverses were run down both sides of the Tawi valley as shewn in the plans, but the left side, as was anticipated, was found in every respect the best.

Direct descent into bottom of Mahur valley at junction of Tawi not practicable with grade of 1 in 70.

24. The distance for a direct line was only about 4 miles, while the height to be overcome, taking formation level at the saddle as 1,836 feet, and at the junction as 1,336 feet, was 500 feet, necessitating a gradient of about 1 in 40. Distance was not gained in the bays on the hillside nearly to the extent expected, but a long spur, terminating in a conical hill, exists on the left bank of the Mahur about a mile below the mouth of the Tawi, which gives the means of extending the base sufficiently to secure the grade of 1 in 70, without having recourse to a reversing station. The only other alternative, adhering to this as the ruling gradient, would have been to keep to the hillside, but the cost of so doing would have been prohibitory. The result of taking advantage of this spur is, that the line makes a double loop and the distance is thereby increased from 4 to 6·72 miles, the cost of which amounts to Rs. 11,17,374, or Rs. 1,66,276 per mile, adopting limiting curves of 573 feet radius. The effect of using curves of 400 feet radius on the same gradient at four points, aggregating about four miles on this portion would be to reduce the estimate to Rs. 8,95,600, a saving of Rs. 2,21,774, without affecting the length.

Manner in which 1 in 70 grade has been obtained.

25. The heaviest work between the Mahur and Mahur-Mupa saddles, a length of 17·83 miles, falls in this short section. There are six tunnels with a total length of 3,456 feet including that at the head, a portion of which, however, is included in the 2nd division. There are several considerable ravines, but it has been found both practicable and cheaper to bank them, and pass the water through culverts at a high level, than to span them by viaducts, the amount of waterway absolutely necessary being very small, as the watershed runs parallel, and close to the line.

Heaviest work in division is at head of the Mahur or in the Tawi valley.

26. A uniform gradient has been adopted, but in finally setting out the line, in order to equalise the resistance to traction, it will no doubt be better to ease the gradient on curves at the expense of that on the straights.

Modifications in finally grading line.

27. An alternative line with a uniform gradient of 1 in 45, and the same limiting curve of 573 feet radius has been laid down on the plan, and the cost approximately estimated only, for want of time. Starting from the Mahur saddle, it joins the previous line at chain 417, its own chainage being 267, thus effecting a saving in length of 150 chains, and in cost of Rs. 5,30,740. The difference in cost is due chiefly to the saving in mileage, but also in a considerable measure to the fact, that as the line falls more rapidly, it sooner reaches the more favourable ground which skirts the bottom of the hills, where the ravines are not so deep and spurs have easier contours; the tunnelling is considerably lessened and aggregates 2,421 feet only against 3,456 feet given above. For reasons apparent from the above remarks, the proportion of straight to curve is greater than on the high level line.

Alternative proposed.

28. Below the Tawi mouth the line adheres to the right bank of the Mahur for the remainder of the distance comprised in this Division, that is until it reaches the Mahur-Mupa watershed at mile 335, where work was first commenced in these hills in the cold season of 1883-84. For the first 150 chains the gradient of 1 in 70 is generally maintained; a length of 18 chains however is interpolated at mile 325 for a station. For the remaining 8¼ miles gradients are generally easy, the ruling grade of 1 in 70 being introduced for 24½ chains only, which is necessiated in order to keep formation well above flood at a point where the valley narrows and the water consequently heads up. Formation generally has been fixed with reference to an extreme height which it is believed the Mahur floods can reach, for no very accurate data on this point can be obtained, and an extra allowance has been given wherever the width of the valley is restricted. Curves also are generally fairly easy, the limiting curve of 573 feet radius being seldom found necessary. At mile 331 a length of 16½ chains of level is allowed for a station; here the hills recede for some distance from the river, and form a comparatively wide and level bay, known by the name Moibong: this formed the site of the old capital of the Cachari Rajahs after they retired from Dimapur, and remains of old brick walls,

Lower Mahur Section.

buildings, wells and tanks are still to be seen. A short distance below mile 333 the Mahur turns sharp to the right through a gorge, but the line takes advantage of a narrow depression in the hills, through which it passes by a tunnel 135 feet long into a small subsidiary valley, and after about half a mile again approaches close to the Mahur. From the Tawi down to this tunnel the ground is, on the whole, very easy, but the drainage crossed is much heavier than on the upper section, although, owing to the fact that the bulk of the water is passed in a few comparatively large streams, the cost per mile for bridging amounts to only Rs. 3,000 more. The lowest point of formation in the Mahur valley, the reduced level of which is 834 feet, is reached at mile 334; from this the line ascends in 48 chains with a uniform grade of 1 in 100 to the Mahur-Mupa watershed, where the reduced level of formation is 882 feet.

29. The total cost of this division, 17·83 miles long, is Rs. 20,35,554, or Rs. 1,14,164 per mile. The lower portion therefore 11·11 miles, the estimated cost of which amounts to Rs. 9,18,180, a mean mileage rate of Rs. 82,644.

Length and cost of division.

30. In estimating for minor bridging, economy has been studied by placing the culverts at a high level up the sides of the ravines, wherever the character of the ground did not absolutely forbid it, and such cases are confined to the Jatinga valley. Stone cairns or earthen mounds have been built at salient points on the traverses throughout the hills. With these points, marked on the plans, it will not be difficult to pick up the traverses at any future time.

Economy effected in minor bridging and traverse in the hills generally marked by cairns.

No. 4 Division.

Brahmaputra Valley, Disang Section.

31. During 1884-85, a traverse was run from Golaghat to Dibrugarh, and an alternative to Makum junction, with the exception of a section on this alternative which I stated was so particularly easy that after having gone over most of the ground personally, I could give an estimate which could not be far from the mark. This link has now been filled in; it is 24·94 miles long and the estimate amounts to only Rs 47,305 per mile, a lower rate by far than for any other section of corresponding length; the ground is high, comparatively level, and there is practically no water to pass.

Section along right bank of Disang.

32. The following was the estimate of 1885 for the section from Kamarband Ali to Makum junction. Length 116·7 miles. Cost Rs. 78,39,202, or Rs. 67,174 per mile. The final estimate stands as under—Length 116·58 miles. Cost Rs. 76,92,286 or Rs. 65,983 per mile.

Length and cost of section from Kamarband Ali to Makum junction of which above forms part.

The advantages of this line, as compared with a direct line to Dibrugarh, were detailed in last year's report.

Roha-Gauhati Section.

33. The only remaining work was the completion of the survey of the branch line from Lumding to Gauhati; the portion between Lumding and the village of Degulihati near Roha was surveyed during the cold season of 1883-84; it is 56·715 miles long and is estimated to cost Rs. 40,06,354. The remaining section from Degulihati to Gauhati is 53·788 miles, the estimated cost of which amounts to Rs. 43,92,408, or Rs. 81,661 per mile: this is a very much higher rate than either Mr. Molesworth or I anticipated, and the excess is almost entirely due to the one item earthwork; the quantities in bank and cutting being equal to a mean height of embankment of over 11 feet, whereas it was considered that a mean of 6 to 7 feet might be taken. The great height of embankment is necessary to keep formation above the Brahmaputra floods, the effect of which on the estimate a cursory examination could not possibly enable one to judge, especially in so flat a country, and in fact only levels could accurately determine it.

Branch Lumding to Gauhati.

34. Between Degulihati and the 24th mile from Gauhati, the railway is 5 miles shorter than the trunk road, but from the 24th mile into Gauhati the former loses one mile, so that the difference on the whole is four miles.

Line shorter than trunk road.

35. Two points chiefly determine the alignment, first the crossing of the Kopili river and the second the passage through the hills between the Digru river and Gauhati. It is desirable to cross the Kopili below the point where it receives its last affluent, the Umiam, by which a separate bridge for that considerable stream is saved, and a long detour such as the trunk road makes is avoided, this fixes the first point approximately, then comes the passage through the hills. Near the trunk road the hills are quite impracticable for any thing but a mountain railway, but attention had been called to a passage near the Amchong tea garden, and an officer deputed to examine it declared it to be quite feasible; when, however, a line was laid down, it was found that the maximum gradient of 1 in 150 adopted in the plains, could

Considerations affecting alignment, &c.

only be maintained at the expense of a tunnel nearly a mile long, and that very heavy work would be entailed even with a gradient of 1 in 40.

Passage through hills west of the Digru river.

36. I therefore personally examined the hills up to their northern extremity near the Brahmaputra, and found that there was only one point through which a line could be taken, and that the only other alternative was to carry it round the northern extremity of the hills, and then to work along the slopes which descend into the Kallang river, but there were the following objections to this course, (1) it would add 2 miles to the length, (2) there would still remain as heavy work in cutting through the spurs on the bank of the Killang, (3) it would involve great damage to the Chandrapur tea garden, and complete demolition of the tea houses and coolie lines. I therefore had no hesitation in coming to the determination to adopt the passage through the hills which lies a short distance above the mouth of the Digru river, seeing it so short and that even with the gradient of 1 in 150 there is only one heavy cutting within a length of 40 chains.

Large streams.

37. In the entire section only two large streams are encountered, the Kopili and Digru; the former is crossed about 4 miles above its junction with the Kallang. It receives the entire northern drainage of the North Cachar hills, and that of the Khasi-Jaintia hills to a point west of Shillong and also of the portion of the Mekir hills which occupies the south-western and the south-eastern angles of the Naga hills and Nowgong districts; the drainage area above the railway crossing is estimated to be 6,153 square miles; the actual width of the river between banks is only 350 feet, but when in flood, it spills over the surrounding country or aids in raising the level of the Brahmaputra inundations: the question of waterway is scarcely soluble by ordinary methods, and the waterway allowed 15—100-feet spans may be considered rather tentative than exact, though the ordinary methods have, to a certain extent, been employed in fixing it, to permit of ready extension; if the waterway is not sufficient, a pier abutment is provided in the estimates at one end; this is a contingency which is very likely to arise, as the country becomes further settled and denuded of forest. The Kopili bridge is next to the Pheni, the longest in the scheme. For the Digru 7 spans of 100 feet have been allowed, and the design on which the estimate is based is the same as for the Kopili, and for the other large bridges generally in the Brahmaputra valley, with slight modifications to suit any special features. In the case of both these bridges, the roadway is carried on the bottom boom of the girders to give headway for boats with reduced formation level; the substructure is brick with either wells or open foundations, according to position: in the Digru all the piers are on wells, whereas in the Kopili seven are on wells, and the remainder are designed to be built solid to a level of 10 feet below bed of river, the well piers are thus carried 250 feet back from the river bank under the idea that with the restriction of the water the river may erode and widen its banks, but that this action can never extend so far as to reach the solid piers, which, even should it happen, would be tolerably safe without any further special precautions to protect them: the banks of the Kopili are generally good stiff clay.

Heavy embankment.

38. The country generally for some miles above Roha to the hills on the left bank of the Digru is liable at intervals to heavy inundations from the Brahmaputra, to which the above two rivers add their respective quotas: where such is the case formation has been kept about 3 feet above the highest floods of which records have been obtained. Where the line runs between the Kopili and the Kallang no small openings have been allowed in the embankment as I consider they would only be a source of weakness.

Section between Kopili and Digru rivers.

39. Three miles after the Kopili is crossed the line approaches the base of the Khasi Hills, and here I propose to run an earthen bund between the line and the hills, so as to restrain the overflow of the Umiam and to force all its water through the Kopili bridge. From the point at mile 37 to mile 24 the line is fairly close to the trunk road and the Khasi hills and the waterways required are small: it then turns off and makes for the passage in the hills, crossing the Digru river at mile 15, immediately opposite the entrance, in this length of 8 miles the embankment is heavy and no small openings have been allowed in it, which would permit the Brahmaputra and Kallang flood water to break through. A short distance east of the Digru and on the left bank of the Kallang there is a detached block of hills round which, as the map shows, the Kallang floods find a way; as the floods subside the water drains off, partly directly into the Kallang and partly into the Digru and thence into the Kallang, by small channels; if a continuous embankment is made the flood water is forced into the Kallang and the only way by which it can thereafter find a passage to the south side of the line is through the Digru bridge, and in fixing the waterway this has been taken into consideration. Another crossing higher up the Digru was tried, and a line runs thence along the left side of the river to the passage in the hills: this is shown by a dotted line on the plan, but it has not been adopted as it involves a number of small openings to pass the water from the hills.

Line between the Digru and Gauhati for a short distance on old road.

40. After passing through the hills the line enters on a bay where the ground is low and subject to heavy inundation by the Brahmaputra: in crossing this bay it runs for nearly 2 miles on a road, which is said to have been laid out with a view to the possibility of its being eventually utilized for a railway, but the cost does not appear to have been carefully considered before the work was commenced and the road was never completed; about 13 miles from Gauhati it becomes lost in the jungle, and within these miles little is adapted for the railway, owing to the very sharp turns which are made; where the railway runs on it for these two miles there is little or no traffic, and the Deputy Commissioner of Kamrup has expressed his readiness to make the whole road over if wanted.

Gauhati station.

41. For the last 10 miles the line is generally protected from the Brahmaputra by low hills, amongst which it winds its way into Gauhati. The site for the terminal station was selected by me in company with the Deputy Commissioner; it is well situated both with respect to the civil station and the bazar, fairly equidistant from the two steamer ghats, and is close to the Shillong road: no site is available actually on the river bank.

Alternative between the Kopili and Digru along left bank of the Kallang.

42. An alternative has been run between the Kopili and the Digru rivers, keeping fairly close to the left bank of the Kallang and detailed estimates for it are also forwarded, with a comparative statement of the two. It effects a saving in distance of 3 miles, but is estimated to cost Rs. 88,850 more, due to heavier embankment, and a third large bridge being necessary. For 14 miles from the Kopili no opening of any kind is allowed in the bank: the traverse keeps between the Kallang and a small channel which helps to carry off the overflow of the Umiam and the drainage of the Khasi Hills; this channel is then crossed by a bridge of 6—60 feet spans, and the line then passes through the block of hills already referred to as lying east of the Digru; these hills in their northern aspect present the appearance of a horse-shoe, the eastern division of which is generally lower and less continuous than the western. The line then passes without any difficulty through the former but has to be carried round the northern extremity of the latter, approaching at this point close to the Kallang, thence it passes across the Digru valley with a high bank.

Objections to alternative.

43. The chief objection in my eyes to this alternative is, that it would prevent what is, in reality, mainly the Brahmaputra flood-water from spreading freely over any thing like the same extent of country which it can do now, and which the line near the Khasi hills will scarcely restrict; and unless plentiful provision in the way of openings were made to allow of this, which would very much increase the estimate, a much greater extent of country would be put under water and villages might be endangered, the line itself at the same time standing in greater danger of being breached. The Kallang, too, acts as a highway for communication, and there neither is, nor can be, any great population north of the river who would be materially benefited by this alignment.

First alignment recommended.

44. The alignment first discussed is that which I recommend, notwithstanding that it is 3 miles longer, and on the whole it passes through a more cultivated country: any traffic from the north side of the Kallang will easily find its way to the stations at Degulihati, Durrumtool and Digru.

Length and cost of complete scheme.

45. Accompanying this will be found a final report which contains a summary of the results of the survey operations: it will be seen that the total length of scheme is 736·143 miles which are estimated to cost Rs. 6,16,23,466, or a mean of Rs. 83,711 per mile, which is not a high rate considering the nature of much of the country.

Concluding remarks.

46. I cannot conclude without recording my appeciation of the manner in which the members of the staff generally have worked, and I would bring specially to notice the services of Messrs. H. W. Clift, E. J. Moore, and W. H. Sherman, Executive Engineers, who have had charge of divisions, and among their assistants of Messrs. A. R. Lilley, Executive Engineer, H. T. Gwyther, temporary Executive Engineer, and Mr B. A. Maine, Sub-Engineer. The bulk of the men temporarily engaged for the work have also done very well, and have gained experience which cannot fail to be useful to them in the future.

Enclosure No. 7 to P. W. D. Resolution No. 868 R. C. of 1887.

BENGAL-ASSAM RAILWAY.

Final Report by J. W. BUYERS, Esq., M.I.C.E., Engineer-in-Chief, on the Survey Operations.

Object of report.

The survey of the Bengal-Assam Railway has, after four years of continuous work, been brought to completion, and the question of routes into the Brahmaputra Valley is now, it is hoped, thoroughly threshed out. The object of this report is to briefly describe the project with the aid of the

fuller information which is now possessed, to bring together the results which have been obtained, and to examine the grounds on which are based its claims to support in preference to any other of the schemes which have been proposed.

2. This railway then comprises—

Length and cost of projected railway scheme.

(1) A main line, 575·903 miles long, from the seaport of Chittagong to Makum junction, a station on an existing line of railway in Upper Assam.

(2) branch line of 31·895 miles from Laksham to Chandpur; this leaves the main line in the 80th mile from Chittagong.

(3) A branch from Badarpur to Silchar of 17·842 miles, leaving the main line in the 254th mile from Chittagong.

(4) A branch from Lumding to Gauhati, 110·503 miles long, taking off from the main line in the $\frac{370\text{th}}{363\text{rd}}$ mile from Chittagong.

The total length of main line and the branches is therefore 736·143 miles.

Appended to the report will be found abstracts of the estimates of the main line and each of the branches, compiled from the detailed estimates which have year by year been presented in sections.

In the following statement the length, total estimated cost, and mean cost per mile of each are tabulated :—

Section.	Length.	Total estimated cost.	Mean rate per mile.	Remarks.
	Miles.	Rs.	Rs.	
(1) Main Line . .	575·903	4,86,59,064	84,492	Where mileage is denoted by two figures as $\frac{370}{363}$, the upper denotes through mileage on the plans, the lower alternative alignment recommended: the exact total difference between the two being 6·51 miles.
(2) Chandpur Branch .	31·895	26,81,477	84,072	
(3) Silchar Branch .	17·842	18,84,163	1,05,603	
(4) Gauhati Branch .	110·503	83,98,762	76,005	
Total .	736·143	6,16,23,466	83,711	

Narrative of preliminary work.

3. The importance of opening out the Brahmaputra Valley by a railway has been long recognised, but the project of which the survey is now completed does not appear to have been the one which first suggested itself; with the small amount of information, professional at least, available regarding the hills, which form the southern boundary of the valley, it seems natural that operations should at first have been confined to its western outlet, and the construction of the Northern Bengal Railway directed attention particularly to that quarter. Survey parties were for some seasons at work in the country between the Northern Bengal Railway and Gauhati, but the very formidable streams which are encountered have prevented that Railway being extended as yet even so far as the right bank of the Brahmaputra.

The proposal to construct a railway from a point opposite Goalundo through Dacca to Mymensing led in 1877-78 to a reconnaissance being made round the western end of the Garo Hills from Mymensing to opposite Dhubri, and this, as an alternative project to the connection with the Northern Bengal Railway had the recommendation that only one formidable stream, the old Brahmaputra, was crossed. My first work in Assam was directed to deciding the question of the feasibility of extending the Dacca-Mymensingh line across the Garo Hills into the Brahmaputra Valley. Meanwhile attention had been drawn to the wants of the country lying east of the river Megna, in which, though populous and fertile, there was not a single mile of railway, and it had been pointed out that it might be found practicable to extend a line through these districts across the North Cachar Hills into the Brahmaputra Valley; thus the idea of the present scheme was gradually evolved. Towards the close of 1882 the Government of India recognising the urgency of the claims of these districts, and the importance of settling the question of the best route into the Brahmaputra Valley, took the matter in hand, and ordered a thorough reconnaissance of the North Cachar Hills to be made in connection with the location of a line from Chittagong to Silchar. During the ensuing cold season this work was accomplished, a feasible route through the hills was discovered, and when it was subsequently examined by Mr. Molesworth, Consulting Engineer to the Government of India for State Railways, the results were approved and confirmed.

Mymensing connection condemned.

4. The advantages of thus connecting the Brahmaputra Valley with Eastern Bengal were so great and obvious that they at once gave the death blow to the connection with Mymensing,

either by the route through or round the Garo Hills; and the results obtained from the preliminary examination of the country were deemed sufficiently satisfactory to authorise the prosecution of a detailed survey of the schemes as it now stands.

General nature of country surveyed.

5. The survey between Chittagong and Silchar, including the branch to Chandpur, 303¾ miles long (or 41 per cent. of the total mileage) was finished in one season; while it has taken 3 seasons to do the remaining 432¾ miles; this will help to show the different nature of the work in the two sections: the former lay through a country generally open and highly cultivated; of the latter much was in thick forest, while about 100 miles of it was amongst the rough and densely wooded hills which divide the basins of the Surma or Barak and Brahmaputra rivers, and these 100 miles engaged more than half the strength of the survey parties spread over three years.

Chittagong-Kumilla Section.

6. The survey south of Kumilla was carried out by a party working under the orders of Mr. Horace Bell, as Engineer-in-Chief. The length of this section is 128·56 miles, including the branch to Chandpur, and it is estimated to cost with indirect charges, Rs. 87,335 per mile.

Only one large river is encountered, the Pheni, for which 20—100 feet spans have been allowed; but the country is said to be more or less under water throughout the whole extent, during the rainy season, and the allowances to be made on this account, as well as the heavy terminal works at Chittagong, contribute to swell the estimate.

Very full allowance has been made at Chittagong for the works comprised under the main head "Stations and Buildings," and at the outset it would probably be unnecessary to work up to the full provision; indeed, Mr. Bell has stated that the estimates represent rather what the line may ultimately be expected to cost than the outlay which he would at first recommend.

Description, Kumilla-Badarpur Section.

7. My own work commenced at Kumilla, thence to Silchar; hills form a chief element in determining the alignment. For the first 60 miles the line runs north, skirting the Tipperah Hills, but keeping to British territory, and is laid out so as to avoid crossing the Teetas, a very formidable stream, and, when in flood, several miles broad in many places; it then sweeps round the northern extremity of the Lakhipati range, the name given to the north-western offshoot of the Tipperah Hills, and adopts an easterly course for about 34 miles, crossing two low ranges of hills without any very heavy work; a north-easterly course nearly is then adopted for 39 miles, after which turning more easterly, it passes through a third range of low hills, and emerges on the south bank of the Kooseeara river 237 miles from Chittagong, and about 3 miles west of the civil station of Karimgunj; thence, all the way into Silchar, the line keeps fairly close to the Kooseeara and the Barak, the parent stream of the Kooseeara and the Surma and of their multitudinous offshoots, and about 4 miles before Silchar is reached the fourth range of low hills is crossed.

A large proportion of the country is low and subject to inundation; every endeavour has been made to get the best ground, but a relative degree of success only is attainable; consequently there is a great deal of heavy embankment, and especially at the Silchar end after the Kooseeara is reached. A considerable number of large streams also are encountered, all with one exception, flowing northwards from the Tipperah and Lushai Hills into the Kooseeara and the Barak. For these reasons this section of the line, from Kumilla to Silchar, is not a cheap one, being estimated to cost, exclusive of indirect charges, Rs. 76,596 per mile. The following facts exemplify how slightly the surface of much of the country is raised above sea level even along the railway: north of Kumilla there is a stretch of some miles which is only about 20 feet above mean sea level at Chittagong; at Badarpur, distant by the line 254 miles from Chittagong, it averages less than 60 feet, while low water level in the Barak at this point is only about 27 feet above mean sea level, the highest elevation is in South Sylhet.

Silchar branch.

8. Owing to the extension of the system across the North Cachar hills into the Brahmaputra Valley, and the adoption of Badarpur as the point to cross the Barak river, the section between Badarpur and Silchar becomes a branch. It will be noted that this branch is 17·842 miles long, and that it is estimated to cost Rs. 18,84,163, or Rs. 1,05,603 per mile: this rate is due to the high embankment required to keep formation above the Barak floods, and the great amount of drainage crossing the line for which waterway has to be provided. As I do not consider that any advantage at all commensurate with the cost is to be gained by this branch in itself, I recommend that the construction be deferred, at least until the main line has had time to develop the full effects of its operation; the reasons are more fully set forth in paragraph 43 of my report on the survey between Kumilla and Cachar during the season 1882-83, and it is also the recommendation of the Consulting Engineer, Mr. Molesworth. If a feasible route can be found through the hills which separate Cachar from Burma, this branch from Badarpur, or, perhaps better, one from Bikarampur engine-changing station at mile 263, may eventually form a portion of a connection between the Assam and Burma Railway systems.

9. There are some points from which it may be desirable to throw out feeder lines: the two which suggest themselves to me as of the greatest importance are (1) from either Nayanpur or Kusbah stations (respectively at miles 111 and 117) to the bank of the Megna below the junction of the Teetas, which is not far from Bhairab Bazaar, and (2) from Kalaoora station, mile 205, to Fenchugunj, and perhaps on to Sylhet and Companygunj: the former would traverse a rich and populous country producing a considerable quantity of jute which holds a high reputation in the market, and it would probably bring to the main line a large accession of traffic from the position of its terminus on the Megna, and the latter would tap the centre of Sylhet and give communication with the Khasi-Jaintia Hills.

Possible feeder line.

10. It is proposed that the main line shall cross the Barak river not at the Badarpur fort, as first intended, but about seven chains lower down, owing to the unsatisfactory results which have been obtained from the borings at the former crossing. The design for the bridge provides for two central spans, each 250 feet long, and two side spans of 200 feet: the piers consist of steel trestles 50 feet high, each complete trestle resting on a couple of brick wells, 23 feet diameter, sunk 76 feet into the bed of the river. This bridge, from the size of the spans and its height, is the most important individual structure on the line, and, with 900 lineal feet waterway is estimated to cost Rs. 6,60,825. These figures may be compared with the corresponding ones for the 3 longest bridges on the system, *viz.*, the Pheni, which, with 2,000 lineal feet waterway, is estimated to cost Rs. 6,51,000; the Dihing at Jaipur, 1,000 lineal feet waterway, and cost Rs. 3,81,492; and the Kopili 1,500 lineal feet waterway, cost Rs. 4,96,552. But the above does not represent all that is required to pass the Barak water, for on the north side there are two bridges, each consisting of 5 spans of 60 feet, together estimated to cost Rs. 1,08,254, which are required to take the spill. This river has probably the largest discharge of any crossed by the line, but the exact amount would be difficult to arrive at from the manner in which it spills over the country and the whole of its catchment area does not lie within the topographical surveys; the mean annual rainfall is heavier over its area than over any corresponding area in the Brahmaputra valley which affects the line.

Barak river at Badarpur.

11. Within the limits of this report a few facts only can be brought together regarding the work in the north Cachar Hills. An index map and section of this portion of the line is attached to this report. **The detailed survey has confirmed, quite as closely as could have been expected, the anticipations formed from the preliminary examination of the country.** The hill section was assumed to commence 11 miles from Badarpur, and to terminate near the Lumding river, 114 miles from Badarpur, the length thus being 103 miles: the actual distance, on the same alignment, between these points is 104·565 miles: a ruling gradient of about 1 in 70 was expected, and it is proved that this can be obtained, if it is considered worth paying for: the estimate of Rs. 1,30,000 per mile was based on a comparison with a short section surveyed on the Garo Hills in which limiting curves of 400 feet radius were employed, and with such curves this mean rate there can be little doubt would not be exceeded. The traverses have in the first place been run with the object of securing the gradient of 1 in 70, but in laying down a line on the plans the minimum radius of curvature employed has been 573 feet, and with these limiting gradients and curves the estimate for the 104·565 miles has worked out to Rs. 1,55,55,414, which gives a mean mileage rate of Rs. 1,48,763 No doubt with more time we should have been able to make improvements in the alignment with the result of reducing these amounts, and it would be possible to go on elaborating for some time before it could be confidently asserted that little further in this way could be done; but I am aware that the Government of India are anxious to have the work at an early date, and we have therefore had to be content this season with a few days only to lay down the lines, so as to permit the tedious work of estimation to be put in hand. I should have been glad if we could have laid down and estimated for a continuous line with limiting curves of about 400 feet radius, in the same way as has been done with the line with curves of 573 feet radius, but time has only allowed us to try the effect of using these at certain points in the upper parts of the Jatinga and Mahur Valleys, and they reduce the estimate by Rs. 10,41,928, justifying my remark that, were they introduced throughout as the limiting curves, the mean mileage rate would not exceed Rs. 1,30,000. It will be seen in the accompanying report, dealing in detail with last season's operations, that there are two points, one in the Jatinga Valley and the other at the head of the Mahur Valley, where I recommend a departure from the gradient of 1 in 70, and the adoption of stiffer gradients, entailing an alteration also of alignment, which effects a reduction, in the first case of 3·62 miles in distance and of Rs. 28,74,884 in cost, and the latter of 2·89 miles and Rs. 5,30,740; making allowance for which the total length of the hill section will be 98·055 instead of 104·565 miles and the cost Rs. 1,21,49,790 instead of Rs. 1,55,55,414: the lower figures have been adopted in framing the totals of length and cost given in paragraph 2.

General remarks on the North Cachar Hills section and comparison with preliminary estimate.

12. In traversing the hills the line crosses five main watersheds, which separate what, with reference to it, may be called six main systems of drainage, *viz.*, the Jatinga, the Dyung, the Mahur, the Mupa, the Langting, and the Lumding; the first alone flowing south into the Barak, while the remaining five, after uniting to form one stream to which the Dyung gives its name, find their way into the Kopili, and thence into the Brahmaputra. Low and narrow saddles are selected in these watersheds at which to cross, the hills on each side generally rising to a much greater height. The line reaches its maximum elevation at the saddle at the head of the Jatinga, mile $\frac{2084}{2048}$, where the reduced level of the formation is 1,863, the summit of the saddle being 80 feet higher; but the same level is nearly attained in crossing the watershed between the Dyung and Mahur, at mile 317, where formation is 1,836, and the summit of the saddle is 2,112 feet, being therefore 169 feet higher than the Jatinga saddle.

Watersheds and drainage crossed with greatest elevations attained.

13. The long valley of the Jatinga gives the means of effecting the ascent of the first watershed, and in it the heaviest work is encountered. **The southern face of the hills receives the full force of the monsoon and a heavier rainfall, and it is therefore scoured into deep ravines which are often separated by sharp spurs. To reduce the number of tunnels, and of long and lofty viaducts, thereby effecting a great reduction in cost, a line should be kept as long as possible near the base of the hills.** The Jatinga valley is entered by a short tunnel in mile 268, with reduced level of formation 155, the line for the previous three miles having traversed a narrow but easy valley; thence it falls 40 feet in about a mile, after which the ascent may fairly be said to begin. At mile 276½ reduced level of formation is 285, shewing a rise of 170 feet in 7½ miles, effected with varying gradients to suit the configuration of the ground, but none steeper than 1 in 70, and these are comparatively few and short. From near mile 276½ to mile 278, near the mouth of the Kayeng, there is a continuous rising gradient of 1 in 70; the latter may be considered a tie point, and from this, still adhering to the right bank of the Jatinga, there is a choice of alignment up to the saddle, dependent on the limiting gradient adopted; if a gradient of 1 in 70, or any gradient easier than about 1 in 60, be desired, the line must turn up the valley of the Kayeng, and thereby gain the easier grade at the expense of increased length; or the direct ascent can be accomplished by either one of two ways: *viz.*, by a steady gradient of about 1 in 60, with only sufficient level for stations, or by continuing along the base of the hill with easy gradients for nearly 6 miles, and thence a sharp ascent. The intermediate course has nothing to recommend it, except that it would save about 3½ miles, and the amount paid for this in winding round the Kayeng valley with the grade of 1 in 70, and, mile for mile, it would cost at least as much; but the latter course in addition to saving 3½ miles effects a reduction of cost of nearly 29 lakhs rupees. This is the course recommended. A line has been surveyed on it for 6½ miles beyond mile 278 and from the termination the ascent can be effected with a gradient of 1 in 40. The distance from mile 278 to the saddle by the **nearly continuous 1 in 70 grade is 20·44 miles, which are estimated to cost Rs. 57,52,362; between the same points by the lower line the distance is 16·82 miles, and the cost Rs. 28,77,478, which vast reduction is due chiefly to the fact that the lower 6½ miles avoids several extremely heavy viaducts, and a considerable amount of tunnelling. This subject is more fully discussed in the accompanying report, and the remarks on this question contained in the two reports may be read together.**

Description of work in Jatinga Valley.

14. The saddle through which the line quits the Jatinga valley separates that from the Aboijee, a tributary of the Dyung: the saddle at the extreme head of the Jatinga, about two miles higher up, is nearly 150 feet higher and leads into almost impracticable ground. The line descends to the Dyung river, winding round the Haflong spur, which separates the Aboijee from the Dyung; the descent of 543 feet is accomplished in 11¾ miles, a mean fall of 46 feet per mile: the gradients, therefore, are generally fairly easy, but there are two tiepoints at the bottom which necessitate the adoption of the 1 in 70 grade for the 93 chains which intervene. The Dyung is spanned by a viaduct of 3 spans of 100 feet and 3 of 40 feet, the extreme height in centre above of stream being 105 feet. From the Dyung there is, with the exception of one short length for a station, a continuous grade of 1 in 70 for 7·17 miles up to the saddle between the Dyung and the Tawi, a branch of the Mahur. The length between the Jatinga and Mahur saddles is 18·888 miles and the estimated cost Rs. 24,23,704, which gives a mean rate of Rs. 1,28,320 per mile against my preliminary estimate for the same section of Rs. 1,30,000 per mile.

Section between Jatinga and Mahur saddle.

15. From the Mahur saddle the descent is effected along the left side of the Tawi Valley to the point where that stream joins the Mahur, below which the mean valley has for about 3 miles itself a fall of 1 in 70. Here again there is a choice of gradient, to effect the descent direct to a point about one mile below the junction of the two streams, a uniform gradient of 1 in 45 is required for 5 miles, whereas the gradient of 1 in 70 can only be obtained by forming a loop in the line, which the plan shews, and which extends the length from 5 to 7·89 miles. This is the second point referred to in paragraph 11, from which considerable economy can be obtained by departing from the grade of 1 in 70. The 7·89 miles with limiting curves of 573 feet radius are estimated to cost Rs. 12,30,740, whereas the estimate for the 5 miles amounts to Rs. 7,00,000, the difference being due partly to mileage and partly to causes detailed when treating of the work in the Jatinga valley, though here, on the upper or longer line, there are no heavy viaducts which it is important to avoid. The effect of curves of

Section between Mahur and Mahur-Mupa saddle.

400 feet radius on the upper line has been estimated to save Rs. 2,21,774, equivalent to 18 per cent. The two lines unite on the right bank of the Mahur at mile $\frac{362\frac{1}{2}}{318\frac{1}{2}}$ and the Mahur-Mupa saddle is reached at mile $\frac{335}{328\frac{1}{2}}$. In these 10 miles approximately there is not much calling for special mention; for the first 7 miles there is no heavy work: the grade of 1 in 70 is only used to a limited extent and easy curves are generally employed; much of the ground is very level. Below mile $\frac{333}{326}$ the Mahur turns at right angles through a gorge, but heavy work is avoided by carrying the line through a low and extremely narrow depression which exists in the hills a short distance above. The point selected for crossing the Mahur-Mupa watershed is low and the ascent to it from the Mahur valley is effected in 48 chains with a uniform gradient of 1 in 100. Formation level here is 882 feet.

Muppa valley section.

16. Hence to the saddle at the head of the Dijakho, lower down and on the opposite side of the Mupa valley, is about 6½ miles; and this section is estimated to cost Rs. 12,00,314, or Rs. 1,80,552 per mile, my preliminary estimate having been Rs. 1,80,000 per mile; it is, as I said, the heaviest section out of the Jatinga valley. The line runs sharp down with the gradient of 1 in 70 to the Mupa river, and after crossing to the right bank keeps along it for nearly 3 miles, when the Boila, a tributary, as large as the Mupa itself, is reached, it then sweeps round into a side valley, and has a sharp ascent for a mile, piercing the Dijakho saddle by a tunnel, and in this mile there are altogether four tunnels, the aggregate length of which is 1,590 feet. The viaducts across the Mupa and Boila are considerable structures respectively, 302 feet and 474 feet long and 76 feet and 120½ feet high at the centres.

Section between Dijakho and Langladisa saddle.

17. From the Dijakho saddle the line descends to the Langting river, which is crossed by a bridge of 4-60 feet spans at mile $\frac{348}{341\frac{1}{2}}$, and then after mounting by a short ascent and descent over a spur which divides the Langting from its small tributary the Lamong it climbs up to the watershed which parts the drainage of the Langting and the Langladisa, which is reached at mile $\frac{356}{349\frac{1}{2}}$: the ascent is partly effected by a continuous grade of 1 in 70 for 185½ chains. This section of 14½ miles nearly is estimated to cost Rs. 16,01,204, or Rs. 1,10,580 per mile; the work is not very formidable.

Langladisa valley section.

18. After passing the Langladisa saddle the work becomes light, and the gradients generally are easy and a few facts will shew clearly how favourable are the results which the Langladisa valley has given. From the saddle to the point near the Lumding river where the Assam valley traverse is joined is 12·9 miles: on this length the gradient of 1 in 70 is only employed for 35 chains; there is only one major bridge of 3-60 feet spans across the Lumding river, into which the Langladisa drains; not a single tunnel, and the estimated cost only amounts to Rs. 68,277 per mile; the valley, too, has a very direct course, though narrow, and in fact so favourable is it that these 13 miles can scarcely be classed as a hill line.

Effect of characteristic features of country on estimates.

19. The saddle at the head of the Mahur may be taken as the centre of the hill section, and the following statement may be of interest as shewing how the two halves contrast with each other:—

Sections.	Miles with no gradient steeper than 1 in 70.	Cost.	Miles with the grade of 1 in 40 and 1 in 45 at two points.	Cost.
		Rs.		Rs.
SOUTHERN. Mile 11 from Badarpur to Mahur saddle . .	52·707	98,37,572	49·087	69,62,688
NORTHERN. Mahur saddle to junction with the Assam valley traverse	51·858	57,17,842	48·968	51,87,102
Total .	104·565	1,55,55,414	98·055	1,21,49,790

The great excess in cost of the southern half points to what are some of the most prominent features in the conformation of the great range which separates the basins of the Surma and the Brahmaputra, such as the more rugged and precipitous nature of the southern face, and of the propinquity to it of the main watershed and of the greatest elevations; rising abruptly from the alluvial plains on the south, the range falls gradually towards the north, and it is the ascent of the southern face that everywhere presents the greatest difficulty. The

distance from mile 11 to the Jatinga saddle, by the alignment in which the maximum gradient of 1 in 70 and limiting curves of 573 feet radius are used, is 33·819 miles and the estimated cost is Rs. 74,13,868, from the Jatinga saddle to the Lumding junction with the same limiting gradients and curves, is 70·746 miles and estimated cost Rs. 81,41,576; for this latter section my preliminary estimate gave 71 miles and Rs. 78,40,000, which therefore exceeds the actual distance by only a quarter of a mile, but is less than the final estimate by 3 lakhs of rupees; but it has been shewn how this difference may be reduced by nearly 2¼ lakhs rupees by employing curves of 400 feet radius over a short section at the head of the Mahur. The above figures give a mean mileage rate of Rs. 2,19,222 for the 33·819 miles, and of Rs. 1,15,081 for the 70·746 miles, or the ascent of the southern face costs nearly double, mile for mile, than that of the northern descent, and there is less than half the distance to accomplish it in: with the 1 in 40 and 1 in 45 gradients interpolated at two places the figures are respectively as follows:—

Section.	Length in miles.	Estimated cost.	Mean mileage rates.
		Rs.	Rs.
Southern	30·199	45,38,984	1,50,302
Northern	67·856	76,10,806	1,12,161

Here the mileage of the southern section remains as before less than half that of the northern, but the introduction of the 1 in 40 grade has greatly reduced the cost.

Remarks on engine-changing stations and gradients.

20. An engine-changing station is provided at Bikrampur, 9 miles from Badarpur, and near the foot of the hills; and another on the north side at Lumding junction. I consider an intermediate engine station will be required in the hills, and the best point for it is at the nose of the Haflong spur, mile $\frac{306\frac{1}{2}}{303}$; the only alternative site would be in the Mahur valley; both are about equally distant from being quite central, but the former would no doubt be healthier for the staff from its elevated situation, and water is reported good and plentiful. I do not attach much importance to any saving from departure from the 1 in 70 grade at the head of the Mahur valley: the 1 in 40 grade in the Jatinga valley is concentrated and can be worked with the aid of an assistant engine, and the weights of trains can be fixed with reference to the 1 in 70 grade, which will thus remain the true ruling gradient of the hill line.

Lumding to Dimapur.

21. From Lumding the main line makes for Dimapur, which is reached in mile $\frac{416}{409}$; here a road leads off to Kohima, the head-quarters of the Nága Hills district. The country between Lumding and Dimapur is broken by low hills and narrow valleys, and the whole covered with heavy forest; but by winding about, a line without any formidable work has been got, the cost of which averages only Rs. 78,800 per mile. The railway parties were the first to traverse this tract of country. The largest bridge on this section is one of 3-100 feet spans across the Langpher river; the rest are insignificant.

Lumding to Kamarbund Ali.

22. North of Dimapur, two lines have been run: the first keeps to the west or left side of the Dhansiri river until it comes opposite Golaghat; the other crosses the Dhansiri about 12 miles north of Dimapur, thence runs between that river and the Daiang for 27 miles, and connects with the first about 6 miles east of Golaghat at mile $\frac{466}{459\frac{1}{2}}$. There is a difference in favour of the latter of 1·65 miles in length, and Rs. 1,89,392 in cost, and although it avoids Golaghat, it is the one recommended and adopted in all calculations. On the first line the Dhansiri is crossed at Golaghat by a bridge of 6 spans of 100 feet, and on the latter the Dhansiri has 3 spans and the Daiang 4 spans of 100 feet. The distance between Lumding and the northern connection of the two lines by the route recommended is 96·643 miles, and the estimated cost Rs. 67,01,270, or Rs. 69,340 per mile. Though forest prevails as far as the Daiang, there are not infrequent signs of old cultivation and habitation, and the soil is rich and well adapted for the cultivation of tea.

Kamarbund Ali to Makum Junction.

23. The line now runs for Nazira, the central station of the Assam Tea Company. In this section of 50 miles there are only two considerable streams, the Disoi and Jhanzi, for which 3 or 4—100 feet spans respectively have been allowed: the work otherwise is easy. Passing Nazira, within the next 16 miles, two important streams, Dikhu and the Disang are crossed, also with 3 and 4—100 feet spans, and the line then enters upon a particularly easy stretch of country which extends for 35 miles until Jaipur is reached at mile $\frac{566}{559\frac{1}{2}}$, when the Dehing is crossed with a bridge of 10—100 feet spans; this is the longest bridge on the main line,

the Pheni excepted, although it will not be nearly so difficult or costly an undertaking as the bridge across the Barak. The line then makes for Makum junction through a country covered with forest, but presenting no engineering difficulties. Between the Daiang and Disang rivers many large tea gardens are passed, and the country generally is fairly cultivated, though there are still one or two considerable belts of forest, but north of the Disang to Makum junction, with the exception of a few miles near Jaipur, comparatively little cultivation of any kind is to be seen, and the gardens are few in number. The total length of the section of line treated of in this paragraph is 116·58 miles, which are estimated to cost Rs. 76,92,286 or Rs. 65,983 per mile. An alternative line was run direct from Nazira to Dibrugarh; the reasons for preparing Makum junction for the terminal station have been fully detailed elsewhere. Although the line to Dibrugarh is 25 miles shorter than the Makum junction line, it is only estimated to cost 6½ lakhs rupees less.

Lengths of plains and hill section.

24. The main line thus consists of 264·625 miles in the plains between Chittagong and the North Cachar Hills; 98·055 miles in the hills; and 213·223 miles in the Assam Valley between Lumding and Makum junction.

Gauhati branch.

25. The branch from Lumding to Gauhati does not present many features of interest or importance. The section between Lumding and the village of Degulihati, near Roha, was surveyed during the cold season of 1883-84: it is 56·715 miles long and is estimated to cost Rs. 40,06,354, which gives a mean mileage rate of Rs. 70,640.

Lumding to Degulihati near Roha.

In the report of 1884 which accompanied the estimates, it was stated that the alignment of the first 13 miles from Lumding could be considerably improved; these 13 miles have the heaviest work and are estimated to cost Rs. 1,09,404 per mile. The effects of such improvements will probably be to reduce the mileage rate of the Lumding-Roha Section to Rs. 68,000; but in the statement given in paragraph 2 the actual figures of the estimates, both for this branch as well as for the remainder of the system, have been retained, and no credit has been taken for possible improvements the extent of which is uncertain.

Degulihati to Gauhati.

26. The section between Degulihati and Gauhati was surveyed during the last cold season. It is desirable to cross the Kopili below the point where it receives its last tributary the Umiam, and this also gives the most direct route: the traverse then keeps for 13 miles from Degulihati, between the Kopili and the Kallang and here no small openings have been allowed, as I consider they would be a source of weakness. At the Kopili 15 spans of 100 feet have been allowed; it is thus next to the Pheni the longest bridge in the entire system, and it is quite possible that the waterway given may not be sufficient especially as the increase of population leads to the denudation of the country. The Digru river about 21 miles further west, is the only other stream of any consequence on this section, and 7—100 feet spans are here provided. The position of the crossing of this river is practically fixed by the range of hills which intervene between it and Gauhati: the only feasible passage through these hills lies a short distance above the mouth of the Digru. Between the Kopili and this point two routes are available, both of which have been surveyed, and for which estimates are now submitted: the southernmost line is that which I have recommended, in preference to the one along the bank of the Kallang, which, though three miles shorter, is estimated to cost more. This section is fully described in the accompanying report. The passage through the hills is accomplished in 40 chains, and thereafter the line generally winds among hills all the way to Gauhati. The distance from Degulihati to Gauhati is 53·788 miles, which are estimated to cost Rs. 43,91,408, or Rs. 81,661 per mile; this high rate is chiefly due to the heavy embankment required to keep formation above the Brahmaputra floods.

Levels checked with trigonometrical bench marks.

27. The levels, brought up from Chittagong mean sea level across the North Cachar Hills, have been connected with trigonometrical bench marks at Golaghat and Gauhati, and checked with these to one foot.

Object of line.

28. Such is the large scheme by which it is intended to open out the fertile and populous districts of Bengal and Assam, leaving east of the river Megna, and to render more accessible the distant Brahamaputra Valley, at present sparsely populated, but with rich waste lands awaiting the cultivator; rich also in its undeveloped mineral resources, and in the possession of an industry which has reclaimed from the jungle extensive tracts, and brought wealth of the land which, but for it, would probably have slumbered on for many years, without the thought even of a railway being spent upon it; this tea industry has encountered many difficulties, among the chief of which may be reckoned the want of a free and plentiful supply of cheap labour, and this a railway alone can satisfactorily meet.

Financial aspects.

29. The question then arises, will this scheme pay? In my reports of 1883, on the exploration of the North Cachar Hills, and of the survey between Kumilla and Silchar, attempts were made to answer this question. It was stated that the lowest net return which the

Government of Bengal calculated receiving from the operation of the Chittagong-Kumilla and Chandpur Section without any extension northwards, was 9 per cent., and that such generally was the fertility and populousness of the country between Kumilla and Silchar that 6 per cent. did not seem too much to assume for that section: the figures then for these two sections stood as follows:—

Section.	Miles.	Net return per cent.	
Chittagong-Kumilla and Chandpur .	129	9	
Kumilla-Silchar	175	6	
Total . .	304	7·27	Mean net return.

The question of the extension of the Brahmaputra Valley was then considered in its different bearings. The distance between Badarpur-Dibrugarh and Gauhati was taken at 433 miles, which were estimated to cost Rs. 3,97,90,000, and calculations, framed in part on figures contained in the report on the river-borne trade of the Province of Assam during the year 1881-82, for the Brahmaputra Valley, were given to shew that it was not unreasonable to expect a net return of 2·75 per cent. on the Capital outlay on this section treated independently, it was further stated that the effect of the connection with the Chittagong-Silchar system would be to throw a heavier traffic over the latter, and this was estimated to add 1·85 to the former net returns of 9 and 6 per cent.

The results finally arrived at from the working of the whole system were as under:—

Section.	Miles.	Net Return per cent.	
Chittagong-Kumilla and Chandpur . .	129	10·85	304 miles, 9·12 per cent.
Kumilla-Silchar	175	7·85	
Badarpur-Dibrugarh and Gauhati . .	433	2·75	
Total .	737	5·38	Mean net return.

The fact was not sought to be concealed that these returns were in a great measure based on conjectural estimates, and reasons were given how it could not be otherwise; for some districts there were no trade return whatever; for all there was the uncertainty of the extent to which the Railway would succeed in attracting traffic from the river. Regarding the section south of Silchar I have nothing more to say: at the time the above reports were written that section had been actually surveyed and estimated, and nothing has been done to it since; but as regards the extension into the Brahmaputra Valley there was the additional element of uncertainty that both the length and cost were conjectural: Dibrugarh was taken for the terminal station in Upper Assam; it has been altered to Makum Junction: this alone would have added 25 miles, but the detailed survey has effected a reduction in other parts, and instead of 433 miles estimated to cost Rs. 3,97,90,000, the correct figures are 432·781 miles, which are estimated to cost Rs. 3,66,35,378.

A net return of 5 per cent. on the whole system anticipated.

30. Appended to this report is a statement which shews the weights for the main staples of Import and Export of the Brahmaputra Valley between the years of 1881-82 and 1885-86 inclusive, carried both by boat and by steamer on the Brahmaputra river, which for all practical purposes may be regarded as the sole highway, seeing that the traffic which passes in and out of the valley by all other routes combined is quite insignificant. This statement shows that the trade of the valley has made some progress since the railway returns were calculated, and when it is considered that at the best, it must be several years before the railway is completed, during which interval further progress may confidently be anticipated, it seems safe to assume that the estimated return of 2·75 per cent. for the section north of Badarpur, based on the trade of 1881-82 does not err on the side of being a too sanguine one. It seems to me unnecessary to cumber this report with fresh calculations, seeing that so much is unavoidably based on speculation, and I shall therefore leave these figures alone; if the calculations have any value they shew that a net return of upwards of 5 per cent. may be anticipated from the capital outlay on the complete system.

31. The advantages which this scheme possesses, or is claimed to possess, as regards the Brahmaputra Valley—and it is unnecessary to to go beyond that—may be briefly enumerated.

Advantages of the scheme.

(1) Economic: as a direct route to Calcutta it possesses, as Mr. Molesworth has remarked, many advantages compared with the route *viâ* Dhubri: it connects the Brahmaputra Valley with the rich and populous districts lying east of the Megna, and gives it unbroken railway communication with the seaport of Chittagong; while the branch to Gauhati furnishes an outlet towards Northern Bengal, and the means of intercommunication within the valley itself.

(2) Administrative: the province of Assam is divided by a range of hills about 100 miles broad, across which there is practically only one road, leading from Gauhati to Sylhet *viâ* Shillong and Cherrapunji, and intercommunication is consequently very tedious; this the railway would entirely alter.

(3) Military: it offers the means whereby troops can be most readily poured into the country and brought into positions which command the whole mountainous districts which separates the province of Assam from Upper Burma and which is inhabited by savage and unruly tribes; while it will enable the troops stationed in Upper Assam and Cachar to render the mutual support which at present they cannot efficiently do.

32. I should have been glad to have left the question here, but Mr. Ward has advocated the extension of the line from Gauhati to Fakirgunj, opposite Dhubri, in place of the connection across the North Cachar Hills; or in other words he has advocated two independent systems of railway, one between Chittagong and Silchar and the other confined to the Brahmaputra Valley, instead of the one connected system which this project is intended to give: and as Mr. Ward in his note of September 1885 has stated that he has seen no reply to his arguments against what he calls the North Cachar connection scheme, it seems to me that I may as well treat the question here as make it the subject of a detached note. With reference to Mr. Ward's remark I would note that I considered little good was to be gained by discussing this question further than I had done in my two reports of 1883, except in a very general manner, until the completion of the work should provide me with fuller and more trustworthy data.

Preliminary remarks with regard to Mr. Ward's objections to the scheme.

I shall endeavour to shew as briefly as possible the grounds on which I differ from Mr. Ward, and I must premise my remarks by saying that I am not conscious of a mind unduly prejudiced in favour of the North Cachar Hills route or filled with a quixotic ambition to run a tilt against engineering difficulties: the question has been to me the subject of very anxious consideration, and I have endeavoured to look at it dispassionately in all its bearings. Had I been able to fall in with Mr. Ward's view from the first, I should have saved all concerned in the survey very much toil and very much discomfort for which they would have been thankful, and all this I fully foresaw. I am only conscious of having had one object in view, *viz.*, to devise a scheme of railway which should be the best for the Province, both in the present and in the future. As years and the progress of the work have furnished me with fuller information and time more thoroughly to consider the question, my opinions have gained strength, but I must regret not having been successful so far in enlisting Mr. Ward's support.

33. Mr. Ward in paragraph 7 of his note, dated 29th August 1883, writes—"Mr. Buyers had reminded me that his scheme No. 4 does practically give me all I want, *viz.*, an Assam Valley line. This is perfectly true, and if the Government of India will sanction this scheme I shall have no reason to complain. But it is because I fear it will not be sanctioned that I have proposed in the next paragraph a less expensive scheme." Mr. Ward then goes on to argue in favour of a line down the Assam Valley following generally the Trunk Road. In the following year I examined this Trunk Road route between Gauhati and the Dhansiri river, and the concluding portion of my report on the survey operations of 1883-84 was chiefly devoted to describing it and to detailing my objections to it. Mr. Elliott in the forwarding note with this report stated his objection "to the principle of laying a railway on a Trunk Road under any circumstances," and further expressed his opinion that my arguments were sound, and that the Dimapur Valley route possessed superior claims. I understand Mr. Ward now to have waived his objections on the question of alignment, so that the question between us I take it is now narrowed simply to this—which is of prior importance—the connection across the North Cachar Hills, or the extension from Gauhati to Fakirgunj—it being assumed that at the commencement money would not be forthcoming for both. Mr. Ward would sacrifice the connection in favour of the extension to Fakirgunj. The connection is 109·055 miles and is estimated to cost Rs. 1,38,43,060; the extension is 122 miles, and, if the old figure of Rs. 80,000 per mile be taken in estimating, it will cost Rs. 97,60,000. It is, however, probable that this estimate is too low, for the Government of India have an estimate for the section between Gauhati and Goalpara which gives a rate of Rs. 81,000 per mile for a line laid, for the most part, on the Trunk Road; and the experience gained from the present surveys shews that when any considerable length of line comes within the area of country liable to be inundated by the Brahmaputra, the cost exceeds Rs. 80,000 per mile; we have had two instances of this, *viz.*, in the section between Nazira and Dibrugarh, 40¾ miles, the estimate for which amounts to Rs. 92,311 per mile; and again in the section between Roha and Gauhati, 53¾ miles, with a mileage rate of Rs. 81,661. As between Gauhati and Fakirgunj there are proportionately a greater number of large streams than on the Gauhati-Roha Section, the mileage rate is not likely to be less. Allowing, however, the above figures to stand the connection is 13 miles shorter than the extension, but is estimated to cost Rs. 40,83,060 more.

Respective lengths and cost of the connection and of the extension.

34. It is for the Government of India to decide whether the claims set forth on behalf of the connection are just and warrant the extra expenditure; my own opinion is that the advantages which the connection will confer will be cheaply purchased at such a rate; and that the branch to Gauhati with fast steamers between that place and Dhubri will satisfy all just requirements of the Brahmaputra Valley for some time to come. Mr. Ward disputes these claims; he appears to me practically to deny the importance of having direct railway communication between the Brahmaputra valley and Chittagong, for he notices this point only in connection with my remark that tea may be expected to adopt that route in course of time, and dismisses it with the remark that this is a prospect too remote to affect the question under discussion. The claims of Chittagong may not in my opinion be so lightly set aside. Supposing the scheme to be made as proposed, the position of the Brahmaputra Valley, relatively to Chittagong and to Calcutta taking Lumding as a central point, would be as under:—

Position of Chittagong with regard to the scheme.

Mr. Buyers is quite wrong here. I have to look at the financial as well as the commercial point of view.

(Sd.) W. E. W.

		Miles.
Lumding to Chittagong		363
Lumding to Calcutta	(1) *Viâ* Chandpur and Goalando	533
	(2) *Viâ* Gauhati, Dubri, Jatrapur and Sara	585
	(3) *Viâ* Gauhati, Dubri and Sara if Kaunia and Dhubri are connected by rail	575

Chittagong then may be taken roughly as 200 miles nearer than Calcutta, and goods would reach it without break of bulk, whereas to Calcutta *viâ* Chandpur and Goalundo they would be subject to two extra transhipments; and *viâ* Gauhati, Dhubri and Sara, to four even with the railway completed between Kaunia and Dhubri; the result could scarcely fail to be that the great bulk of the goods traffic between the Brahmaputra Valley and Calcutta would pass beween Chandpur and Calcutta, or Gauhati and Calcutta by water, and the difference of mileage would be greatly increased in favour of Chittagong but to a much less extent in the case of the Chandpur than in that of the Gauhati route.

I have never contemplated tea going to Calcutta from Goalundo or from Dhubri and Kaunia by rail. What I have contemplated is from Chandpur or Fakirganj (Dhubri) by river.

(Sd.) W. E. W.

The Commissioner of the Chittagong Division, in a letter dated 11th February 1882, to the Secretary to the Government of Bengal, Public Works Department, states that freights will always be more in the case of Calcutta than in that of Chittagong, the towage and port charges at the latter being infinitely less. Here are surely just and reasonable grounds for anticipating that trade will gravitate towards Chittagong, and for considering the connection with that seaport an important point in favour of the scheme. That Chittagong will become the port for the districts of Eastern Bengal is the expressed conviction of the Bengal Government, and the Brahmaputra Valley will stand in much the same relation to it and to Calcutta that these districts will do. As a port it has already made rapid progress notwithstanding that it has to contend against very faulty internal communications. I have been informed that about 30 per cent. of the tea exported does not pass through the hands of Calcutta brokers, and that there is no reason to doubt but that this would adopt the Chittagong route, and although opinions may be divided regarding the balance, may consider that the keen competition which exists, and the small margin of profit will lead to the early adoption of the cheaper route. Tea is a typical article, and all other goods passing in or out of the port of Calcutta will be subject to the same influences. Mr. Ward's project will not give the Brahmaputra valley any connection with Chittagong and by it the distance from Lumding to Calcutta will be 566 miles *viâ* Dhubri, Jatrapur and Sara; or 558 miles if Kaunia and Dhubri be connected by rail.

When it has become the port for Eastern Bengal it will then be time enough to speak about the North Cachar connection.

(Sd). W. E. W.

35. Mr. Ward again expresses his conviction that the North Cachar Hills connection "will bring no additional traffic to the Assam Valley line that a disconnected Assam Valley line from Dibrugarh to Gauhati and Dhubri would not also bring." The process of reasoning by which this conviction is arrived at is not shewn. I shall merely mention one or two facts which lead me to an opposite conclusion. By the last census reports the population of the districts of Cachar, Sylhet, Tipperah, Noakholly and Chittagong, through all of which the railway would pass, is nearly 6 millions, while the population of Dacca and Mymensing is upwards of 5 millions. The total value of the trade between the Brahmaputra Valley, the population of which is 2¼ millions, and the whole of these districts containing 11 millions, was only valued at Rs. 8,16,815 for the year ending 31st March 1885; to this one article, timber alone contributed nearly 5 lakhs rupees or 61 per

Reasons for believing that the connection will bring extra traffic to the Brahmaputra.

cent.; a truly insignificant trade indeed when the vastness of the population concerned is considered; but to my mind this implies nothing more than faulty communications, for first I find that the whole of this trade was carried by country boats, and to those who know how great are the difficulties which boats have to contend against in navigating the Brahmaputra further explanation is scarcely necessary; and again, confining ourselves simply to the Brahmaputra and Surma Valleys, the trade reports bring out the fact that "the exports of the one are sometimes the imports of the other;" surely a favourable condition for the development of trade. Again, I find that during the same year the districts of the Surma Valley, that is Cachar and Sylhet with their populations of about 2¼ millions carried on with the remaining districts grouped above, that is Tipperah, Noakholly, Chittagong, Dacca and Mymensing, having a population of 8¾ millions, a river trade valued at Rs. 82,31,9.09; this is accounted for in part of course by their propinquity, but this would not help them so much as it does had they not the great comparative facilities which the easily navigated rivers afford, and if the Brahmaputra Valley is given railway communication with these districts, I can see no reason to doubt but that trade between them will follow. To a great extent of course this will consist simply of a diversion of trade into a new channel; for instance if the Brahmaputra Valley can get from the Chittagong direction what it wants cheaper than from Calcutta or Northern Bengal, it will naturally go in that direction, and the one quarter will gain what the other loses, but this all means impetus to traffic, money saved in one way being available for investment in another, and given improved means of communication between 13 millions of people, who have practically none at present, surely the result would not be *nil*. It would be tedious to go into greater detail, as I could easily do.

Mr. Ward's and projected schemes contrasted.

36. Before going further it may be useful to tabulate for ready reference the mileage and cost of the projected scheme north of Badarpur, and of Mr. Ward's Assam Valley line.

(1) *Projected Scheme.*

Sections.	Miles.	Estimated cost.
		Rs.
Badarpur to Lumding	109·055	1,38,43,060
Lumding to Makum Junction	213·223	1,43,93,556
Lumding to Gauhati	110·503	83,98,762
Total .	432·781	3,66,35,378

(2) Assam Valley Line.

Section.	Miles.	Estimated cost.
		Rs.
Makum Junction to Lumding	213·223	1,13,93,556
Lumding to Gauhati	110·503	83,98,762
Gauhati to Fakirgunj	122·000	97,60,000
Total .	445·726	3,25,52,318

The difference between the two is the same as that already given in paragraph 33. In paragraph 29 it has been stated that a mean net return of 5·38 per cent. was anticipated from the operation of the entire projected scheme of 707 miles: the results obtained from the detailed survey shew that, while mileage is not altered, the estimated cost is reduced, the effect of which will be somewhat to increase the returns; but I shall allow the above figures to stand, and proceed to contrast the working of Mr. Ward's disconnected scheme. The most favourable result that I could work out for this is fully set forth in paragraph 70 of my report of 1883 on the survey of the line between Kumilla and Silchar, and that gave a mean net return of 2·16 per cent. on a Capital outlay of Rs. 3,11,20,000, for a line laid along the Trunk Road 389 miles long. Retaining this net return for the longer length of 446 miles,

with its greater Capital outlay, the result from the working of the two disconnected lines will be as under:—

129 miles @ 9 per cent. } 304 miles = 727 per cent. mean.
175 „ @ 6 „ }
446 „ @ 216 „

Total . 750 miles = 4·23 per cent. mean net profit

and in order to earn the same net return as that calculated for the connected system, *viz.*, 5·38 per cent., the Assam Valley line must return 4·69 per cent. instead of 2·16 per cent. If, however, the same net return of 2·75 per cent., which has been taken for the 433 miles of the projected scheme be also taken here, the 750 miles will shew a mean net return of 4·58 per cent. It is inconceivable that the volume of traffic on the 446 miles of Mr. Ward's Assam Valley line will be greater than on the 433 miles of the extension; and the only other alternative that remains to make the results from the operation of the two distinct entire schemes tally is to reduce the percentage of the Chittagong-Silchar Section of the projected scheme which stands at a mean of 9·12 per cent.; this must be reduced in one case to 6·52 per cent., and in the other to 7·38 in order to arrive at the mean of 4·23 or 4·58 per cent. for the total 750 miles, while the mean of the Chittagong-Silchar Section in Mr. Ward's scheme is 7·27 per cent., so that in the one case there would be absolutely a great loss from the connection, and in the other an inappreciable gain. But Mr. Ward acknowledges that the connection will bring additional traffic and also cheap coal to the Chittagong-Silchar line, and I may add that it will otherwise reduce the working expenses, for I need scarcely say that one connected line will be worked more cheaply than two disconnected ones. Mr. Ward's schemes will not mutually benefit one another, nor will a single other railway gain more from them than it will do from the projected scheme.

Question of carriage of tea.

37. Mr. Ward then in paragraph 5 of his note of September 1885 goes on to discues the question of the carriage of tea from Upper Assam to Calcutta, and after assuming that steamer freight from Chandpur would not be less than from Fakirgunj, arrives at the result that the route *viâ* Fakirgunj would be the cheaper one; if this assumption could be proved to be correct this conclusion would be just, but I shall give my reasons for believing that it will not hold good. Taking Nazira as a convenient control point, the true distances then will be as follows:—

	Miles.
to Chittagong	509
to Chandpur	462
to Fakirgunj	379

and taking ⅓rd pie per maund per mile as the rate of railway freight the through freight on one maund to Chittagong will amount to 14 annas 2 pie; to Chandpur 12 annas 10 pie; and to Fakirgunj 10 annas 6 pie; therefore if Mr. Ward's assumption be correct the through freight *viâ* Fakirgunj to Calcutta would be 2 annas 4 pie less than *viâ* Chandpur, and the only set-off the latter route would have would be the saving in time. Mr. Ward shows how he has arrrived at this assumption, for he writes thus: "It must be borne in mind that no presumption can be drawn from the fact of Chandpur being nearer Calcutta than Fakirgunj that steamer freights from the former place will necessarily be cheaper: we know from experience that the river companies do not regulate their freights according to the distance travelled."

Let us look at this argument in the light of the two chief staples which the steamers carry; tea the chief article of export, and rice that of import. Of the former about 70 per cent. is produced in Sibsagar and Lakhimpur, the two districts which lie at the extreme limit of steamer navigation, and the amount produced in the lower districts of Kamrup and Goalpara is so insignificant that it may be absolutely neglected; the steamer companies may then well fix an all round rate for tea: again rice is imported to feed the garden coolies, and it is these same two districts that take the great bulk of it: in the lower districts, including Nowgong and Durrang, rice is produced in sufficient quantities on the spot to meet local wants generally, and the quantity imported into them is small, so here again the companies can afford to simplify matters by fixing an all round rate. The fact that steamer companies charge the same rate for tea carried through to Calcutta as to Goalundo does not affect the question, for no tea is now transhipped into train at Goalundo for reasons which Mr. Phillips has given in his note appended to my report of 1884. Now there must be some limit to this argument of equality of steamer freight, otherwise it might bs extended until the distance became a vanishing quantity, which would be manifestly absurd. Chandpur lies roughly about one-third of the distance from Calcutta that Dibrugurh does, and half the distance of Fakirgunj, and there the Brahmaputra steamers come within a circle where competition with other steamer companies and with native boats becomes very keen: whereas above Serajgunj two companies have the river to themselves and can compete on the most favourable terms with native boats, which with difficulty contend against the strong current of the Brahmaputra, while the boatmen are subjected to hardships and risks from which they

have comparative immunity on other streams: boat carriage is therefore relatively high to what it is in other parts. The appended trade report shews the respective weights of the main staples both of import and export, which fall to steamer and boat on the Brahmaputra. Taking values during the year ending 31st March 1885, steamers carried 87 per cent. of the total trade on the Brahmaputra, whereas on the Surma they carried only 57 per cent., and if we take weights of the chief commodities, instead of values of the total trade, for the same year, we shall find the proportions respectively about 64 per cent. and 6 per cent.; the percentage here for the Brahmaputra being taken from the appended sheet, and for the Surma being derived from information contained in page 17 of the report on the river-borne trade of the Province of Assam, in which the chief articles of import and export are shewn. Cocoanuts, oranges and bamboos alone have been excluded from among the articles given, as no information is present by which their weights can be deduced; but as they have been entirely carried by boat, their introduction would go to reduce the percentage of steamer traffic even below 6 per cent. These facts clearly demonstrate the different characteristics of the two rivers, and they shew how much keener would be the competition the steamers would meet at Chandpur, and that the companies would not have it in their power to keep up freights in the same manner that they could at Fakirgunj; it must also be remembered that it would not take nearly the same capital to establish steam competition between Chandpur and Calcutta that would be required between Fakirgunj and Calcutta. It is not very apparent what is to induce the two steamer companies to reduce freights from Fakirgunj, but the remote fear of fresh competition, and the experience of the Flotilla Company is not hopeful. Mr. Ward has assumed that they would be ready to reduce the freight for tea from the present rates of Rs. 2 or 1 rupee 8 annas, to 1 rupee 8 annas or 1 rupee; it may be so, but whatever the rate the fact remains that as the railways cannot be expected materially to touch the trade of the north bank of the Brahmaputra, steamers will continue to ply above Fakirgunj, and they will probably be glad to fill up with tea for a slight increase on the freight charged from Fakirgunj, in which case even the gardens most favourably situated with regard to the Railway might decline to make use of it, for to the slightly lesser cost in the through charges must be added one extra transhipment.

Mr. Ward's figures for carriage of tea not those which I placed before planters.

38. Mr. Ward then, having assumed that the rate for carriage of tea *viâ* Fakirgunj would be 3 annas less than *viâ* Chandpur, says "it is difficult to understand how with these figures before them the planters of Upper Assam could prefer the Chandpur route" and "still more difficult is it to understand Mr. Phillips's statement that the planter will gain little by carrying his tea to Fakirgunj by rail, and shipping it there." In the first place Mr. Ward's figures were certainly not those which I put before any planter, nor do I know on what grounds it is assumed that they were: on the contrary, my calculation was just the reverse of the above. In the report of 1883 on the survey between Kumilla and Silchar I stated that steamer freight on tea between Cachar and Calcutta was 1 rupee per maund and further that from Chandpur, only about half the distance, it should not exceed 10 annas, and in comparing the two routes in this respect the figures I made use of were the following:—

	Rs.	a.	p.
1. Railway freight to Fakirgunj	0	10	0
Steamer freight to Calcutta	1	0	0
Total .	1	10	0
2. Railway freight to Chandpur	0	13	0
Steamer freight to Calcutta	0	10	0
Total .	1	7	0

and I laid particular stress on the saving in time the latter route would effect. The planter prefers the Chandpur route because he believes it will be more expeditious and cheaper, and that it will give him the option of diverting his tea to Chittagong and shipping it here. I have met planters in Upper Assam, ignorant of the question at issue and of the position of Chandpur, who have begun by saying that a railway along the valley was what was wanted, chiefly to bring cheap labour into the country, but I have not met a single one among these who after the scheme had been explained and comprehended did not end by giving his assent to my views.

Question of competition.

39. Mr. Ward considers that competition will be less keen between the steamers and the railway if his plan of a railway to Fakirgunj is adopted; but will not competition accelerate the development of the province? and Mr. Ward has doubtless this as strongly at heart as any one.

Facilities which the two schemes offer for immigration.

40. Mr. Ward finally deprecates the merits of the question being determined from the planter's point of view only, and expresses his strong conviction "that the Assam Valley will never emerge from its present state of wilderness and isolation until a railway runs through it from one end to the other." I am very strongly of opinion that the scheme proposed will effect this desirable consummation much more rapidly than Mr. Ward's scheme would do. This emergence is, I presume, to be effected chiefly by the increased facilities for immigration which railways will afford. The bulk of the immigrants come at present from Southern Bengal; now the Chandpur line will serve all immigrants coming from Southern and Eastern Bengal to the districts of Nowgong, Sibsagar and Lakhimpar, better than the Fakirgunj line would do. Figures previously given shew that the point of equal distance from Calcutta lies some distance west of Lumding, and the fact that, whereas by the Chandpur route there will only be one river break, by the Fakirgunj at the best there must be two, will in practice tend to move this point further west. As regards immigration to the upper half of Assam it is the districts of Northern Bengal only that the extension of the railway from Gauhati to Fakirgunj will serve somewhat better than the projected scheme will do, and the extent of this will be to save immigrants at the utmost one night on board a river steamer; on the downward journey between Gauhati and Dhubri the advantage is altogether in favour of the steamers, the time which they take being only 10 hours against 18 to 20 hours taken on the upward journey. This difference further illustrates my previous remarks regarding the Brahmaputra and the river about Chandpur, inasmuch as between Goalundo and Chandpur the difference of time in the up and down stream journeys is only half an hour or 7 hours against 6½. It is the planter and those dependent upon him who contribute in a measure far beyond the proportion due to their numbers to the trade of the Brahmaputra Valley; the former is not merely interested in the cheap and expeditious export of his tea, but also in the cheap import of rice and other commodities to feed his coolies, and of tools and machinery to work his garden, and it is he also who has been chiefly instrumental in introducing population into the country; I think therefore he has strong claims to be heard.

Concluding remarks.

41. Mr. Ward then in my opinion very much over-estimates the benefits to be derived in this respect from his extension: except as regards the country between Gauhati and Fakirgunj, I doubt very much if the want of his extension would have the slightest appreciable effect. I do not mean to argue that the extension is not in the least desirable; what I contend is that the connection across the North Cachar Hills is of infinitely greater importance, and I would go further and say that this connection is of greater importance than the branch from Lumding to Gauhati: however I should be sorry to see it struck out of the scheme, as it will much improve the means of communication between Upper and Lower Assam and give all that for some time at least will be required in the direction of Northern Bengal. Mr. Ward, however, evidently fears such a contingency, but I trust that this fear will be proved to be groundless by the acceptance of the scheme, intact, as it stands. This branch to Gauhati, if made first, will considerably facilitate the construction of the northern section of the connection. In conclusion I would venture to suggest that this scheme is of greater importance than the connection of Kaunia with Dhurla and that it should first be put in hand. I have only seen two reliable estimates for the Kaunia-Dhubri line, 54 or 55 miles long, and they amount without indirect charges respectively to Rs. 1,22,26,473 and Rs. 1,95,64,708, either amount nearly sufficient to establish the connection between Badarpur and Lumding.

Correspondence with Mr. Phillips attached.

42. I append copies of correspondence which has lately passed between Mr. Phillips and myself. It will be seen that Mr. Phillips maintains his former position that a line to Fakirgunj will very slightly benefit planters; and Mr. Buckingham of Amgoori has endorsed and countersigned his letter. I shall forward the further expressions of opinion which Mr. Phillips has promised to collect when they reach me.

Information regarding steamer freights.

43. Since writing the above I have received from the Manager, Eastern Bengal State Railway, the rates of freight for seven of the chief articles of traffic between Calcutta and Cachar and Calcutta and Naraingunj; the freights by steamer direct are, for six of the articles, in the two cases in the proportion of about sixteen to seven, and for the remaining article, a little less: no tea is shipped at Naraingunj, but at the same ratio steamers must be prepared to carry tea from Chandpur to Calcutta for about 7 annas a maund and my rate of ten annas may be accepted as an outside one.

Enclosure No. 8 to P. W. D. Resolution No. 868 R. C. of 1887.

Abstract estimates of the Bengal-Assam Railway.

CHITTAGONG TO MAKUM JUNCTION.

Miles 582·413 or 575·903.

Items.	Total.	Total of Main Heads.	Rate per mile.
	Rs.	Rs.	Rs.
I.—Preliminary Expenses	7,85,649	7,85,649	1,349
II.—Land and Compensation	8,19,477	8,19,477	1,407
III.—Construction of Line—			
(*a*) Earthwork	1,09,24,195	...	18,757
(*b*) Minor Bridges	28,03,892	...	4,814
(*c*) Major „	79,76,348	...	13,695
(*d*) Level-Crossings	1,86,773	...	321
(*e*) Fencing	5,83,409	2,24,64,617	1,002
IV.—Ballast and Permanent Way—			
(*a*) Ballast	24,45,236	...	4,198
(*b*) Permanent Way	97,69,176	1,22,14,712	16,774
V.—Stations and Buildings—			
(*a*) Stations and Offices	18,12,794	...	3,113
(*b*) Workshops and Store Buildings	11,30,800	...	1,942
(*c*) Staff Quarters	15,39,702	...	2,644
(*d*) Station Machinery	11,73,474	56,56,770	2,015
VI.—Plant	12,58,954	12,58,954	2,162
VII.—Station Ferries—			
VIII.—Rolling Stock	45,84,141	45,84,141	7,871
IX.—Establishment	34,01,820	34,01,820	5,841
Total	5,11,96,140	5,11,96,140	87,903
Indirect Charges	8,68,548	8,68,548	1,491
GRAND TOTAL	5,20,64,688	5,20,64,688	89,395
Deduct for alternative line in North Cachar Hills which effects reduction of 6·51 miles	34,05,624	...	...
Grand Total of Alternative Line	4,86,59,064	...	84,492

Abstract estimates of the Bengal-Assam Railway—continued.

CHITTAGONG TO MAKUM JUNCTION.

Miles 582·413 or 575·903.

Section.	Miles.	Total of Estimates.	Rate per mile.	REMARKS.
		Rs.	Rs.	
Chittagong to Kumilla	96·665	85,46,325	88,412	Estimates of 1883.
Kumilla to Silchar, 1st Division	60·420	42,47,451	70,299	
Ditto 2nd „	46·800	38,85,319	83,020	
Ditto Portion 3rd „	49·740	37,43,353	75,258	
Connection across North Cachar Hills. Badarpur into Jatinga	19·569	26,11,929	1,33,473	Revised estimate of 1886.
Jatinga to 6 miles below head.	19·250	52,61,491	2,73,324	Estimate of 1886.
Jatinga 6 miles at head	6·000	12,33,718	2,05,619	Ditto 1885.
Jatinga saddle to Mahur-saddle.	18·888	24,23,704	1,28,320	Ditto 1886.
Mahur saddle to Mahur-Mupa saddle.	17·830	20,35,554	1,14,164	Ditto 1886.
Mahur-Mupa saddle to Langting.	12·198	17,50,365	1,43,496	Ditto 1884.
Langting to Lumding	21·830	19,31,923	88,498	Ditto 1885.
Lumding to Kamarband Ali	96·643	67,01,270	69,340	Ditto 1885.
Kamarband Ali to Nasira	50·200	32,15,505	64,054	Ditto 1885.
Nasira to right bank Disang	16·100	13,30,123	82,619	Ditto 1885.
Along right bank of Disang	24·940	11,79,787	47,305	Ditto 1886.
Disang to Makum Junction	25·340	19,66,871	77,619	Ditto 1885.
TOTAL	582·413	5,20,64,688	89,395	
Deduction for alternative Line in North Cachar Hills which effects reduction of 6·51 miles —*vide* Report	6·510	34,05,624	...	
TOTAL OF ALTERNATIVE	575·903	4,86,59,064	84,492	

Abstract estimates of the Bengal-Assam Railway—continued.

LAKSHAM TO CHANDPUR.

Miles 31·895.

Items.	Total.	Total of Main Heads.	Rate per mile.
	Rs.	Rs.	Rs.
I.—Preliminary Expenses . . .	17,158	17,158	536
II.—Land and Compensation . .	95,685	95,685	3,000
III.—Construction of Line—			
(*a*) Earthwork	2,21,190	...	6,935
(*b*) Minor Bridges . . .	1,08,443	...	3,400
(*c*) Major „ . . .	1,23,472	...	3,871
(*d*) Level-Crossings . . .	16,983	...	533
(*e*) Fencing	45,457	5,15,525	1,425
IV.—Ballast and Permanent Way—			
(*a*) Ballast	1,44,123	...	4,519
(*b*) Permanent Way . . .	6,26,440	7,70,563	19,649
V.—Stations and Buildings—			
(*a*) Stations and Offices . .	1,42,185	...	4,458
(*b*) Workshops and Store Buildings	94,028	...	2,948
(*c*) Staff Quarters . . .	83,597	...	2,621
(*d*) Station Machinery . .	1,08,416	4,28,226	3,398
VI.—Plant	84,618	84,618	2,649
VII.—Steam Ferries	2,00,000	2,00,000	6,276
VIII.—Rolling Stock	2,87,055	2,87,055	9,000
IX.—Establishment	1,82,665	1,82,665	5,727
TOTAL .	25,81,495	25,81,495	80,937
Indirect Charges .	99,982	99,982	3,135
GRAND TOTAL .	26,81,477	26,81,477	84,072

Abstract estimates of the Bengal-Assam Railway—continued.

BADARPUR TO SILCHAR.

Miles 17·842.

Items.	Total.	Total of Main Heads.	Rate per mile.
	Rs.	Rs.	Rs.
I.—Preliminary Expenses . . .	17,842	17,842	1,000
II.—Land and Compensation . .	61,800	61,800	3,464
III.—Construction of line—			
(*a*) Earthwork	2,86,694	...	16,068
(*b*) Minor Bridges . . .	1,32,303	...	7,415
(*c*) Major „ . . .	3,39,500	...	19,028
(*d*) Level-Crossings . . .	8,143	...	456
(*e*) Fencing	37,468	8,04,108	2,100
IV.—Ballast and Permenent Way—			
(*a*) Ballast	50,582	...	2,835
(*b*) Permanent Way . . .	3,47,772	3,98,354	19,492
V.—Stations and Buildings—			
(*a*) Stations and Offices . .	93,891	...	5,262
(*b*) Workshops and Store Buildings	21,410	...	1,200
(*c*) Staff Quarters . . .	44,605	...	2,500
(*d*) Station Machinery . .	35,684	1,95,590	2,000
VI.—Plant	39,252	39,252	2,200
VII.—Steam Ferries	...	...	...
VIII.—Rolling Stock	1,60,578	1,60,578	9,000
IX.—Establishment	1,16,917	1,16,917	6,553
TOTAL .	17,94,441	17,94,441	1,00,574
Indirect Charges .	89,722	89,722	5,029
GRAND TOTAL .	18,84,163	18,84,163	1,05,603

Abstract estimates of the Bengal-Assam Railway—concluded.

LUMDING TO GAUHATI.

Miles 110·503.

Items.	Total.	Total of Main Head.	Rate per mile.
	Rs.	Rs.	Rs.
I.—Preliminary Expenses . . .	1,38,861	1,38,861	1,257
II.—Land and Compensation . .	98,505	98,505	891
III.—Construction of Line—			
(*a*) Earthwork	18,04,492	...	16,330
(*b*) Minor Bridges	2,05,075	...	1,856
(*c*) Major „	14,15,301	...	12,808
(*d*) Level-Crossings . . .	31,770	...	287
(*e*) Fencing	30,619	34,87,287	277
IV.—Ballast and Permanent Way—			
(*a*) Ballast	4,70,476	...	4,258
(*b*) Permanent Way . . .	17,95,090	22,65,566	16,245
V.—Stations and Buildings—			
(*a*) Stations and Offices . . .	1,65,732	...	1,500
(*b*) Workshops and Store Buildings .	2,21,006	...	2,000
(*c*) Staff Quarters	2,76,258	...	2,500
(*d*) Station Machinery . . .	2,21,006	8,84,002	2,000
VI.—Plant	2,21,006	2,21,006	2,000
VII.—Steam Ferries	...	...	...
VIII.—Rolling Stock	7,73,521	7,73,521	7,000
IX.—Establishment	5,30,014	5,30,014	4,796
GRAND TOTAL .	83,98,762	83,98,762	76,095

Enclosure No. 9 to P. W. D. Resolution No. 868 R. C. of 1887.

Statement of Imports and Exports of the Assam Valley.

EXPORTS.

Articles.	QUANTITIES. 1881-82. By Boat. Maunds.	1881-82. By Steamer. Maunds.	1881-82. Total. Maunds.	1882-83. By Boat. Maunds.	1882-83. By Steamer. Maunds.	1882-83. Total. Maunds.	1883-84. By Boat. Maunds.	1883-84. By Steamer. Maunds.	1883-84. Total. Maunds.	1884-86. By Boat. Maunds.	1884-86. By Steamer. Maunds.	1884-86. Total. Maunds.	1885-86. By Boat. Maunds.	1885-86. By Steamer. Maunds.	1885-86. Total. Maunds.	REMARKS
Rubber . .	...	8,279	8,279	...	8,663	8,663	6	9,460	9,466	...	7,320	7,320	...	6,489	6,489	
Jute . . .	66,310	45,311	1,11,621	63,520	76,444	1,39,964	45,649	38,940	84,589	39,481	38,975	78,456	96,784	96,784	1,63,185	
Lac	860	23,817	24,677	2,203	14,010	16,212	3,790	27,343	31,073	2,582	14,427	17,009	2,796	27,119	29,915	
Mustard, rape and til .	4,53,194	2,41,804	6,94,998	3,92,613	75,731	4,68,374	3,08,599	1,00,773	4,09,302	3,46,367	3,97,746	7,44,113	3,25,831	4,62,363	7,88,194	
Silk	...	648	648	...	614	614	24	532	556	2	726	728	16	242	258	
Tea-seed . . .	...	2,88,754	2,88,754	6	3,48,472	3,48,478	45	3,37,672	3,37,717	...	3,65,443	3,65,443	...	4,28,021	4,28,021	
Cotton, raw . .	...	818	818	...	6,377	6,377	...	6,693	6,693	...	10,650	10,650	...	4,022	4,022	
Rice, unhusked .	14,587	724	15,311	11,244	2,151	13,395	16,174	647	16,821	21,682	3,232	24,914	28,258	9,091	37,349	
Munjit or Madder .	2,408	2	2,410	3,603	...	3,603	64,787	...	64,787	1,60,557	...	1,60,557	47,013	5	47,018	
	...	56	56	...	488	488	...	294	294	...	9	9	...	151	151	
TOTAL .	5,37,359	6,10,313	11,47,572	4,73,218	5,32,950	10,06,168	4,38,943	5,22,354	9,61,297	5,70,671	8,35,528	14,09,199	4,70,315	10,34,287	15,04,602	
	Steamers took 53 per cent. of whole.			Steamers took 53 per cent. of whole.			Steamers took 54 per cent. of whole.			Steamers took 59½ per cent. of whole.			Steamers took 69 per cent. of whole.			

Statement of Imports and Exports of the Assam Valley—continued.

IMPORTS.

ARTICLES.	QUANTITIES.										REMARKS.
	1881-82.			1882-83.			1883-84.			1885-86.	
	By Boat. Maunds.	By Steamer. Maunds.	Total. Maunds.	By Boat. Maunds.	By Steamer. Maunds.	Total. Maunds.	By Boat. Maunds.	By Steamer. Maunds.	Total. Maunds.	By Boat. Maunds.	By Steamer. Maunds.	Total. Maunds.	
Cotton twist, European	...	6,413	6,413	76	5,704	5,780	271	4,635	5,106	1,577	8,086	9,663	
Cotton piece goods, European.	...	20,512	20,512	69	20,228	20,287	60	15,864	15,924	104	34,868	34,972	
Grain and Pulse	15,655	94,581	1,10,239	40,259	1,20,969	1,61,228	53,065	1,10,446	1,63,451	56,498	1,94,517	2,51,015	
Rice	67,156	3,76,688	4,43,844	77,771	4,04,906	4,82,677	71,051	3,41,908	4,12,959	77,695	3,53,171	4,60,866	
Brass and Copper	168	6,141	6,309	1,029	5,770	6,799	990	5,719	6,709	1,136	12,053	13,189	
Iron	716	21,325	22,041	3,613	55,705	59,318	3,740	75,889	79,629	8,538	61,778	70,316	
Other metals	13	22,330	22,343	240	25,274	25,514	452	27,786	28,238	378	36,589	36,967	
Oils, Mineral, other	32,349	8,149	40,498	4,626 40,011	3,086 8,492	7,712 48,503	10,279 37,100	1,172 9,060	11,451 46,160	10,781 41,157	10,477 13,888	21,258 55,045	
Ghi	165	5,064	5,229	421	5,573	5,994	570	6,143	6,713	723	6,987	7,710	
Provisions (other kinds)	2,400	9,936	12,336	...	15,195	15,195	893	24,266	25,164	68	47,279	47,347	
Salt	1,37,159	1,04,373	2,41,532	82,882	1,29,600	2,12,482	93,485	1,28,603	2,22,088	1,03,775	1,37,899	2,41,674	
Sugar	27,631	12,782	40,413	31,528	14,426	45,954	31,327	15,982	47,309	68,422	22,413	90,835	
Tobacco	19,360	1,269	20,629	31,484	1,161	32,645	20,144	2,291	22,435	32,282	5,401	37,683	
Opium	...	1,674	1,674	...	1,789	1,789	...	1,425	1,425	...	1,291	1,291	
Total	3,02,772	6,91,240	9,94,012	3,13,999	8,17,878	11,31,877	3,23,372	7,71,889	10,94,761	4,03,134	9,76,697	13,79,831	
	Steamers took 70 per cent. of whole.			Steamers took 72 per cent. of whole.			Steamers took 70 per cent. of whole.			Steamers took 71 per cent. of whole.			

Enclosure No. 10 to P. W. D. Resolution No. 868 R. C. of 1887.

Note by Mr. G. L. Molesworth, dated 16th October 1886.

The detailed plans and sections of the Bengal-Assam State Railway—as now submitted by Mr. Buyers, the Engineer-in-Chief—fulfil, in the most satisfactory manner, the anticipations formed by Mr. Buyers from his preliminary investigations, as confirmed by my personal reconnaissance and barometer observations, described in my note of March 27th, 1884.

These plans and sections shew that a practical Locomotive line may be constructed, at a reasonable cost, through the mountain range that has hitherto separated Upper Assam, or the valley of the Burhampootra, from Lower Assam or the plains of Cachar and Sylhet, and from Eastern Bengal; and prove that it is quite feasible to develop the rich districts of Upper Assam by railway communication, which will enable goods to be shipped at the port of Chittagong without break of continuity.

The ruling gradient of the line through the mountain range, as submitted, is 1 in 70, with curves of a minimum radius of 573 feet; but I am of opinion that it will be desirable to adopt Mr. Buyers' suggestion for the introduction of an exceptional gradient of about 1 in 45 in the Jatinga Valley, and possibly in the vicinity of the Mahur Saddle.

Mr. Buyers estimates that the saving to be effected in the Jatinga Valley alone by the adoption of this exceptional grade, will be about 28¾ lakhs of rupees; and after a careful examination of the plans and sections, I have arrived at the conclusion that the exceptional grade may be adopted with advantage.

This grade may be easily worked by additional engines from the changing station on the "Haflong Spur" without diminishing the load due to the otherwise ruling gradient of 1 in 70 on the remainder of the Ghât Section.

I am also of opinion that the minimum radius of curves may be reduced to 400 feet, but only when it will be productive of considerable saving, and that, if this minimum radius be adopted, there will be a large diminution in the earthworks and bridges over the ravines of the Ghât Section.

It will be desirable, however, in this case, that the whole of the rolling stock of the Bengal-Assam Railway should be constructed on the bogie principle, and as this system is entirely isolated by the Burhampootra and Megna Rivers, the rolling stock of other railway systems of India will never run over these curves, which, however, would not render the use of such stock prohibitory.

The Ghât Section of the Railway will, if the exceptional grade of 1 in 45 or thereabouts be adopted, be about 85 miles in length from an elevation of about 400 feet above the sea, at the southern base of the range, to the same level at the northern base of the range.

The route will pass over the following water-sheds :—

	Miles from Chittagong.	Elevation above sea level.
Jatinga	295	1,863
Mahur	314	1,836
Mupur	329	881
Dijako	335	793
Langladisa	350	812

An examination of the detailed plans and sections of the alternative projects for approaching the Jatinga Valley confirm the opinion I expressed in my notes of 24th October 1883 and March 27th, 1884, to the effect that the route *vid* Budapur is preferable to that *vid* Telyntila.

The work on the former alternative being fairly easy except where a short tunnel is necessary to enter the Jatinga Valley. But, as borings at the Buda-

pur Fort crossing proves its unsuitability, the site shown on the plans is about 7 chains lower down the stream from the Fort.

Taking, however, into consideration the fact that the constriction of the river at the Fort is liable to hold back the flood waters of the Barah River, to some extent, I would advise the adoption of a site for the bridge still lower down, so as to keep away from the rush of water that must necessarily ensue from the contraction of the river in times of flood.

After crossing the Barah River the formation level of the line keeps some close to the level of the flood-spill of the Barah, but as Mr. Buyers has explained that this height of flood has not been attained for 50 years; and that the spill water is, from its character, almost dead water, the level of formation adopted may be allowed.

The work in the Jatinga Valley is exceedingly heavy; in some cases averaging in cost about $2\frac{3}{4}$ lakhs of rupees per mile, but the introduction of the exceptional grade of 1 in 45 or thereabouts will materially diminish the work.

From the top of the Jatinga Valley to the Saddle at the head of the Langladisa Valley the work will be lighter, but still very heavy, especially in the vicinity of the Mahur Saddle, and between the Mupur and Dijako Saddles; but after the Langladisa Saddle has been crossed, the descent into the plains along the Langladisa Valley is easy, and comparatively inexpensive.

From the northern base of the hills to Dimapur the atlas sheets are misleading, representing an alluvial plain in which the streams are by no means correctly shown, but this portion is very much cut up by low hills covered with dense jungle, which has rendered the alignment a matter of considerable difficulty.

Beyond Dimapur the route I suggested in my note of the 28th of October 1885,—crossing the Dhansiri a little to the north of Dimapur, and keeping in the delta between the Dhansiri and the Daiang Rivers,—has been surveyed with the most satisfactory results, affording an extremely light and inexpensive, with scarcely any cross, drainage. After the crossing of the Daiang River the country is very flat, the principal work being caused by the crossing of the drainage of the Naga Hills, and the necessity for keeping above the flood level of the country, but the line has been judiciously selected and is far preferable to one taken through the low land in the immediate vicinity of the river Burhampootra. For 25 miles a very inexpensive line has been obtained by crossing to the right bank of the Disang River and keeping along it; as this river intercepts the drainage from the Naga Hills, on the left bank, whilst nearly all the drainage on the right bank falls towards the Burhampootra, I am of opinion that the Bengal-Assam line should be carried on to Makum Junction rather than to Dibrugurh.

With reference to the Gauhati branch I have little to add to my former note of the 27th of March 1884, except that the flood level shewn on the detailed sections renders it necessary to raise the embankments to a higher level than I had anticipated at the time of my reconnaissance; and consequently increases the cost of the branch.

The only part of this branch which I considered doubtful in my reconnaissance was the portion between Gauhati and the Digru River, and it has been found necessary to adopt the more circuitous route of the two alternatives which I indicated in dotted red lines marked A A on the map that accompanied my previous note, and this has given a fairly easy line for a railway.

The cost of the Bengal-Assam State Railway, as now estimated from the plans and sections, averages as follows per mile of railway :—

	Miles.	Per mile.
		R
Chittagong to Budapur	253¾	80,522
Budapur to Lumding	115½	1,49,255
Lumding to Makum	213¼	67,505
Gauhati Branch	110½	76,005

These estimates must, to a certain extent, be considered approximate; for the country, in the Ghât Section especially, is sparsely populated and unhealthy, and labour and supplies will have to be imported, so that it is difficult to predict how the rates may be influenced by an unhealthy season or by the difficulty of obtaining supplies or labour, and so soon as it may be decided to construct the railway, no time should be lost in constructing those portions of the line by which the permanent way can be pushed forward rapidly to the foot of the hills so as to facilitate the construction of the Ghât Section by railway carriage. On the other hand, the plans and sections must be considered as only approximately representing the work to be executed.

In so difficult a country a close and intelligent revision of even the most carefully prepared plans and sections is certain to result in reductions by improved alignment; and by the adoption of the exceptional grade of 1 in 45 and a minimum radius of 400 feet for the curves will be followed by a considerable diminution of work.

I would strongly recommend that Mr. Buyers should at once be instructed to revise the plans and sections in accordance with the above remarks, and that the survey of the line for an exceptional gradient of 1 in 45 in the Jatinga Valley should be undertaken during the present cold season.

Mr. Buyers, to whom I have spoken on this subject, estimates that the cost of such operations, including the necessary field work and jungle clearing, will be about Rs. 20,000, exclusive of the salaries of the permanent members of the engineering staff.

Pending the results of this revision I think that the Government may accept provisionally the estimated cost of the line from Chittagong to Makum Junction at an average of Rs. 90,000 per mile, and that of the Gauhati branch at Rs. 78,000 per mile.

With reference to the general question I may confine the opinions expressed in the last five paragraphs of my note of the 27th of March 1884.

I may add that the close approximation of the detailed results to those of the preliminary reports reflects great credit on the engineering qualifications of Mr. Buyers.

Enclosure No. 11 to P. W. D. Resolution No. 868 R. C. of 1887.

Extract from note by Colonel F. S. Stanton, Director General of Railways, dated 18th October 1886.

Mr. Buyers has evidently carried out the difficult work entrusted to him with great care and excellent judgment, and I think it would be a great pity if he cannot be allowed to complete the further survey required in the Jatinga Valley to ascertain the result on the estimate of adopting an exceptional gradient of 1—45 and curves of 400 feet radius, as there is an anticipation of reducing the estimate by 28 lakhs of rupees if this course is adopted.

In regard to the great question of route to Assam *viâ* the Cachar Hills or *viâ* the Valley of the Brahmaputra, it certainly seems to me that the former possesses enormous advantages over the latter, as a means of developing this backward region.

Chittagong should obviously be the port for Assam and Cachar, and this railway by supplying the one great want, good coal for sea-going steamers, would enable shipping business to be dealt with there at a cost with which Calcutta with its dangerous river approach cannot compete.

* * * * *

I would further beg to suggest that the thanks of the Government of India be given to Mr. Buyers and his staff for the care and ability with which the project has been worked out; and should the further work recommended in the Jatinga Valley be authorized, Mr. Buyers might be asked to submit an estimate of the cost of the survey required before he leaves Simla.

Enclosure No. 12 to P. W. D. Resolution No. 868 R. C. of 1887.

No. 856 R. C., dated 27th October 1886.

From—The Government of India, P. W. Dept.,
To—The Chief Commissioner of Assam.

I am directed to acknowledge the receipt of your letter No. 3176, dated the 28th September 1886, forwarding the Bengal-Assam Railway's estimates with reports dealing with last season's survey operations as well as the entire work done by Mr. Buyers' survey party, and, in reply, to request that the thanks of the Government of India may be conveyed to Mr. Buyers and his staff for the care and ability with which the project has been prepared. A formal Resolution on the subject will be prepared and published with Mr. Buyers' report in the *Gazette of India*, but meanwhile some further orders on the subject are necessary in order that the project may be left in a complete form and ready to be taken up at any moment by any Company desiring to construct the line.

2. With reference to Mr. Buyers' remarks as to a gradient of 1 in 45 in the Jatinga Valley, the Government of India desires that the effect on the estimate of the adoption of this grade should be investigated. In this view Mr. Buyers, while in Simla, has submitted a revised estimate, a copy of which is herewith forwarded, in which he puts the cost of the further surveys necessary to determine the question at Rs. 42,150; to this estimate I am to accord the sanction of the Government of India, and to state that such further staff as Mr. Buyers needs for this work is being collected.

3. I am, however, at the same time to express a hope that the work will be completed well within this sum and also within the time of 6 months which the estimate covers. It is very desirable that the results of this investigation should be submitted to the Government of India by April next if possible.

4. This sanction has been registered as No. 1 B. A. Ry. of 1886-87.

Document accompanying.
One estimate.

Enclosure No. 13 to Public Works Department Resolution No. 868 R. C. of 1887.

No. 833 R. C., dated 20th October 1886.

From—The Government of India, Public Works Department,
To—The Secretary to the Government of Bengal, P. W. Dept.

With reference to your letter No. 4338 R., dated 14th December 1883, forwarding an estimate of cost of a railway from Chittagong to Chandpore with branch to Comillah, I am directed to inquire whether the Government of Bengal maintains, unchanged, the opinion expressed in that letter as to the estimated traffic and remunerativeness of such a line.

Documents accompanying.

Nil.

Enclosure No. 14 to Public Works Department Resolution No. 868 R. C. of 1887.

No. 463 R., dated 2nd March 1887.

From—Colonel S. T. Trevor, R.E., Secy. to the Govt. of Bengal, P. W. Dept.,
To—The Secretary to the Government of India, P. W. Dept.

I am directed to acknowledge the receipt of your letter No. 833 R. C., dated 20th October last, enquiring whether the Government of Bengal maintains unchanged the opinion expressed in this office letter No. 4338 R., dated 14th December 1883, as to the estimated traffic and

remunerativeness of the projected railway from Chittagong to Chandpore with branch to Comillah, and, in reply, to communicate the following observations.

2. The estimate for this railway, which was forwarded to the Government of India with the letter above quoted, amounted to Rs. 1,12,27,802, or Rs. 87,335 per mile; and in submitting it, the remark was made that, though it required several minor alterations, it might be accepted as fairly correct. This estimate was made in 1883, and subsequent experience gained on other lines, which have been since constructed in Bengal, shows that it needs revision. For example, the outlay provided in it for stations and buildings is Rs. 21,97,706, and unless the line is to be built at once as the base of a future independent railway system into Assam, this amount seems excessive. It provides for the construction of warehouses, sheds, and a jetty at Chittagong, at a cost of rupees 3¾ lakhs, which, now that a Port Trust is to be established there, will probably be provided by the Port Commissioners. It provides also for extensive workshops, offices and staff-quarters, which the experience of the Dacca line shows it to be inexpedient to build before the state of the traffic and the conditions under which the line is to be managed make it absolutely necessary to build them. It provides, moreover, for a ferry service at a cost of rupees 2 lakhs. If the line is to have an independent ferry service, this sum would be quite insufficient; but it will probably be found that a suitable expansion of the ferry service of the Eastern Bengal Railway will be sufficient for all practical purposes. Under some misapprehension of the rules on the subject, the provision for indirect charges is a *minus* quantity, while a sum of Rs. 4,80,000 is included in the estimate for interest on outlay during construction, which is unusual. Finally, there has been a considerable fall in the market price of rails and other material since the estimate was made. It will certainly be necessary, therefore, to revise the estimate before the construction of the line is undertaken, and it seems probable that the result of the revision will be that it will be found to be susceptible of reduction.

3. Turning now to the estimates of traffic, I am to remark that those which were forwarded to the Government of India with this office letter No. 200 T. R., dated 23rd June 1882, were prepared with the greatest possible care and attention from the trade returns of the province, and they showed that a gross revenue of over 18 lakhs of rupees might be expected from the Chittagong Railway, and a net return of 8 per cent. on the capital outlay of 112 lakhs. Experience has shown, however, that little reliance can be placed on any estimates of traffic, however carefully they may be prepared, as there are many influences at work in regulating the course of trade which cannot be foreseen. On now being asked, therefore, whether the Government of Bengal maintains unchanged the opinion expressed more than three years ago as to the estimated traffic and remunerativeness of the line, Sir Rivers Thompson is disposed to give a less confident answer as to the particular rate of interest which may be expected from the capital to be employed on the undertaking. But he maintains unchanged the opinion that this railway is second to none in Bengal in importance, and that there is every prospect of its proving to be very remunerative. The extraordinary development of the trade of the Port of Chittagong during the last ten years, as shown by the figures given on the margin, appears to him to afford ample ground for this opinion, especially when it is remembered that this development has taken place in spite of many adverse circumstances as regards the means of communication between the Port and the interior as well as between the Port and the sea. The railway will not only serve this trade, but also a large inland trade from the districts through which it passes. These districts are densely populated, and the people are in very easy circumstances, so there is every prospect of a large traffic in passengers as well as goods. The districts, moreover, are at present so badly off for communication that it is well-known that year after year a large part of the crops is left uncut for want of means of conveying the produce to any market.

	Imports. Rs.	Exports. Rs.	Total. Rs.
1876-77 .	16,20,197	24,48,232	40,68,429
1877-78 .	15,42,537	40,07,807	55,50,344
1878-79 .	20,94,815	54,90,639	75,85,454
1879-80 .	56,68,458	67,68,714	1,24,37,172
1880-81 .	69,89,499	64,90,899	1,34,80,398
1881-82 .	79,89,366	95,49,497	1,75,38,863
1882-83 .	1,04,09,715	1,22,56,997	2,26,66,712
1883-84 .	1,11,27,673	1,28,79,055	2,40,06,728
1884-85 .	1,10,63,570	1,01,95,328	2,12,58,898
1885-86 .	92,44,095	1,11,43,716	2,03,87,811

Enclosure No. 15 to Public Works Department Resolution No. 868 R. C. of 1887.

Supplementary Report by J. W. Buyers, Esq., *M.I.C.E., Engineer-in-Chief, Bengal-Assam State Railway, on the Bengal-Assam Railway Survey,—dated the 18th February 1887.*

During the past cold season a party has been employed under Mr. E. J. Moore, Executive Engineer, in completing the survey of the alternative alignment at the head of the Jatinga Valley, ordered in para. 2 of Government of India letter No. 856 R.C., dated the 27th October 1886.

2. In recommending this alternative, in place of the alignment first proposed between the Kayeng river and the Jatinga saddle (*vide* paras. 16—18 of my report on the survey operations

during the seasons 1885-86 and 11 and 13 of my final report, both submitted in September 1886), I stated that it was anticipated that it would save 3·62 miles in length, and Rs. 28,74,884 in cost, and that a portion, 6½ miles long, had already been surveyed at the lower end, leaving 10·34 miles to be done, which, judging from the corresponding section of the upper trace, might cost Rs. 20,82,891, or Rs. 2,01,440 per mile.

3. The party has been engaged in filling in the survey of this latter section and has now returned to head-quarters having completed the fieldwork, but until the estimates are finished the accuracy of the above figures cannot be exactly determined. Mr. Moore, however, thinks that the cost will be somewhat under the figures I have given, probably lying somewhere between Rs. 1,80,000 and Rs. 1,90,000 per mile: if this prove to be the case, the estimate will be affected by something under two lakhs rupees, and the saving which this alternative will effect will be increased to over Rs. 30,00,000.

4. A traverse has been run direct down from the Jatinga saddle to the end of the lower section, which was carried, during the previous season, to a distance of 6½ miles above the Kayeng. By the aid of this and cross sections a line will be laid down on the plans. The cross sections have been taken so as to cover a minimum gradient of 1 in 40. I have seen the rough field plans on which two approximate lines have been laid down—one to suit a uniform gradient of 1 in 45, and the other 1 in 40. From the saddle to chain 440, that is on the upper 8·33 miles, Mr. Moore says that, so far as he can judge by the eye, there is nothing to choose between the two as regards the nature of the ground, but that the production below chain 440 from the 1 in 45 gradient leads into much heavier work than the production of the 1 in 40 grade. This is what might be expected, for the 1 in 40 gradient sooner reaches the bottom of the valley, and as long as they are both well up the hill side, there is little difference in the work.

In order to decide the question of which alignment should be adopted in preparing the plans and estimates, Mr. Moore has prepared for me rough sections on the production of both lines below chain 440; this in both cases being made with a uniform 1 in 40 gradient, as the further prolongation of the 1 in 45 grade would carry the line across the Lokashah with a viaduct which it is desirable to avoid, as stated in the paragraphs of the reports previously referred to. After examining both sections, I have instructed Mr. Moore to lay out the line on the plan for a uniform 1 in 40 grade from the saddle down to chain 526 (10 miles), where reduced level of formation would be 548 feet above mean sea-level at Chittagong; to run down from chain 526 to about chain 578 with a gradient of 1 in 70, after which there would be about 20 chains level where there is suitable ground for a station. Mr. Moore may find it necessary to make some slight modifications when the line is finally laid down on the finished plans, but I understand that these are the general ideas which also commend themselves to him. If found desirable, about 50 feet more may be taken off the Jatinga saddle; this will somewhat ease the gradients on each side, and only increase the work immediately at the saddle itself.

5. As I am leaving, Mr. Moore will submit the plans and estimates for this section, and I see no reason why he should not be able to do so by the middle of April. The advantages of this lower alternative have been detailed by me in the reports referred to, and it is not likely that he will have much to add beyond giving the correct figures, and altering the tabular statement given in para. 2 of my final report, which, as I have said above, may possibly be reduced by about 2 lakhs rupees.

6. I have gone through the hill plans with a view of determining what improvements, if any, could be made, and the results are shewn both on plans and sections in full blue lines. In doing this, I have had the following objects in view:—

(1) To improve the alignment generally, either by reduction of the number of curves or degree of curvature, without, at the same time, increasing the amount of work.

(2) To extend the length of straight between reverse curves from the minimum of 100 feet, which had been employed, to a minimum of 30 feet.

(3) To try the effects of using curves to a minimum radius of 410 feet (14°) in place of 573 feet (10°), which had been the limit employed.

The second naturally increases the amount of work, but not to any considerable extent except in one instance, *viz.*, in mile 319, where no alteration has been made, as the length of straight between the reverse curves is already 200 feet. In all the other cases, I think the changes are advisable. I have not had time to work out the results of the alterations which have been made (indeed this would be the labour of two or three months), but I think the sections shew that, with a considerably improved alignment, the work on the whole is at least not heavier.

7. In paragraph 11 of my final report of September 1886 I stated that the employment of curves of 400 feet radius, instead of 573 feet, at certain points in the upper parts of the Jatinga and Mahur valleys, was calculated to effect a reduction of ₹10,41,928 in the estimates; of this, ₹8,20,154 are the share of that portion of the line in the Jatinga Valley which, I take it for granted, will be abandoned in favour of the lower alternative; the balance of ₹2,21,774 represents the contribution of the Mahur Valley section, to which must be added

any economies which can be effected in the same way elsewhere. In going through the plans I have found that the places are extremely few where anything but a very trifling economy can be effected, so that I am not now prepared to recommend the adoption of such sharp curves. I think that on the stiff ascent with a gradient of 1 in 40 or 1 in 45 at the head of the Jatinga Valley, it will be worth paying a good deal for the easier 10° curves.

8. I have not been able to make any alterations in the first 5 miles of the Jatinga Valley, and also between the Mahur-Mupa watershed and the Langting river, miles 335 to 347, as there is not sufficient information on the plans in the shape of cross sections to enable me to make these with any degree of accuracy. The line on this short section of the Jatinga Valley, as also between miles 335 and 342, has been actually located, and therefore few cross sections were taken.

The alterations, except such as are due to lengthening the straight between reverse curves, are, with one exception, confined to those sections of the line the plans and estimates of which were prepared last year under some degree of pressure, as noted in paragraph 11 of my final report.

Enclosure No. 16 to P. W. D. Resolution No. 868 R.C. of 1887.

Report by Mr. E. F. Moore, Executive Engineer in charge Bengal-Assam Survey, in operations in 1886-87, revised with General Abstract Estimate.

1. With the submission of the accompanying plans and estimates of the work of 1886-87, the project for the Bengal-Assam Railway is completed, and there is but little to add to the supplementary report of Mr. J. W. Buyers, late Engineer-in-Chief, forwarded with this office letter No. 1000, dated 18th February 1887. The

Object of survey.

object of the survey of 1886-87 was the completion of the alternative route up the Jatinga valley (*vide* Mr. Buyers' Report, paragraph 16, page 41 for 1885-86), by a steep grade line from the Jatinga saddle, to join Mr. Sherman's Low Leve, Line along the bottom of the Jatinga Valley surveyed during the season of 1885-86, and, as explained in paragraph 16 of Mr. Buyers' report above referred to, it appeared certain that a grade of 1 in 40 could be obtained, and possibly 1 in 45 if distance were gained. Traverses were, therefore, run and sections taken to cover both these grades.

2. As a matter of fact, however, there has been a saving of 0·28 mile in distance, for, while the estimated mileage from Badarpur to the

Grading and alignment.

Jatinga saddle (*vide* paragraph 16 of the same report) is 30·20 miles, the actual mileage as now ascertained is 29·92 miles. The steep grade line joins Mr. Sherman's Low Level line at chain 61·00 on his section, thereby overlapping it by a distance of 1·16 miles. So much of Mr. Sherman's line is, therefore, cancelled. The question of gradient on the Steep Grade line was determined by Mr. J. W. Buyers before leaving Shillong (*vide* paragraph 4 of his supplementary report of 1886-87). The reasons for the adoption of the ruling gradient of 1 in 40 are there given and need not be repeated. From chain O at the Jatinga Saddle, corresponding to mile $\frac{298{\cdot}45}{294{\cdot}55}$ of the through line from Chittagong there is a continuous fall of 1 in 40 to chain 522·00, and thence a grade of 1 in 70 for 46·90 chain to chain 568·90. From chain 568·90 to 586·15 there is a level of 17·25 chains, where the only ground suitable for a station exists. From chain 592·50, corresponding with Mr. Sherman's chain 61·00, at which point this season's work ends, Mr. Sherman's grade of 1 in 70 is carried back until it meets the station level at chain 586·15. The 46·90 chains of the 1 in 70 grade on the north side of the station yard will afford a fair start for trains before reaching the steep portion. The level of the station yard is 491·00, which is at least 31 feet above the low water level of the Jatinga, a height which I consider perfectly safe from flood.

3. The length in miles of the survey of 1886-87 is 11·2286 and the cost Rs. 18,25,877 or Rs. 1,62,711 per mile, against a rate of Rs. 2,01,440

Length and cost.

per mile for the corresponding section of the upper line—a result fully justifying Mr. Buyers' arguments in favour of the lower alternative and even more favourable than I led him to expect.

4. The rate of Earthwork, although high, Rs. 77,307 per mile, compares favourably with Rs. 79,420 per mile for the 19·25 miles of upper

Earthwork.

line surveyed by Mr. Sherman during the season of 1885-86 and Rs. 1,00,211 per mile of the 6·48 miles at the head of the Jatinga valley surveyed during the season of 1884-85. On the 11·22 miles there are seven tunnels of an aggregate length of 2,730 feet.

5. Although I think I have allowed ample waterway, the rate for minor bridging is but Rs. 3,042 per mile. This economy is entirely

Minor bridging.

effected by raising the culverts wherever possible to the point at which the line runs from bank into cutting, allowance being made for filling in

earth on the upper side of the line to prevent the lodgment of any standing water against it. This plan has the further advantage of admitting of the easy extension of the culverts should the waterway anywhere be found insufficient.

Major bridging.

6. There are eleven major bridges, the highest and most important of which is that over the Mailongdisa, consisting of one span of 100 feet and seven spans of 40 feet each and costing Rs. 81,935, or Rs. 190 per foot run. The rate per mile for major bridging is Rs. 31,530 as against Rs. 1,12,029 of the 19·25 miles of upper line surveyed in 1885-86 and Rs. 32,266 per mile of the 6·48 miles, at the head of the Jatinga valley surveyed during the season of 1884-85. The height of the viaduct over the Mailongdisa is but 100 feet, and the difference in the rate per mile is chiefly due to the fact that the ravines on the lower line are crossed at a much less height from stream bed to formation than the upper one, and also because, as the streams approach the bottom of the valley, they run together, and become fewer in number.

Deduction from Estimate of 1885-86 due to overlap and total cost of Jatinga alternative.

7. In paragraph 2 I have stated that the line surveyed this season overlaps Mr. Sherman's Low Level Line by 1·16 miles, the cost of which, as abstracted from Mr. Sherman's estimate, is Rs. 1,34,656. This amount will be deducted from Rs. 7,94,587, the cost of the 6·48 miles run by Mr. Sherman (*vide* paragraph 16, page 4 of Report of 1885-86), and the difference of Rs. 6,59,931 added to Rs. 18,25,877, the estimate of the Steep Grade Line surveyed this season, gives Rs. 24,85,808, the cost of the whole Jatinga valley alternative from mile 24·38 from Badarpur (*vide* Report, same paragraph) to mile 40·92 from Badarpur at the Jatinga saddle. This is a rate of Rs. 1,50,290 per mile for 16·54 miles.

Possible minor alternative.

8. I may remark that while adopting the present Steep Grade Line as far as the end of the station yard, I think it would be advisable to try a line crossing the Lokashah somewhere opposite chain 80 on Mr. Sherman's section, keeping to the right bank of that river as far as the Lakamah, which would be crossed somewhat higher than at present. This would not involve a high viaduct over the Lokashah. Mr. Sherman's line at present between the Lokashah and Jatinga, for about a mile runs in high bank, the toe of which is but about 10 feet above the Jatinga low water level, a height scarcely safe from flood. Owing to the very limited time at our disposal it was not intended to carry this season's survey further than it has been taken, and the above change of alignment is but a minor alternative.

Limiting curves.

9. The limiting curves as in previous years is one of 10 degrees equivalent to a radius of 573 feet; and straight of not less than 300 feet has always been allowed between reverse curves.

Corrections in Mr. Buyers' Reports resulting from work of 1886-87.

10. There now only remains to correct those portions of Mr. Buyers' Report of 1885-86 in which the figures are affected by the work of the past season.

In paragraph 2 (i), page 9, instead of 575·903 miles, the main line becomes 575·625 miles, as shewn below :—

Total mileage, page 24 of Report	582·413
Miles by upper line table, paragraph 15, page 4	20·44
Deductions.	
Mr. Sherman's line 6·48 less 1·16 miles	5·32
Steep Grade Line of 1886-87	11·222, 16·542
Actual difference in favour of Lower alternative in Jatinga valley	3·898
Add saving by Mahur alternative	2·890
Total saving by alternative	6·788
Total mileage of main line by alternative	575·625

Table, para 2, page 10, will be recast as follows :—

Section.	Length, Miles.	Total estimates cost.	Mean rate per mile.	Remarks.
		Rs.	Rs.	
1. Main line	575·625	4,82,67,394	83,852	When mileage is denoted by two figures, as $\frac{370}{338}$, the upper denotes through mileage on the plans, the lower, alternative alignment recommended, the exact total difference between the two being 6·788 miles.
2. Chandpur Branch	31·895	26,81,477	84,072	
3. Silchar Branch	17·842	18,84,163	1,05,603	
4. Gauhati Branch	110·503	83,98,762	76,005	
Total	735·865	6,12,31,796	83,211	

For comparison with the table given in paragraph 16, page 4, I insert a similar one with actual results.

Section.	Miles.	Estimated cost.	Rate per mile.	Remarks.
		Rs.	Rs.	
Miles from Badarpur 11 to 24·38	13·38	16,61,506	1,24,178	
Ditto ditto 24·38 to 40·92	16·54	24,85,808	1,50,290	5·32 + 11·22 miles.
Total	29·92	41,47,314		
Difference in favour of lower alternative.	3·90	32,66,554		

I attach to my estimate a revised abstract in place of that at page 24 of Mr. Buyers' Report. The alterations effected in this by the work of season 1886-87 are as given in the following table :—

Main line by subdivisions, Chittagong to Makum Junction, miles 582·413 or 575·625.

Miles 582·413 or 575·625.

Section.	Miles.	Total of estimate.	Rate per mile.	Remarks.
		Rs.	Rs.	
Totals of Main Line by Sub-Division.	582·413	5,20,64,688	89,395	
Deduction for alternative line in the North Cachar Hills which effects a reduction of 6 788, *vide* Mr. Buyers' Report, page 6, paragraph 27.	6·788	37,97,294	...	Jatinga Valley . 3·898 Mahur Division . 2·89 Total . 6·788
	575·625	4,82,67,394	83,852	

11. In conclusion, I beg to bring to the notice of the Government of India the services of Mr. A. R. Lilley, Executive Engineer, and Messrs. E. I. Alexander and E. T. Faulkner, Assistant Engineers, on account of their very hard work in the field and afterwards in the office. Orders for the survey being received late in the season, field work was not commenced until December 10th, 1886, Messrs. Alexander and Faulkner arriving there a week later. Field work was closed on January 29th, 1887, while I left the Jatinga Valley on the 19th of January to take over charge from Mr. Buyers, leaving Mr. Lilley to complete the survey. The plans submitted are therefore the result of six weeks' field work only. And it is due to the subsequent exertion of these officers that the estimates have been completed at such an early date.

EDWARD J. MOORE, *M.I.C.E.*,

Executive Engineer in charge

Bengal-Assam Railway.

BENGAL-ASSAM RAILWAY.

NORTH CACHAR HILLS DIVISION.

STEEP GRADE ALTERNATIVE AT JATINGA HEAD.

Season 1886-87.

Items.	Total.	Total Main Head.	Rate per mile.	Rate per mile of Main Head.
	Rs.	Rs.	Rs.	Rs.
I.—Preliminary Expenses .	22,443	22,443	2,000	2,000
II.—Land . . .	...	...	...	...
III.—Construction of Line—				
(*a*) Earthwork . .	8,67,509	...	77,307	...
(*b*) Minor Bridging .	34,130	...	3,042	...
(*c*) Major Bridges .	3,53,821	...	31,530	...
(*d*) Level Crossings .	1,122	...	100	...
(*e*) Tracing . .	1,122	12,57,704	100	1,12,079
IV.—Ballast and Permanent-way—				
(*a*) Ballast . . .	38,176	...	3,402	...
(*b*) Permanent-way .	1,73,733	2,11,909	15,482	18,884
V.—Stations and Buildings—				
(*a*) Stations and Offices .	16,833	...	1,500	...
(*b*) Workshops . .	22,443	...	2,000	...
(*c*) Staff Quarters .	28,054	...	2,500	...
(*d*) Station Machinery .	22,443	89,773	2,000	8,000
VI.—Plant . . .	22,443	22,443	2,000	2,000
VII.—Steam Ferries . .	...	...	...	...
VIII.—Rolling Stock . .	78,541	78,551	7,000	7,000
IX.—Establishment . .	1,43,054	1,43,054	12,748	12,748
TOTAL .	18,25,877	18,25,877	1,62,711	1,62,711

EDWARD J. MOORE, *M.I.C.E.*,
Executive Engineer in charge
Bengal-Assam State Railway.

A. R. LILLEY,
Executive Engineer,
North Cachar Hills Division.

BENGAL-ASSAM RAILWAY.

ABSTRACT OF ESTIMATES OF MAIN LINE BY SUB-DIVISION CHITTAGONG TO MAKRUM JUNCTION.

Miles 582·413 or 515·625.

	Section.	Miles.	Total of Estimates.	Rate per mile.	Remarks.
			Rs.	Rs.	
	Chittagong to Kumilla . .	96 665	85,46,325	88,412	Estimates of 1883.
	Kumilla to Silchar, 1st Division	60·420	42,47,451	70,229	
	Ditto 2nd ,,	46·800	38,85,319	83,020	
	Ditto portion 3rd ,,	49·740	37,43,353	75,258	
Connection across North Cachar Hills.	Badarpur to Jatinga .	19·569	26,11,929	1,33,473	Revised Estimate of 1886.
	Jatinga to 6 miles below head.	19·250	52,61,491	2,73,324	Estimate of 1886.
	Jatinga 6 miles at head .	6·000	12,33,718	2,05,619	,, 1885.
	Jatinga Saddle to Mahur saddle.	18·888	24,23,704	1,28,320	,, 1886.
	Mahur Saddle to Mahur Mupa Saddle.	17·830	20,35,554	1,14,164	,, 1886.
	Mahur Mupa Saddle to Langting.	12·198	17,50,365	1,43,496	,, 1884.
	Langting to Lumding .	21·830	19,31,923	88,498	,, 1885.
	Lamding to Kamarbund Ali .	96 643	67,01,270	69,340	,, 1885.
	Kamarbund Ali to Nazira .	50·200	32,15,505	64,054	,, 1885.
	Nazira to right bank Disang .	16·100	13,30,123	82,619	,, 1885.
	Along right bank of Disang .	24·940	11,79,787	47,305	,, 1886.
	Disang to Makum Junction .	25·340	19,66,871	77,619	,, 1885.
	TOTAL .	582·413	5,20,64,688	89,395	
	Deduction for alternative line in North Cachar Hills which effects reduction of 6·788 miles.	6 788	37,97,294	...	
	TOTAL .	575·625	4,82,67,394	83,852	

EDWARD J. MOORE, *M.I.C.E.*,
Executive Engineer in charge
Bengal-Assam Railway.

Enclosure No. 17 to P. W. D. Resolution No. 868 R. C. of 1887.

Note by G. L. Molesworth, Esq., Consulting Engineer to the Government of India for State Railways, dated 27th May 1887.

The results of the survey of the alternative steep gradient line have verified the anticipations of Mr. Buyers, that a saving of 28½ lakhs of rupees may be effected by the adoption of an exceptional gradient of not less than 1 in 40 in the Jatinga Valley.

In fact, the estimate prepared by Mr. Moore shews a saving of 3·9 miles and 32½ lakhs of rupees, but this amount must be reduced, because the introduction of an exceptionally steep gradient must involve some increased expenditure in station staff quarters, station machinery and rolling stock. Making allowance for these, I think that Mr. Buyers' anticipated survey of 28½ lakhs may stand. I think that Mr. Moore and his assistants deserve great credit for the rapidity with which they have carried out this survey in a most difficult country.

With reference to the general question of the estimate of the hill section between Badarpur and Lumding, I am of opinion that, in view of our recent experience in the large increase of quantities, due to slips, and flattening slopes beyond what was considered necessary in the estimates of the Sind-Pishin Railway, and moreover looking to the difficulty in locomotive railways in predicting the relative amount of rock that may be met in the various cuttings or the material in the tunnels, it would be prudent to increase Mr. Buyers' mileage estimate in the hill section from 1½ to 1¾ lakhs per mile. Mr. Buyers' rates are certainly not high. The line has not yet been set out, but the longitudinal section has merely been deduced from cross sections; and as I have already pointed out in my previous note, the country is sparsely populated and unhealthy, labour and supplies will have to be imported, so that it is difficult to predict how the rates may be influenced by an unhealthy season, or by the difficulty of obtaining supplies.

Taking the project as a whole, the figures would stand in round number as follows:—

	Miles.	Rates per Mile.	Cost. Lakhs.
Chittagong to Badarpur	253¾	80,522	204
Badarpur to Lumding	115½	1,75,000	202
Lumding to Mahur	213¼	67,505	144
Gauhati Branch	110½	76,005	84
Total (ruling grade 1 in 70) .	693	91,486	634
Deduction if exceptional gradient of 1 in 40 be introduced	...	...	28½
Total with exceptional gradient of 1 in 40 .	...	...	605½

The case therefore stands as follows:—

The whole project with a ruling gradient of 1 in 70, in the hill section, will cost about 634 lakhs of rupees, which may be reduced to 605½ by the introduction of an exceptional gradient of 1 in 40. The portion affected by the exceptional gradient will be probably about 20 miles, and on this length the increased cost of carrying one ton of goods per mile, due to the exceptional gradient, will probably be about 7 pie or an increase of about 1 ½ annas on each ton carried as through traffic. Against this there would be a saving on the interest of capital expenditure which, if placed as a set-off against increased working expenses, would vary about as follows:—

With 2 trains each way per day 15 pie per ton.
„ 3 „ „ 10 „
„ 4 „ „ 7½ „
„ 5 „ „ 6 „
„ 6 „ „ 5 „

The introduction of the exceptional gradient would therefore be an economy if the traffic on this railway were small, but it would be the source of an economy if the number of trains each way exceeded four. Looking to the difficulties of raising money in the market for the construction of this line by private enterprise, it may be politic to adopt the exceptional gradient of 1 in 40, with the view of reducing the first capital expenditure as much as possible; but if the future of this railway is expected to be brilliant, if it should largely develope the resources of Upper Assam and cause a large track to spring between that district and the port of Chittagong, then the introduction of the exceptional gradient will be a mistake.

At the commencement, however, it is probable that the traffic on this railway will be limited until the work of development by the railway shall have made due progress.

Enclosure No. 18 to Railway Resolution No. 868 R. C. of 1887.

CHITTAGONG STATE RAILWAY.

This projected Railway, which forms a continuation of the projected main line from Assam and Silchar, commences at Comillah and passes in a southerly direction to Laksam, and thence turns in a south-westerly direction, crossing the Pheni river near its mouth; it then keeps to the strip of country comprised between the Sitakund range of hills and the sea until it reaches Chittagong.

From Laksam it is proposed to construct a branch to Chandpur, on the left bank of the Megna river. It was originally proposed to make the branch to Daudkhandi, but Chandpur is obviously the most suitable position for the terminus of the branch line. The proposed line passes for nearly its whole length over low-lying alluvial land which is nearly a dead flat, the average formation-level at Chandpur being 21 feet above mean sea-level, at Laksam 22 feet, at the Pheni river 24 feet, and at Chittagong 33 feet above mean sea-level, gradients being scarcely necessary, except in the approaches to the bridges over the streams and rivers that have to be crossed.

The Railway has to be in embankment throughout its entire length, in order to keep the formation well above high flood-level. The only work of any magnitude will be the bridge over the Pheni river.

This, according to the proposed alignment, crosses the Pheni where it is almost an estuary of the sea, exposed to the storm-waves of the Bay of Bengal, and I agree with Mr. Horace Bell that it is absolutely necessary to alter the site of this bridge, so as to cross the river higher up, where the bed will be better defined and the country less exposed to the effects of the storm-wave.

With the present alignment, the funnel-shaped channel of the Pheni river enables the storm-wave to attain large proportions; and as the formation-level there appears to be about 5 feet below the level of the storm-wave, except where the line is raised in the bridge approaches, the results of a cyclonic wave would be most disastrous to railway works on that alignment. I have roughly marked in full blue pencil lines on the Index plan, a line which I think might be examined for the crossing of the Pheni river; it would cross the two branches of the river separately more than two miles above the present site, and would involve an additional length of a mile and a half to the through mileage of the Railway, if the present alignment be adhered to, up to the point from which I have marked the line of deviation.

I presume that the alignment, south of Laksam, has been adopted for local reasons connected with the development of the district, but, if not, it would appear that a saving of about 4 miles might be effected, if the upper crossing of the Pheni be adopted, by taking the line from Laksam in nearly a straight line to Dewaniganj, and producing that line to the upper crossing, as I have marked in dotted blue pencil lines on the Index plan.

The question of carrying the Railway through the Halda Valley, instead of skirting the coast, has been carefully considered; and the Executive Engineer of Chittagong has made a reconnaissance with the view of ascertaining whether such a line is feasible; but the crossing of the water-shed which divides the Valley of the Halda from that of the Pheni is attended with difficulties which render the cost of a line through the Halda Valley prohibitory. This crossing would involve at least 7 miles of very heavy work in crossing 6 steep rocky ridges, from 350 to 500 feet in height. The Executive Engineer of Chittagong proposed, as an alternative entrance to the Halda Valley, the tunnelling through the range about 6 miles north of Sitakund; but this entrance would apparently involve tunnelling to an extent of nearly a mile and a half in length, as well as an increase in the length of the through mileage, and in all probability a steeper ruling gradient which under the present alignment is as flat as 1 in 300.

The idea of passing through the Halda Valley may therefore be dismissed as impracticable. The length of the line under the present alignment is 128·56 miles, including the branch to Chandpur. If the upper crossing of the Pheni river be adopted, the length will probably be increased to 130 miles. If, on the other hand, the direct line *vid* Dewaniganj were adopted, the length might be reduced to 126 miles.

The estimated cost per mile of railway as submitted by Mr. Horace Bell, the Engineer-in-Chief, stands as follows:—

	Rs.
Preliminary Expenses	536
Land	3,000
Earthwork	6,206
Bridging	11,916
Level-crossings	624
Fencing	1,973
Ballast	4,569
Permanent-way	19,350
Stations, &c.	7,310
Workshops	2,497
Staff Quarters	4,176
Station Machinery	2,661
Plant	2,649
Steam Ferries	1,556
Rolling-stock	9,000
Establishment	5,727
Indirect Charges	3,135
TOTAL	87,335

The principal rates upon which this estimate has been based are as follows:—

	Rs.	A.	
Earthwork	6	12	per 1,000 c. ft.
Turfing	2	8	,, sup. ft.
Excavation for foundations	5 to 10	0	,, c. ft.
Rammed filling	9	0	,, ,,
Well sinking	12	0	per lineal ft.
Concrete	28	0	per 100 c. ft.
,, cement	45	0	,, ,,
Brickwork	40	0	,, ,,
,, in cement	65	0	,, ,,
Ironwork	253 to 293	0	per ton.
Timber	4	4	per c. ft.
Fencing	1,750	0	per mile.
Ballast	8	0	per 100 c. ft.
Sleepers	3	4	each.
Laying permanent-way	660	0	per mile.

Some further preliminary expenses will probably be necessary for investigating the question of the alteration of the Pheni bridge site.

With reference to the earthwork, I may remark that the embankments in some cases appear to have been graded at too low a level, but there seem to be some discrepancies in the flood-levels, as marked on the section, which I have not been able wholly to reconcile.

I have prepared a rough diagram which is annexed to this note, to indicate generally the relative position of the formation, and of the high flood-levels between Chittagong and Chandpur. A study of this diagram will enable the situation to be more readily comprehended. In an almost dead level country like that under consideration, it is evident that no very abrupt variations in the high flood-level can exist at places which are not separated by high land, or by artificial embankments, because the high flood level, being above the general level of the country, must equalise itself, unless the flood water of one portion be separated from that of another contiguous portion. Such a case may exist where the cart-road is below the railway alignment; and it is possible that between the 10th and 13th mile from Chittagong the flood water may be held up by the road, whilst beyond the 14th mile, where the alignment crosses the road and keeps below it, the road cannot exert any influence in holding up the flood level; but there does not appear to be any influence of this character about mile 35, and yet in three quarters of a mile distance there is an apparent difference of about $5\frac{1}{4}$ feet in the high flood level as marked on the section. If the flood level at the 35th mile be correct, it will be necessary to raise the formation level of the greater part of the embankment in the neighbourhood of that part by 4 or 5 feet at least.

Again the high flood level at the Pheni river is nearly on the same level as that of the formation of the embankment about 2 miles distant from the bridge. Again near Chandpur the formation level is shewn to be only about half a foot above high flood level about 2 miles distant. The construction of the Railway will doubtless tend to increase the height of the flood level generally.

In any case it appears to me that the embankments must be raised between the 13th and the 44th mile to a level which *as a minimum* should be 24 feet above mean sea level; and between the 18th and 30th mile of the Chandpur branch to a minimum of 21 feet above mean sea level. The cost of raising the embankments to this extent will be in round numbers about Rs. 1,80,000; but if, on the other hand, the high flood level marked on the section near the 35th mile be correct, then it will probably be necessary to grade the embankments between the 13th and 44th mile to a minimum of 26 feet above mean sea level, and the additional cost of this would be about Rs. 1,20,000, making, with the previous addition, about 3 lakhs of rupees extra to the estimate for the earthwork.

On the other hand, the rates for earthwork, Rs. 6-12 per 1,000 cubic feet, with turfing Rs. 2-8 per 1,000 s. ft., which will probably bring up the cost of earthwork to about Rs. 7-2 per 1,000 cubic feet, appears to be excessive. A rate of Rs. 4-8 or Rs. 5 would appear to be sufficient, and in that case the cost of raising the embankments would be to a great extent counterbalanced by the reduction of the rates. Turfing is certainly unnecessary in Bengal, but if the rates for earthwork cannot be reduced, then the raising of the embankments to the extent above mentioned would add about Rs. 2,300 per mile to the cost of the earthwork.

In considering the question of bridging I may remark that the drainage which affects the railway may be divided into four distinct areas—

1st.—That which has to pass the line between Laksam and Chandpur;

2nd.—That which has to pass into the Little Pheni river.

3rd.—That which has to pass into the Great Pheni river.

4th.—The drainage from the Sitakund range between Chittagong and the 42nd mile.

In the first case the amount of water that must pass the line between Laksam and Chandpur is indeterminate, because the country is dead level,

and any water that cannot pass the line will naturally flow into the Megna river.

In the second case the amount of water which drains into the Little Pheni is rendered somewhat doubtful by the fact that the spill waters of the Goomptee river may pass down between Comillah and the high ground to the east, and unite with the drainage proper of the Little Pheni. I think it is possible that it may be found expedient to prevent this contingency, by blocking off the spill waters of the Goomptee by an embankment running from Comillah to the high ground at the base of the Tipperah hills. The length of such an embankment could not be more than 6 or 7 miles, and the cost would probably not exceed Rs. 10,000 or Rs. 50,000, probably less, if existing bunds could be supplemented, and this cost would probably effect more than an equivalent saving in the bridging of the Great and Little Pheni rivers.

Assuming then the exclusion of the spill waters of the Goomptee, the drainage area of the district supplying the Little Pheni river must exceed 300 square miles, but it is probable that any surplus water that could not be taken by the Little Pheni bridge would flow into the Great Pheni river, so that the Pheni river bridges together should be capable of taking the whole of the water from the drainage areas combined.

The atlas sheets, however, do not clearly define the catchment areas of the Pheni river, but, as far as I can ascertain it, the catchment area will not probably exceed 1,000 square miles, making, with the catchment area of the Little Pheni river, a total of about 1,300 or 1,400 square miles, which, according to Dickens' formula ($D = 825\ M^{\frac{3}{4}}$), will give a maximum flood discharge of from 180,000 to 190,000 cubic feet per second. Assuming for this a velocity of flood discharge at 5 feet per second, we shall require an area of from 36,000 to 38,000 square feet, and this, with a mean depth of 20 feet in high flood, will require 1,800 to 1,900 lineal feet, or say 18 to 19 spans of 100 feet each. Mr. Horace Bell has provided 24 spans of 100 in the estimates for the Great and Little Pheni bridges, so that his provision will probably be sufficient.

A final decision on the question of the waterway to be given at these bridges must, however, await the further investigation of the proposed alternative site; meanwhile the estimate of Mr. Horace Bell for them may be provisionally accepted.

It may possibly be desirable to prepare alternative estimates for the Pheni bridge with 100 feet spans on wells and for 60 feet spans on cast-iron screw pile piers.

Between Chittagong and the 42nd mile the drainage is to a great extent cut off from the coast by the Sitakund range; consequently the whole drainage area intercepted by the railway on this length cannot far exceed 100 square miles, representing a maximum flood discharge by Dickens' formula of about 26,100 cubic feet per second, which, on the assumption of a flood velocity of 5 feet per second, would require a discharge area of about 5,250 feet. The quantity provided I make out by rough calculation to be approximately about 6,400 square feet, which would appear to be sufficient.

The raising of the embankments will increase the cost of the bridges somewhat, but not to any serious extent, because the majority of the bridges are already in raised embankments.

The amount provided for fencing appears to be low, and will, I believe, require to be increased. The amount provided for stations appears, on the other hand, to be excessive; but it provides for a Jetty at Rs. 2,50,000, Warehouses at Rs. 1,25,000, and General Offices at Rs. 1,80,000. The Jetty and Warehouses will probably be undertaken by the Chittagong Port Trust, and if so, need not be included in the cost of the Railway. The General Offices should be a charge divided over the whole of the Bengal-Assam Railway system.

The amount provided for the workshops appears to be more than necessary, for although it may be decided to construct general workshops for the system at Chittagong, yet the cost of such shops should be divided equally over the whole cost of the system.

The amount provided for Staff Quarters and Station Machinery appears to be excessive, and the necessity for Steam Ferries, as an integral portion of this railway, is not apparent. The amount of Rolling-stock is high, at all events for the first opening of the line before the traffic has developed, and as the bridging, with the exception of that for the Pheni river, is of an insignificant character, I think the amount of plant might be reduced. The works generally, with the exception of the Pheni Bridge, might be pushed through in a very short time, so that I think the establishment would bear reduction.

Taking into consideration the points above mentioned, I should be disposed to place the estimate at the following mileage rates:—

	Rs.
Preliminary Expenses	600
Land	3,000
Earthwork	6,500
Bridging	12,000
Level-crossings	600
Fencing	2,800
Ballast	4,700
Permanent-way	19,500
Stations, &c.	2,000
Workshops	2,000
Staff Quarters	2,500
Station Machinery	1,500
Plant	1,500
Rolling-stock	8,000
Establishment	4,000
Indirect Charges	3,000
TOTAL	74,200

I visited Chittagong in November last on my way to Burma, and I then formed a very favourable opinion of it as a terminal port for the Bengal-Assam Railway system, and as a means of developing the rich district of Eastern Bengal; the port is well sheltered by a double bend in the river, and the large increase, which has of late taken place in the traffic of the port, proves that its advantages are beginning to be appreciated.

17th August 1887. GUILFORD L. MOLESWORTH.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF AUGUST 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Quantities per Rupee in seers of 80 tolas.													
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Baira or Cumbu (*Penniseticum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur (Cadian Pea (*Cajanus indicus*)).	Firewood.	Salt.	Remarks.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Madras.	Ganjam	10 5	...	14 10	15 8	...	...	29 5	...	...	...	...	215 13	13 13	
	Vizagapatam	12 0	...	9 0	10 3	21 10	23 13	20 5	...	...	...	...	93 5	12 14	
	Godavery	10 6	...	13 14	15 0	19 3	19 6	25 8	...	...	...	...	243 0	12 8	
	Kistna	8 14	...	14 13	16 8	19 0	...	31 5	...	...	...	...	145 13	15 0	
	Nellore	9 0	...	12 14	14 0	23 0	...	29 2	...	...	...	...	93 5	14 13	
	Cuddapah	11 13	...	13 3	14 14	25 5	...	30 0	...	...	...	...	140 0	14 6	
	Anantapur	11 8	...	12 13	15 2	30 14	22 10	32 0	...	...	...	...	77 13	13 2	
	Bellary	11 14	...	12 5	13 0	27 13	25 6	34 0	...	...	...	...	97 3	13 2	
	Kurnool	11 2	...	12 2	12 14	30 8	25 0	...	...	...	...	...	114 6	13 11	
	Madras	10 10	...	11 3	13 0	23 0	23 2	28 0	...	...	...	...	86 5	14 10	
	Chingleput	...	...	14 10	15 2	...	21 2	27 6	...	...	...	...	106 14	14 0	
	North Arcot	10 3	...	13 2	13 8	...	...	32 8	...	...	...	...	140 0	13 11	
	South Arcot	9 6	...	13 14	14 14	...	24 10	25 6	...	...	...	...	201 11	14 6	
	Tanjore	10 5	...	14 8	...	19 2	25 6	27 3	...	...	...	...	166 3	14 11	
	Trichinopoly	...	...	14 0	14 8	...	25 6	26 8	...	...	...	...	133 10	14 10	
	Madura	10 2	...	13 6	13 14	27 8	23 8	27 14	...	...	...	...	131 3	15 0	
	Tinnevelly	9 14	...	11 14	12 6	...	...	...	...	...	...	...	70 0	16 8	
	Coimbatore	13 2	...	13 8	14 8	22 10	25 6	27 14	...	...	...	...	121 8	12 11	
	Nilgiris	10 11	...	11 3	12 0	21 10	19 10	21 10	...	...	...	...	161 13	11 0	
	Salem	12 13	...	13 2	15 0	30 14	31 3	30 13	...	...	...	...	186 10	14 10	
	South Canara	7 6	...	13 10	16 0	...	...	25 0	...	...	...	...	128 5	16 3	
	Malabar	8 10	...	13 13	14 10	...	...	22 10	...	...	...	...	155 8	14 6	
Bay.	Bombay	10 3	16 5	7 4	10 14	18 1	14 4	15 11	13 3	14 14	18 9	8 10	67 1	14 6	
	Daskrohi	No return received.													
	Kaira	11 0	21 6	8 14	9 6	14 1	14 1	20 0	...	16 0	...	10 0	80 0	16 0	
	Surat	12 0	14 0	8 0	10 0	15 0	14 0	...	...	14 0	...	10 0	80 0	16 0	
	Broach	12 0	...	8 0	11 0	16 0	14 0	...	...	13 0	...	13 0	120 0	14 2½	
	Tanna (Salsette)	9 12	...	8 3	10 0	16 13	14 6	...	...	12 5	...	8 0	71 2	15 4	
	Colába (Alibag)	8 9	...	7 4	11 4	...	13 0	...	...	12 7	...	8 2	90 0	14 0	
	Khandesh (Dhulia)	13 8	...	7 8	9 6	23 10	16 12	...	14 8	13 8	...	10 8	131 0	15 4	
	Násik	12 6	...	10 8	12 0	22 0	17 14	25 0	...	17 14	...	9 10	106 8	15 0	
	Ahmednagar	12 8	...	8 0	9 1	24 10	17 12	...	...	18 13	...	15 5	86 12	14 6	
	Poona (City)	11 8	9 0	8 9	9 13	21 12	17 4	16 6	...	17 4	...	14 10	60 13	13 6	
	Sholápur	14 6	19 8	9 8	10 6	26 10	23 4	...	21 2	20 1	...	15 2	80 0	13 0	
	Bijapur	15 6	13 2	7 1	9 12	27 0	28 10	...	...	18 11	...	18 9	80 0	12 1	
	Satara	12 1	...	9 9	10 12	20 0	20 10	...	...	19 8	...	15 2	93 3	14 3	
	Belgaum	15 0	11 8	10 8	11 0	24 0	23 6	32 0	...	17 0	...	16 0	66 0	13 0	
	Dharwar (Hubli)	16 0	...	10 0	11 0	25 0	23 0	38 0	...	19 0	...	12 0	80 0	9 0	
	Ratnágiri	9 4	...	8 9	11 5	19 14	15 5	17 1	...	15 6	...	10 14	120 0	12 15	
Bay.	Karwar	11 0	...	7 0	10 0	16 0	16 0	16 0	12 0	14 0	...	11 8	213 5½	11 0	
	Pánch Mahals (Godhra)	9 2	...	8 0	11 3	...	15 2	20 0	...	16 7	18 0	11 0	160 0	13 3	
	Aden	8 0	...	6 3	8 0	11 3	10 3	...	...	11 3	...	5 9	65 5	32 0	
	Asirgarh Cantonment	13 8	...	9 0	10 8	18 11	21 0	...	19 0	17 0	...	10 0	160 0	11 0	
	Baroda Camp (Sadar Bazar)	8 9	13 11½	6 15	9 2	13 11½	13 2½	15 7	...	12 0	...	10 13½	80 0	13 2½	
	Disa Cantonment	12 4	...	8 0	9 2	16 0	19 0	...	...	15 12	...	10 4	150 0	14 0	
	Nimach Cantonment	13 4	18 0	8 0	10 0	25 0	15 0	...	...	17 12	24 0	13 0	180 0	14 0	
	Nasirabad Cantonment	12 15½	18 7½	7 0	8 0	18 0	15 3¼	...	10 0	18 4¼	18 9½	12 8	90 0	15 12	
	Rajkot Station	11 8	...	6 8	9 0	14 0	11 8	...	...	11 8	...	7 8	80 0	40 0	
	Upper Sind Frontier	11 7	16 0	9 0	...	23 0	18 0	...	...	11 7	...	11 8	128 0	12 8*	
	Karachi	11 0	18 0	8 0	14 0	20 0	16 0	†	†	14 0	14 0	8 0	85 0	16 0	
	Haidarabad (Gidu Bunder)	12 8	13 8	10 8	18 8	19 8	17 8	...	...	11 8	...	...	120 0	13 8	
	Shikarpur	11 14	14 12	10 0	15 0	20 0	22 0	...	...	14 4	...	10 0	120 0	14 2	
	Sukkur	14 8	19 0	10 0	15 0	22 8	20 8	...	...	16 8	...	11 8	120 0	14 8	
	Thar & Parkar (Umarkot)	15 9	...	...	16 0	...	19 8	...	...	...	...	...	160 0	14 12	
	Western Districts.														
Bengal.	Burdwan	15 0	‡	15 0	22 8	...	...	...	...	26 0	‡	29 0	120 0	14 0*a*	
	Bankoora	13 8	20 0	17 0	22 6⅔	...	...	...	...	19 8	32 0	20 0	280 0	12 0*b*	
	Beerbhoom	16 8	...	17 4	22 8	...	...	...	...	26 8	...	15 0	160 0	12 12*c*	
	Midnapore	13 0	...	18 0	23 0	...	...	...	...	20 0	...	13 0	155 0	13 0*d*	
	Hooghly	14 0	...	10 0	17 0	...	...	...	...	20 0	...	13 0	120 0	13 8*e*	
	Howrah	14 8	...	13 4	18 8	...	...	...	...	22 12	...	14 8	100 0	12 13	
	Central Districts.														
	Calcutta	14 4	20 0	8 12	16 4	19 12	16 8	...	15 8	19 14	17 8	18 0	80 0	13 0	
	24-Pergunnahs	14 0	26 8	8 0	16 13	...	...	...	20 0	22 8	26 8	19 0	90 0	12 8*e1*	
	Nuddea	16 0	32 0	15 4	20 4	...	...	...	...	29 0	...	20 0	...	11 10½*f*	
	Khoolna	...	...	17 0	20 0	...	...	...	...	16 0	...	...	160 0	10 8*g*	
	Jessore	16 0	...	16 0	21 4	...	...	...	...	21 0§	...	18 0§	100 0	10 12*h*	
	Moorshedabad	15 0	...	15 0	20 0	...	...	...	...	30 0	40 0	20 0	130 0	12 0*i*	
	Dinagepore	12 8	22 8	15 8	19 8	...	...	...	...	21 0	...	11 0	160 0	12 8*j*	
	Rajshahye	16 8	45 0	15 12	18 12	...	...	...	...	28 2	...	16 0	240 0	12 0*k*	
	Rungpore	18 12	...	14 8	17 12	...	...	...	...	20 0	...	8 10	120 0	10 5*l*	
	Bogra	17 4	...	15 0	22 8	...	...	...	...	20 4	...	...	90 0	12 0	
	Pubna	18 0	...	8 0	21 0	...	...	...	...	30 0	...	18 12	200 0	12 0*m*	
	Darjeeling	9 0	13 0	5 0	13 0	...	...	12 0	...	11 0	16 0	8 0	120 0	9 0*n*	
	Jalpáiguri	12 0	20 0	13 0	20 0	...	...	...	...	16 10	20 0	12 0	128 0	11 0*o*	
	Eastern Districts.														
	Dacca	14 8	26 0	17 0	20 0	...	...	...	...	20 0	...	18 0	120 0	12 8*p*	
	Furreedpore	20 0	26 0	18 0	22 0	...	...	...	...	22 0	...	20 0	160 0	12 0*q*	
	Backergunge	...	...	16 0	18 0	...	...	...	...	18 0	...	12 0	120 0	12 0*r*	
	Mymensingh	12 8	...	13 5	17 0	...	...	...	...	17 0	...	12 8	...	12 0*s*	
	Chittagong	10 0	...	12 0	16 13	...	...	...	...	16 0	...	8 0	80 0	8 0*t*	
	Noakholly	...	...	19 0	21 0	...	...	...	...	13 0	...	...	...	9 0*t1*	
	Tipperah	12 0	...	18 7	18 13½	...	...	...	...	18 4	...	9 14	...	11 8*u*	
	Chittagong Hill Tracts	...	...	13 5	14 11	...	...	...	...	...	...	...	320 0	8 0	
	Hill Tipperah	12 0	...	10 0	16 0	...	...	...	...	12 0	...	16 0	...	11 0	

* In common use.

† Not procurable.

‡ Not in the market.

§ The increase in price is less due to importation.

a In sub-divisions retail prices of salt per rupee were:—Culna 12 seers, Cutwa 13 seers, and Raneegunge 12-2 seers.

b In Bishenpore retail price of salt 12 seers per rupee.

c In Rampore Haut retail price of salt 13 seers 3 chittacks per rupee.

d In sub-divisions retail prices of salt per rupee were:—Ghattal 14-4 seers, Tumlook 11 seers.

e In sub-divisions retail prices of salt per rupee were:—Serampore 12 seers, and Jehanabad 13-8 seers.

e1 In sub-divisions retail prices of salt per rupee were:—Baraset 12 seers, Bussirhat 13 seers, Diamond Harbour (at Kulpihat) 10-8 seers, Barrackpore 12-12 seers, and Dum-Dum 11 seers.

f In sub-divisions retail prices of salt per rupee were:—Kooshtea 13 seers, Meherpore and Chooadanga 12 seers and Ranaghat 10-14 seers.

g In Satkhira and Bagirhat sub-divisions retail price of salt 11 seers per rupee.

h In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, Magoora 10-12 seers, and Bongong 13 seers.

i In sub-divisions retail prices of salt per rupee were:—Lalbagh 13 seers, [illegible] and Kandi 12 seers.

j In Thakurgaon retail price of salt 10 seers per rupee.

k In Nowgong retail price of salt 12 seers per rupee.

l In sub-divisions retail prices of salt per rupee were:—Kurigram 12 seers 9 chittacks, Gaibanda 9-12 seers, and Nilphamari 13 seers.

m In Serajgunge retail price of salt 12 seers per rupee.

n Retail price of salt at Kurseong 8 seers, and Silliguri 10 seers.

o In Alipore sub-division (at Fallacotta) retail price of salt 10 seers per rupee.

p In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers, Munshigunge 10-12 seers.

q In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers, and Madaripore 12-8 seers.

r In sub-divisions retail prices of salt per rupee were:—Patuakhali 9 seers 9 chittacks, Perozepore 11 seers, and Bhola 10-8 seers.

s In sub-divisions retail prices of salt per rupee were:—Kishoregunge 9-2 seers, Attea 12 seers, Jamalpore 10-10 seers, Sherpore 10 seers and Netrokona 10 seers.

t In Cox's Bazar sub-division retail price of salt 8 seers per rupee.

t1 In Fenny sub-division (at Panchgatchia hât) retail price of salt 9 seers per rupee.

u In sub-divisions retail prices of salt per rupee were:—Brahmunberiah 13 seers and Chandpore 11-8 seers.

PRICES CURRENT OF FOO[redacted]OUGHOUT INDIA FOR THE 1st HALF OF AUGUST 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Baira or Cumbu (*Penniselum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, millet Italian (*Setaria italica*).	Gram, Chenna, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thúr Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Bengal—*continued.*	*Behar.*														
	Patna	19 0	28 0	11 8	21 8	26 0	26 0	26 0	24 0	30 0	32 0	26 0	120 0	11 12	
	Gya	16 0	29 0	9 8	18 8	...	...	...	17 0	28 0	...	22 0	150 0	11 0	
	Shahabad	16 0	26 0	9 0	16 0	...	...	...	...	27 0	...	16 0	120 0	12 8*v*	
	Durbhunga	19 12	30 12	12 0	17 3	...	...	30 2	...	30 2	33 0	22 0	176 0	12 0*w*	
	Mozufferpore	20 0	30 0	12 0	19 0	...	...	30 0	...	30 0	24 0	21 0	120 0	12 0*x*	
	Sarun	15 0	27 0	8 4	20 8	...	†	28 0	15 0	26 0	29 0	26 8	160 0	12 0*y*	
	Chumparun	20 0	36 0	7 8	16 0	...	...	8 0	...	31 0	32 0	...	...	12 0*z*	
	Monghyr	18 15	33 8	13 10	17 5	...	...	...	33 9	30 8	35 10	24 2	126 0	13 2*z1*	
	Bhágalpur	19 4	32 12	16 6	18 15	...	...	...	...	29 0	32 5	27 7	151 8	12 10*z2*	
	Purneah	16 0	...	16 0	17 0	...	...	20 0	25 0	20 0	...	18 0	160 0	10 8*z3*	
	Maldah	17 0	...	13 0	22 0	...	...	...	...	28 0	...	...	120 0	11 8	
	Sonthal Pergunnahs	13 4	...	10 0	25 0	...	...	...	...	21 0	38 0	26 0	200 0	11 8*z4*	
	Orissa.														
	Cuttack	15 12	...	11 13	18 6	...	...	...	...	17 1	...	15 12	80 0	14 0	
	Pooree	10 8	...	13 2	22 5	...	...	...	...	13 2	...	14 7	70 0	14 7*z5*	
	Balasore	13 0	13 0	15 0	25 0	...	...	...	...	16 0	...	10 0	160 0	10 8*z6*	
	Chota Nagpore. *South-Western Frontier Agency.*														
	Hazáribágh	17 0	17 0	9 0	16 0	*	...	32 0	*	22 0	28 0	21 0	240 0	10 0*z7*	
	Lohardugga	20 0	24 0	16 0	20 0	...	...	36 0	...	19 0	...	28 0	120 0	9 12	
	Singbhoom	20 0	32 0	20 0	24 0	...	...	...	...	16 0	...	20 0	320 0	9 0	
	Manbhoom	17 0	...	18 0	26 0	...	...	...	...	16 0	...	21 0	...	10 10	
Assam.	Sylhet	11 8	...	12 4	17 8	...	...	...	...	17 8	...	11 12	108 0	12 0	
	Cáchár	8 0	...	8 14½	16 0	...	...	...	...	16 0	...	11 6½	80 0	11 6½	
	Goálpará	20 0	...	8 0	20 0	...	...	...	...	16 0	...	11 0	80 0	11 0	
	Garo Hills	8 0	...	6 0	13 0	...	...	...	...	10 0	...	9 0	160 0	8 0	
	Kámrup	9 8	...	8 0	18 8	...	...	...	...	14 0	...	11 8	160 0	11 4	
	Darrang	7 0	...	10 0	13 0	...	...	...	...	13 0	...	10 0	150 0	10 0	
	Nowgong	8 0	...	8 0	14 0	...	...	...	...	9 0	...	10 0	120 0	10 0	
	Sibsagar	...	...	12 0	14 0	...	...	...	...	14 0	...	10 0	120 0	9 8	
	Lakhimpur	8 0	...	9 0	13 0	...	...	...	...	11 0	8 0	10 0	160 0	8 0	
	Khasi and Jaintiá Hills	...	...	6 4	9 0	...	...	...	...	9 0	16 0	7 4	90 0	8 0	
	Nága Hills	...	...	3 6	8 0	...	...	...	...	3 6	...	3 8	60 0	3 8	
N.-W. Provinces.	Dehra Dún	No return received.													
	Saháranpur	15 3	22 9	8 10	11 14	15 1	10 12	19 5	21 5	18 12½	19 5	19 5	129 0	12 12	
	Muzaffarnagar	17 0	24 6	6 9	12 2	19 12	15 6	19 8	15 6	21 0	22 0	14 5	132 0	13 0	
	Meerut	15 8	23 8	6 0	14 0	16 0	18 0	...	18 0	21 0	18 0	25 0	100 0	13 8	
	Bulandshahr	17 4	25 0	6 0	10 0	20 0	15 0	...	16 0	24 0	24 0	19 0	160 0	13 0	
	Aligarh	16 4	23 0	6 4	12 0	19 0	15 8	...	16 0	23 8	26 8	30 0	140 0	14 0	
	Kumaun	13 0	14 0	10 0	10 8	...	...	17 0	20 0	13 0	...	10 0	200 0	8 0	
	Garhwál	14 8	21 0	7 8	12 0	25 0	...	...	...	10 8	...	8 8	180 0	7 8	
	Bijnor	15 12	25 0	10 2	11 10	...	...	...	...	19 6	...	...	135 0	12 2	
	Moradabad	16 14	24 12	9 4	12 12	16 0	...	...	14 8	22 8	...	26 4	125 0	13 6	
	Budaun	16 12½	25 3	6 0	13 3	...	13 3	...	...	23 6½	24 0	28 3	192 0	12 9½	
	Bareilly	15 0	20 0	6 4	11 14	18 12	16 14	...	15 0	20 0	23 12	23 12	137 8	12 13	
	Sháhjahánpur	16 0	22 8	10 0	14 8	...	...	...	20 0	21 0	...	22 8	140 0	12 8	
	Tarái Pergunnahs	16 14	25 0	8 12	12 8	13 12	15 0	...	15 0	18 12	25 0	20 0	100 0	11 4	
	Muttra	14 8	19 8	7 0	12 0	16 0	16 0	...	...	19 0	20 0	25 0	120 0	13 0	
	Agra	14 8	19 8	5 0	10 0	17 0	16 0	...	14 0	20 0	...	15 0	100 0	13 0	
	Farukhabad	15 4	19 0	6 8	10 12	...	...	...	...	20 8	...	23 0	140 0	12 4	
	Mainpuri	15 4	20 4	4 8	9 8	...	...	35 0	16 0	20 14	...	22 8	160 0	12 12	
	Etáwah	15 0	17 0	6 0	12 8	17 8	17 8	16 0	16 0	21 0	25 0	24 0	120 0	12 0	
	Etah	16 4	23 4	7 0	11 8	18 6	15 8	...	15 8	23 12	...	26 8	173 8	13 8	
	Jalaun	No return received.													
	Jhánsi														
	Lalitpur	16 4	23 0	10 0	11 8	22 0	20 0	32 0	32 0	24 0	24 0	11 0	160 0	10 0	
	Cawnpore	16 4	21 0	10 0	14 0	21 0	21 0	...	25 0	23 4	‡	26 0	150 0	14 0	
	Fatehpur	14 4	19 12	12 0	13 0	...	...	...	...	22 4	...	27 0	160 0	11 8	
	Bánda	21 8	25 8	8 0	12 8	24 8	19 0	30 0	20 0	30 0	...	22 0	160 0	12 0	
	Allahabad	13 10	22 0	8 0	13 0	16 0	16 0	...	16 0	27 0	...	19 0	120 0	11 8	
	Hamirpur	20 14	...	9 0	12 8	23 0	23 0	...	...	29 6	...	34 8	140 0	11 8	
	Jaunpur	14 0	19 10	7 0	12 12	...	...	...	...	22 6	...	23 12	140 0	12 0	
	Gorakhpur	15 5	23 13	10 6	16 3	...	...	...	25 3	27 0	...	16 0	140 0	12 6½	
	Basti	No return received.													
	Azamgarh	14 0	19 3	10 5	14 12	...	...	...	...	22 8	...	13 10	177 8	11 2	
	Mirzapur	15 0	24 0	8 0	15 0	18 0	18 0	24 0	20 0	22 0	24 0	25 0	80 0	11 0	
	Benares	13 13	19 8	10 13½	15 7	17 5½	16 13	...	22 12	21 15	19 8	22 12	110 0	11 13	
	Gházipur	16 12	22 8½	7 1½	15 7	19 5	21 4	36 1	18 0	27 0½	...	23 3	128 12	10 15½	
	Balia	18 0	27 0	9 4	18 8	...	...	...	...	29 8	...	23 4	100 0	12 0	
	Pilibhít	15 0	23 12	12 8	13 12	10 0	...	...	...	19 4	...	23 12	140 0	11 4	
Oudh.	Sultánpur	15 0	20 8	9 0	13 0	13 0	16 0	40 0	20 0	22 0	13 0	23 0	160 0	12 0	
	Partábgarh	16 3	22 0	13 0	14 0	...	...	...	...	23 2	...	18 5	180 0	11 2	
	Fyzabad	14 8	22 8	10 0	15 0	11 0	16 0	12 0	14 0	23 8	20 0	21 8	100 0	11 8	
	Kheri	16 0	26 0	8 0	13 0	22 0	22 0	36 0	24 0	20 0	24 0	18 0	120 0	12 0	
	Lucknow	15 0	20 8	6 0	12 8	22 0	20 0	...	18 0	20 8	23 0	23 8	110 0	11 8	
	Bára Banki	14 0	19 0	8 0	12 0	20 0	16 0	21 0	16 0	19 0	20 0	22 0	120 0	11 8	
	Bahraich	16 0	27 0	13 0	17 0	25 0	20 0	...	...	27 0	27 0	25 0	160 0	12 0	
	Rai Bareli	15 0	19 0	7 0	13 0	13 0	15 0	...	16 0	21 0	...	25 0	180 0	11 0	
	Sitapur	16 12	23 8	8 0	13 0	19 0	18 0	18 0	17 0	22 0	23 0	24 8	160 0	12 8	
	Gonda	16 12	24 4	13 12	14 12	14 0	16 8	23 0	18 0	24 8	23 8	27 4	200 0	14 4	
	Unáo	15 0	18 0	9 0	13 0	16 0	18 0	...	22 0	21 0	18 0	18 0	160 0	12 0	
	Hardoi	17 8	22 0	7 0	13 0	...	...	...	...	22 0	...	27 8	120 0	12 0	
Punjab.	Hissar	16 0	22 0	...	10 0	24 0	20 0	...	...	28 0	20 0	...	120 0	12 8	
	Rohtak	15 0	20 0	...	11 0	16 0	15 0	...	...	27 0	16 0	...	120 0	12 0	
	Gurgaon	16 0	22 0	...	11 0	20 0	19 0	...	15 0	22 0	21 0	23 0	140 0	12 0	
	Delhi	15 0	21 0	...	14 0	17 0	17 0	...	16 0	23 0	18 0	24 0	80 0	12 0	
	Karnál	16 0	22 0	...	11 0	16 0	14 0	20 0	16 0	23 0	16 0	20 0	140 0	12 4	
	Umballa	18 0	20 0	...	12 0	10 0	10 0	20 0	16 0	21 0	20 0	20 0	140 0	14 0	
	Simla	12 0	16 0	...	9 0	13 0	11 0	18 0	10 0	13 0	14 0	11 0	70 0	10 0	
	Kángra	16 0	24 0	...	12 0	14 0	10 0	18 0	10 0	16 0	16 0	12 0	120 0	11 0	
	Hoshiárpur	17 0	20 0	...	10 0	18 0	9 0	...	16 0	19 0	20 0	13 0	120 0	14 0	
	Jullundur	17 0	20 0	...	8 0	16 0	13 0	...	20 0	19 0	20 0	...	110 0	14 8	
	Ludhiána	18 0	22 0	...	12 0	17 0	13 0	...	16 0	22 0	18 0	13 0	120 0	16 0	

* Not procurable. †Not grown. ‡ No sales in market.

v In sub-divisions retail prices of salt per rupee were:—Sasseram 12 seers, Bhabooah 10-12 seers, and Buxar 12-8 seers.
w In sub-divisions retail prices of salt per rupee were:—Tajpore 12 seers and Madhubani 11 seers.
x In sub-divisions retail prices of salt per rupee were:—Seetamarhee 11 seers and Hajeepore 12-4 seers.
y In *Sewan and Gopalgunge* sub-divisions retail prices of salt 12 seers per rupee.
z In Bettiah sub-division retail price of salt 11-8 seers per rupee.
z1 In sub-divisions retail prices of salt per rupee were:—Boguserai 11 seers and Jamui 11-8 seers.
z2 In Banka, Madehpoora, and Soopole sub-divisions retail price of salt 11 seers per rupee.
z3 In Kishengunge and Arrareah sub-divisions retail price of salt 10 seers per rupee.
z4 In sub-divisions retail prices of salt per rupee were:—Deoghur, Pakour and Rajmehal 12 seers, and Godda 11 seers.
z5 In Khorda sub-division retail price of salt 12 seers per rupee.
z6 In Bhuddruck sub-division retail price of salt 9-8 seers per rupee.
z7 In Giridih sub-division (at Kharagdiha) retail price of salt 11 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF AUGUST 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Provinces.	Districts.	Quantities per Rupee in seers of 80 tolas.													Remarks.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Channa, Chola, Kadalay or Sunaga (*Cicer arietinum.*)	Maize (*Zea Mays*).	Arhar or Thur Cadian Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Punjab—*continued.*	Ferozepore	16 0	22 0	...	11 0	18 0	...	...	16 0	21 0	10 0	13 0	90 0	14 8	
	Mooltan	13 0	17 0	...	10 0	17 0	14 0	...	16 0	17 0	16 0	...	100 0	15 0	
	Jhang	14 0	18 0	...	10 0	7 0	13 0	12 0	8 0	15 0	12 0	10 0	200 0	14 0	
	Montgomery	17 0	20 0	...	10 0	10 0	11 0	...	16 0	20 0	11 0	12 0	200 0	12 0	
	Lahore	15 0	22 0	...	11 0	16 0	12 0	...	16 0	19 0	13 0	12 0	100 0	14 0	
	Amritsar	16 0	23 0	...	11 0	10 0	14 0	12 0	16 0	20 0	14 0	16 0	90 0	15 0	
	Gurdáspur	18 0	28 0	...	14 0	10 0	12 0	...	10 0	20 0	12 0	8 0	120 0	15 0	
	Siálkot	16 0	23 0	...	11 0	11 0	13 0	20 0	6 0	19 0	15 0	12 0	130 0	15 0	
	Gujrát	16 0	22 0	...	12 0	14 0	14 0	...	12 0	18 0	16 0	12 0	120 0	16 0	
	Gujránwála	16 0	22 0	...	12 0	12 0	16 0	25 0	10 0	19 0	14 0	8 0	110 0	15 0	
	Shahpur	13 0	18 0	...	10 0	13 0	14 0	20 0	18 0	15 0	15 0	10 0	240 0	16 0	
	Jhelum	15 0	21 0	...	12 0	15 0	15 0	...	...	19 0	16 0	12 0	140 0	16 0	
	Ráwalpindi	14 0	22 0	...	9 0	18 0	16 0	...	12 0	19 0	16 0	21 0	96 0	15 8	
	Hazára	14 0	22 0	...	11 0	...	12 0	...	8 0	15 0	15 0	...	120 0	12 0	
	Peshawar	14 0	21 0	...	10 0	12 0	14 0	...	17 0	16 0	17 0	19 0	100 0	39 0	
	Kohát	12 0	19 0	...	13 0	14 0	15 0	...	16 0	13 0	16 0	...	80 0	55 0	
	Bannu	14 0	22 0	...	8 0	15 0	13 0	8 0	8 0	16 0	18 0	11 0	60 0	40 0	
	D. I. Khán	12 0	17 0	...	9 0	16 0	13 0	15 0	5 0	15 0	12 0	12 0	113 0	35 0	
	D. G. Khán	13 0	16 0	...	9 0	17 0	15 0	10 0	10 0	15 0	15 0	11 0	125 0	21 0	
	Muzaffargarh	14 0	17 0	...	12 0	12 0	12 0	...	...	15 0	...	11 0	100 0	14 0	
Central Provinces.	Saugor	17 6	...	7 15	9 4	...	...	...	...	22 12	...	...	160 0	9 0	
	Damoh	21 5	...	10 0	11 7	...	...	...	...	26 11	...	12 13	200 0	9 13	
	Jubbulpore	16 8	...	9 0	12 8	20 0	...	...	...	21 0	...	14 8	120 0	11 0	
	Mandla	22 0	...	11 0	13 0	...	...	...	...	30 0	...	16 0	256 0	10 8	
	Seoni	20 6	...	8 15	10 15	...	...	...	...	21 5	...	10 14	200 0	10 11	
	Narsinghpur	16 0	...	9 3	10 8	...	...	...	...	21 11	...	13 7	140 0	9 2	
	Hoshangabad	16 0	...	...	...	...	...	...	...	21 13	...	13 14	200 0	10 14	
	Nimár	15 1	...	7 8	11 14	20 11	...	...	...	16 2	...	12 3	120 0	12 9	
	Betul	16 12	...	8 12	10 0	20 3	...	...	...	21 0	...	9 12	320 0	...	
	Chhindwára	16 13	...	10 0	12 5	20 9	...	...	...	25 5	...	12 0	160 0	9 2	
	Wardha	16 0	...	8 0	11 7	21 13	...	...	...	16 0	..	13 5	124 0	10 11	
	Nágpur	16 4	...	...	...	19 11	...	...	...	17 13	...	13 2	109 0	11 7	
	Chánda	16 3	...	...	12 4	20 3	...	...	...	14 8	...	10 8	615 0	10 8	
	Bhandára	16 4	...	10 0	11 4	...	...	...	...	16 4	...	11 4	180 0	10 8	
	Bálaghát	17 1	...	11 13	16 9	...	...	...	...	16 13	...	15 0	144 0	10 0	
	Raipur	21 0	...	9 0	16 10	...	...	...	...	21 0	...	21 0	64 0	9 0	
	Bilaspur	24 6	...	13 8	20 4	...	...	...	...	31 6	...	21 14	128 0	6 8	
	Sambalpur	20 2	...	14 0	16 10	...	...	...	...	18 12	...	11 0	180 0	9 10	
Lower Burma.	*Arakan Division.*														
	Akyab	8 0*	...	13 0	16 0	...	...	...	...	11 0	...	...	150 0	20 0	
	Kyoukpyu	...	...	16 9	18 4	...	...	...	...	5 0	†	...	50 0	42 0	
	Sandoway	...	...	26 13	30 13	...	...	...	...	...	...	...	469 11	22 13	
	Pegu Division.														
	Rangoon Town	11 2	...	10 6	12 6	...	...	...	...	15 2	19 8‡	...	275 0	29 2	
	Pegu	...	...	8 14	11 3	...	...	...	...	11 2	...	...	135 0	26 15	
	Tharrawaddy	...	...	11 14	14 5	...	...	...	...	11 1	...	...	535 11	29 12	
	Prome	12 2§	...	11 3	13 12	...	...	...	...	13 13	33 9	...	167 9	18 10	
	Irrawaddy Division.														
	Bassein	...	...	13 9	15 14	...	...	...	...	12 1	20 12	...	255 1	26 13	
	Henzada	...	...	10 4	15 10	...	...	...	...	...	...	...	183 8	35 8	
	Thongwa	...	...	9 6	10 9	...	...	...	...	12 14	...	...	246 0	35 0	
	Thayetmyo	10 0	...	10 3	11 14	...	...	...	...	12 5	...	...	367 8	18 15	
	Tenasserim Division.														
	Moulmein Town and Amherst	9 0	...	11 8	12 2	...	...	...	...	10 2	12 2	...	220 0	30 8	
	Tavoy	...	...	13 0	17 15	...	...	...	...	...	...	...	399 3	16 1	
	Mergui	...	...	15 6	16 10	...	...	...	...	...	...	...	428 0	14 9	
	Toungoo	...	...	9 14	11 10	...	...	...	...	9 7	...	...	27 0	18 12	
	Shwaygyin	...	...	9 13	10 10	...	...	...	...	...	...	...	250 0	18 14	
Hyderabad Assigned Districts.	Secunderabad	12 11	*Nil*	6 13	10 14	18 13	20 1	*Nil*	*Nil*	14 7	*Nil*	11 8	115 0	9 13	
	Bolarum	13 3	*Nil*	7 1	9 13	20 4	...	*Nil*	*Nil*	15 15	*Nil*	*Nil*	116 14	10 4	
	Chadarghat	9 4	...	7 8	10 0	19 0	22 0	*Nil*	...	14 0	...	12 8	120 0	9 8	
	Amráoti	14 0	...	7 8	9 3	22 4	18 0	...	...	14 4	...	11 0	*a*	12 0	
	Akola	14 0	...	7 0	10 0	20 0	18 0	...	...	14 0	...	15 0	*a*	11 0	
	Ellichpur	14 0	9 0	7 0	9 0	21 0	15 0	...	...	13 4	...	10 0	*a*	11 0	
	Buldana	16 0	...	8 0	10 0	23 0	22 0	...	...	17 0	...	10 0	*a*	10 0	
	Wun	15 0	...	8 0	10 0	25 0	...	...	...	12 0	...	18 0	*a*	11 8	
	Básim	17 5	...	6 13	9 10	27 0	30 0	...	...	15 10	...	18 8	*a*	9 10	
Mysore.	Bangalore	11 0	12 0	9 11	11 0	26 7	...	35 0	...	12 3	...	18 10	84 0	11 0	
	Kolar	...	12 0	12 0	11 8	...	...	40 0	...	12 0	...	...	144 0	10 4	
	Túmkúr	11 0	11 0	13 0	14 0	...	...	48 0	...	13 0	...	20 0	340 0	10 0	
	Mysore	10 0	10 8	11 8	13 4	40 0	32 0	38 0	12 0	12 0	...	16 4	81 0	10 0	
	Hassan	...	12 0	14 0	16 0	...	...	48 0	...	14 0	...	12 0	320 0	11 0	
	Shimoga	12 10	13 10	12 10	15 12	31 8	...	52 8	...	16 13	...	...	480 0	9 7	
	Kadur	10 0	12 0	18 0	20 0	...	...	48 0	...	14 0	...	12 0	320 0	11 0	
	Chitaldroog	13 0	14 0	16 8	14 0	40 0	29 0	48 0	50 0	12 0	...	16 0	320 0	9 0	
Coorg	Coorg	10 0	9 0	13 8	16 0	...	...	39 8	...	24 8	...	...	110 0	11 0	
Rajpootana.	Jeypore	12 8	21 8	5 0	8 12	18 8	18 0	...	18 0	20 0	21 0	25 0	110 0	15 0	
	Kishengurh	12 4	20 8	9 0	10 0	23 12	14 0	...	...	20 12	18 4	...	...	16 0	
	Kerrowlee	12 3	16 4	10 0	11 4	14 11	13 2	...	18 12	14 6	...	20 0	200 0	12 13	
	Ulwur	15 8	21 3	8 0	11 10	17 0	16 4	...	19 0	21 3	21 8	26 0	200 0	14 12	
	Bhurtpore (City)	13 15	18 3	7 6	8 4	14 8	16 11	...	13 4	19 0	14 0	18 0	200 0	12 4	
	Ajmere	11 8	18 8	3 0	8 0	17 0	15 0	...	...	18 0	17 0	...	70 0	14 0	
	Deoli Cantonment	13 12	17 7	5 8	9 0	21 8	18 0	...	...	15 2½	...	...	230 0	13 0	
	Erinpura	12 8	22 6	...	9 0	20 0	21 0	...	...	18 6	...	...	260 0	14 0	
	Sirohee	11 0	19 0	6 0	8 0	18 0	22 0	...	20 0	18 0	18 0	14 0	160 0	12 0	
	Abu	10 12	16 4	6 0	8 0	...	17 8	...	...	15 0	18 0	...	...	12 0	
	Anadra	11 1	18 4	6 8	8 0	...	20 0	...	...	16 0	20 0	...	...	12 12	
	Bálmere	9 12	...	5 0	9 0	...	24 8	...	...	13 0	...	...	300 0	13 8	
	Jeysalmere	9 0	...	9 10	12 0	15 0	14 4	...	...	12 0	...	...	...	25 9	
	Hilly Tracts of Meywar	11 8	23 0	...	12 8	...	...	...	...	18 0	24 0	...	*b*	11 8	
	Meywar (Oodeypore)	12 1¾	17 3	9 6	10 2½	16 12⅝	11 10½	*Nil*	12 8	13 4½	17 15½	10 8¾	200 0	10 8¾	
	Bánswára (Meywar Agency)	16 4	17 8	8 12	15 0	...	...	...	...	25 0	20 0	...	...	10 15	
	Partábgarh (,,)	15 0	18 12	10 0	12 8	21 14	...	...	...	18 12	21 14	25 0	...	18 15	
	Marwar (Jodhpore)	12 4	20 10	6 4	7 8	21 4	18 12	...	...	18 12	20 0	...	...	16 4	

* Arhar Rs. 8-0. † None in the market this fortnight ‡ Dhall 3 annas per viss. § Arhar Rs. 9-5. *a* Firewood is sold by head-load, bullock-load, cart-load, and not by weight. *b* Eight pies per bundle.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF AUGUST 1887—*concluded*.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PROVINCES.	DISTRICTS.	QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.													REMARKS.
		Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian millet (*Setaria italica*).	Gram, Channa, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
RAJPOOTANA—*contd.*	Bikanir	10 12	...	3 15	8 1	...	15 4	...	...	12 11	...	8 8	100 0	14 0	
	Boondee	15 4	21 0	9 8	10 0	21 0	...	...	...	18 0	...	...	...	...	
	Kotah	14 12	16 0	7 8	10 0	18 0	12 8	...	...	19 0	10 0	12 8	240 0	11 4	
	Tonk	13 11	19 11½	8 6	9 6	19 14	...	...	...	19 2	...	...	...	...	
	Jhallawar	14 11	17 14	7 1	10 4	22 6	17 10	...	14 2½	16 3	22 2	10 4	175 0	10 13	
	Shahpoora	No return received.													
	Dholpur	13 11	18 0	9 9	11 13	17 9	16 8	...	16 14	19 9	...	21 8	90 0	13 3	
CENTRAL INDIA.	Indore	12 13	17 0	8 9	10 0	21 14	19 3	...	...	16 8	20 0	15 8	100 0	11 0	
	Gwalior	13 8	19 0	7 4	9 9	17 14	17 3	...	10 14	17 15	24 0	19 15	135 15	11 6	
	Goona	18 0	20 0	9 0	9 8	25 0	18 0	...	...	25 0	...	13 0	200 0	11 0	
	Baghelkhand (Sutna)	18 8	30 0	8 0	15 0	...	16 0	...	...	26 0	...	31 8	140 0	52 0	
BALUCHISTAN.	Quetta	10 8	12 0	5 0	10 8	17 0	Nil	Nil	Nil	12 0	Nil	Nil	53 5	11 0	

E. T. ATKINSON.
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF JUNE 1887 PUBLISHED IN PAGE 970 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 23rd JULY 1887.

PROVINCE.	DISTRICTS.	AVERAGE WAGES PER MONTH. Able-bodied Agricultural labourer.	Syce or Horse-keeper.	Common Mason, Carpenter, or Blacksmith.
		R a. p.	R a. p.	R a. p.
MADRAS	Ganjam	3 8 0	6 0 0	12 0 0
	Vizagapatam	1-8 to 6-0	1-8 to 10-0	4-8 to 20-0
	Godavery	5 0 0	5 0 0	14 0 0
	Kistna	6 0 0	7 0 0	15 0 0
	Nellore	5 0 0	6 0 0	5-10 to 15-0
	Cuddapah	7 8 0	7 8 0	15 0 0
	Anantapur	3-8 to 5-0	3-0 to 6-0	9-0 to 15-0
	Bellary	4 0 0	6 0 0	15 0 0
	Kurnool	4 11 0	4 11 0	18 12 0
	Madras	5 0 0	5-0 to 6-0	12-3 to 15-0
	Chinglept	4 8 0	6 0 0	13-8 to 15-0
	North Arcot	4 0 0	5 0 0	14-0 to 17-0
	South Arcot	4 11 0	5 0 0	14 11 0
	Tanjore	2 14 10	5 0 0	13 2 0
	Trichinopoly	5 8 0	6 8 0	12 3 0
	Madura	5 0 0	7 8 0	20 0 0
	Tinnevelly	2-8 to 7-0	4-0 to 7-0	7-0 to 18-12
	Coimbatore	7 8 0	7 8 0	18 12 0
	Nilgiris	7 0 0	8 8 0	24 8 0
	Salem	2 3 5	6 0 0	14 8 0
	South Canara	6-4 to 7-8	6 to 7-8	15 to 22-8
	Malabar	6 9 0	5-0 to 7-0	16 14 0

E. T. ATKINSON,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

WEATHER SUMMARY FOR AUGUST, 1887.

As in the previous month, the weather during August was of the normal monsoon character. In fact over Northern India, owing to the increased strength of the current from the Bay of Bengal, the rainfall was heavier and of greater extent than during July, and those districts of the Punjab, where dry hot weather had previously prevailed, have during August received fairly abundant rainfall. As a general rule the precipitation has taken the form of steady continuous rain, and not only have there been no breaks in the rains of any importance in any part of India, but the exceptionally heavy local falls, which characterize the weather of some years at this season, have been exceedingly few during the present August.

The monsoon.—At the commencement of the month the monsoon current on the West Coast was exceptionally strong, and westerly to south-westerly winds of more than normal strength were blowing over Rajputana, the Berars, Central India, and the Central Provinces. This strong current held until the 7th when the wind decreased quickly on the West Coast, south of Bombay, though it continued to blow very strongly across the Cutch and Guzerat Coasts. This decrease proved, however, to be only temporary, and disappeared as quickly as it had come, so that, by the morning of the 9th, the monsoon current was above its normal velocity along the whole West Coast, though more so between Bombay and Kurrachee than along the Peninsula Coast. These strong steady monsoon winds continued to blow all along the West Coast and far into the Central parts of the country until the 28th, when the current became weaker on the Malabar and Bombay Coasts, and the wind directions there exhibited a slight northerly element. In Sind and Cutch there was no change. These conditions lasted until the close of the month.

The Bay of Bengal current was, on the whole, much less steady than that from the Arabian Sea, but was much stronger and steadier and extended further inland, than was the case with the same current during July. The month commenced with a well-marked southerly wind blowing from the Bay across Arakan and East Bengal and an easterly wind over Assam and North Bengal. By the 2nd the current from the Bay had become more distinct. A strong southerly wind blew across the Bengal Coasts, backed to south-east and east in North and West Bengal, and with that direction penetrated up the Gangetic plain to the Punjab. These favourable conditions continued only for a day or two, when the monsoon current again became feeble and unsteady, and westerly winds from the Arabian Sea advanced into Bengal, and the Bay current instead of travelling north-westward was deflected towards Assam. On the 11th westerly winds more or less disappeared from the Gangetic plain, and normal easterly and south-easterly winds reappeared. These conditions lasted with occasional interruptions until quite the close of the month, and it is probably to this favourable easterly current that the general and abundant rain over Upper India is mainly due.

Pressure.—The mean barometric pressure of the month is below the August average at several stations in Southern India, and at a few in Sind and in Burma, but elsewhere it is above, the greatest excess being in Bengal. Pressure has, as a rule, been very steady during the month, and the absence of any considerable storms is probably the cause of the generally high barometer, which has prevailed.

Storms.—As mentioned in the preceding paragraph, no storms of any magnitude have traversed the country during the month, but small local depressions have frequently formed, giving a cyclonic circulation to the winds in their neighbourhood and more or less heavy rain. On the 1st a well-marked disturbance was shown lying between Calcutta and Burdwan; this disturbance subsequently travelled north-westward to Benares where it filled up. On the 16th a feeble depression was formed over the head of the Bay, whence it advanced west-north-west towards the Ganjam Coasts, which it crossed on the morning of the 19th. It gave heavy rain to some Coast stations, but was, on the whole, a small and unimportant disturbance. It reached Raipur on the morning of the 20th, after which it filled up. On the 21st there were indications of the formation

of another depression in the north-west angle of the Bay. This disturbance subsequently travelled on a north-west course as far as Agra, where it also filled up. Other shallow depressions have appeared in different parts of the Indian area during the month, but they have all been of small size and intensity and exceedingly short-lived.

Temperature.—The weather generally has been cool—only at a few places in Burma, Lower Bengal, Assam, and the south of the Peninsula, and at the stations of Jacobabad and Multan has the mean temperature of the month exceeded the average. In all other places the mean temperature has been below the normal. In parts of the North-Western Provinces, Rajputana, and the Punjab the deficiency was between 4° and 5°, in the Central Provinces and Central India about 2°, and elsewhere generally between 1° and 2°. In the Indus Valley the day temperatures continued high, the mean maximum at Dera Ismail Khan being 102·8° and at Mooltan 100·5°.

Humidity.—Humidity was above the average, except in East and Lower Bengal, Sind, and Malabar Coast.

Rain.—Rain fell in all parts of India during the month. In the Derajat, in Sind, and in the extreme south of the Carnatic the amounts were small, in several instances not exceeding 1 inch, but the general distribution and extent of the rainfall during August was an improvement on that in July. In the Punjab, the North-Western Provinces, North Bengal, the whole of the Central parts of the country, the Konkan, Mysore, the Carnatic, and Ceylon the total fall was in excess of the average, while in Behar, Assam, Burma, Lower Bengal, Orissa, and the Deccan there was a slight, and in Sind, Guzerat, and Malabar a considerable deficiency.

Exceptionally heavy falls of rain occurred at Chittagong (8½ inches) on the 8th, at Allahabad (7½ inches) on the 9th, at Ludhiana and Jullundur (6 inches) on the 14th, at Fyzabad (6 inches) on the 17th, and at Mussoorie (18 inches) on the 21st and 22nd.

With regard to the seasonal fall the report for the last day of August shows that since June 1st there has been generally deficient rainfall throughout Burma, Bengal, and Assam, and the east of the North-Western Provinces; an excess of rain over the remainder of the North-Western Provinces, Rajputana, the Central parts of the country, and the Punjab, except the stations of Peshawar and Mooltan, a deficiency in Malabar and Mysore, an excess in Bombay, a deficiency in Sind, and irregular variations in Madras.

The following table shows the amount of rain and the difference from the average, during the month of August, 1887, according to districts as far as is indicated by the telegraphic reports:

Districts.	Number of Stations.	Average Rainfall for August.	Difference from the Average in August, 1887.
Punjab, West	7	5·70	+ 2·33
„ East	6	8·47	+ 5·00
North-Western Provinces, Trans-Gangetic	14	13·00	+ 5·03
„ „ Cis-Gangetic	7	8·92	+ 0·45
Behar	4	10·12	— 1·18
Northern Bengal	3	18·00	+ 2·66
Assam—Cachar	5	14·34	— 1·40
Lower Bengal—Chota Nagpur	7	13·00	— 0·40
Orissa—Northern Circars	6	8·53	— 0·36
Central Provinces, South	7	11·04	+ 4·24
Berar—Khandesh	3	5·88	+ 0·39
Rajputana, Central India—Saugor and Narbudda	10	11·12	+ 4·48
Sind—Cutch	4	2·12	— 1·14
Guzerat	4	8·40	— 4·52
Konkan	4	14·04	+ 0·89
Deccan—Hyderabad	8	5·82	— 0·26
Malabar	5	10·49	— 7·50
Mysore—Bellary	0	4·22	+ 1·60
Carnatic	8	3·34	+ 1·14
Lower Burma	7	22·83	— 3·85
Ceylon	2	4·87	+ 0·02

W. L. DALLAS,
for *Meteorological Reporter to the Government of India.*

SIMLA, *5th September, 1887.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 31st August, 1887.

The meteorological conditions of the past week have been such as is normally experienced at this period of the rains, that is, the weather has shown a slight but general tendency to improve, and both the extent and amount of rainfall has slowly decreased. The monsoon currents on both sides of the Peninsula have been fairly steady, but the amount of moisture they have brought up has apparently been relatively slight and the weather generally has been showery rather than wet.

On the 25th strong monsoon winds continued on the Bombay Coast, more particularly in Guzerat and Cutch, where, owing to the indraught towards the depression near Jhansi, winds of from 12 to 16 miles per hour were experienced. Most of the rainfall connected with this branch of the monsoon fell over the region traversed by this portion of the current, and amounts exceeding an inch were reported from Neemuch, Deesa, Mount Abu, and Ajmere. There was very little change on the following day, though except at Mount Abu the rainfall was lighter. On the 27th there occurred a sudden rise in the velocity of the winds at the Ceylon stations and in Malabar, but elsewhere in the West, there was no change of importance. The weather was showery, but no heavy falls of rain were reported. The report of the 28th showed that except on the Sind Coast, where the wind had an average velocity of 19 miles per hour, the monsoon on the West Coast had become much weaker and at the same time veered towards North-West, both indications of the growing unsteadiness of the current. Notwithstanding this weakness fairly general rain fell in Bombay and the Central Provinces, and some heavy showers in Central India and Rajputana. Jeypore received 3½ inches, and Nowgong and Hoshangabad over 1 inch. On the 29th the monsoon current had become steadier again, and was quite up to its average velocity all along the West Coast. It had given general rain to the Central Provinces and Bombay, and some heavy showers to Central India and North Madras. The principal falls were Neemuch and Masulipatam about 3 inches, and Goa and Karwar about 2 inches. On the 30th winds fell lighter on the Bombay Coast, and again exhibited a tendency to veer to North-West. Local heavy showers occurred at some places, but, on the whole, the area of rainfall was restricted. On the 31st there was but little change. A striking feature about the West Coast monsoon during the past week has been the great steadiness and strength of the wind on the Sind at Cutch Coasts.

In the Bay of Bengal, as was the case last week, the monsoon current has suffered several interruptions. On the 25th a strong current was blowing from the Bay into Bengal, and showers were reported from Burma and Assam, but only slight rain in Bengal. These conditions continued during the 26th, but on the 27th a slight depression was developed at the head of the Bay occasioning a feeble cyclonic circulation of the winds at the Coast stations, with moderate rain and light unsteady winds in North Bengal, and Behar with no rain. By the next day the depression had disappeared and south-easterly winds of light force were re-established in Lower Bengal. In consequence of this change moderate rain was received over the whole of Bengal and the east of the North-Western Provinces. On the 29th the wind increased without altering its direction, so that a strong set blew up the Gangetic Valley, and several places in Northern India received heavy showers of rain. There was very little change on the 30th, but the winds were rather lighter and some parts of Northern India were without rain. On the 31st the monsoon current from the Bay and up the Gangetic plain was light and unsteady, and light local showers only were received in Burma, Bengal, Behar, and the North-Western Provinces.

The weather in Upper India has been very unsettled. Continuous rain has nowhere been experienced, but heavy local showers have alternated with periods of fair weather. On the 27th, Murree received 1¼ inches and Rawalpindi 2½ inches; on the 28th, Allahabad received 2¾ inches; Bareilly, Roorkee, and Ludhiana over 1 inch; and on the 29th Mussoorie received 9 inches, while the weather on the 25th and 26th, the 30th and 31st was generally fine.

Pressure has been above the average of the month everywhere, while temperature, on the contrary, has been almost equally generally below it. The greatest deficiency of temperature was at the Punjab hill stations and in Rajputana, where it considerably exceeded 2°. The amount of moisture in the atmosphere was generally in excess of the normal.

Regarding the rains as a whole, the report for August the 31st shows that since the 1st of June there has been general but comparatively unimportant deficiency in Bengal, Assam, and the east of the North-Western Provinces, and a considerable excess in Oudh, the west of the North-Western Provinces, and the Punjab, except the Indus Valley. In Sind and the south of the Peninsula the season's rainfall is also short, but over the whole of the Central parts of the country and the Bombay Coast the rains have been exceptionally heavy. The following table gives for a few representative stations the amount of rain since June 1st, the average for the same period, and the difference :

Stations.	Total Rainfall since June 1st, 1887.	Average Rainfall, June 1st to August 31st.	Difference.
Akyab ...	109·44	133·10	—23·66
Saugor Island ...	41·03	43·13	— 2·10
Calcutta ...	34·89	38·76	— 3·87
Dhubri ...	41·25	51·88	—10·63
Purneah ...	26·69	29·73	— 3·04
Gya ...	31·04	26·15	+ 4·89
Allahabad ...	19·05	18·58	+ 0·47
Meerut ...	31·30	17·18	+14·12
Delhi ...	14·89	11·10	+ 3·79
Lahore ...	1·94	4·92	— 2·98
Peshawar ...	54·82	72·21	—17·39
Cochin ...	88·47	84·49	+ 3·98
Ratnagiri ...	72·34	56·99	+15·35
Bombay ...	16·87	17·32	— 0·45
Poona ...	35·66	30·88	+ 4·78
Surat ...	27·60	23·30	+ 4·30
Khandwa ...	40·61	29·98	+10·63
Nagpur ...			

The concluding table gives the total rainfall for the past week :

Divisions.	No. of Stations.	Total Rainfall.
Burmah ...	6	15·53
Bengal and Assam ...	15	27·44
North-Western Provinces and Oudh ...	9	20·55
Punjab ...	6	7·53
Hill Stations ...	5	17·47
Ceylon ...	2	1·72
Malabar Coast ...	5	12·31
Bombay ...	9	23·41
Berars and Central Provinces ...	10	18·06
Guzerat and Central India ...	6	16·45
Sind—Rajputana ...	3	17·17
Madras ...	13	21·42

SIMLA, *2nd September, 1887.*

W. L. DALLAS,
for *Meteorological Reporter to the Government of India.*

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 8th SEPTEMBER, 1887.

GENERAL REMARKS.—Rain in varying quantities has fallen throughout the country. The falls were lightest in the Punjab and Bombay.

The *kharif* crops are generally thriving everywhere, though in some Provinces, notably in Rajputana, the Central Provinces, and the North-Western Provinces and Oudh, they have been injured by excessive rain.

Operations for the *rabi* season have commenced in Bombay, the North-Western Provinces and Oudh, the Punjab, and the Central Provinces.

In Madras, Mysore and Coorg agricultural prospects are generally satisfactory.

The rice crops in Bombay, Bengal, the Central Provinces, Assam, and Burma are on the whole promising, though more rain would be beneficial in places.

Sugarcane is doing well in Bengal and Assam.

The public health is generally good in all Provinces.

Prices are rising in Mysore. Elsewhere they remain fairly stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Sept. 7th.)		
Bellary . . .	Average last week since revised, ·04; this week, ·88.	Standing crops generally good, but young early crops withering in parts of one taluk. Cholera decreasing in four and cattle-disease increasing in two taluks.
Kurnool . . .	Average 2·43	Standing crops good. Small-pox in two, and cattle-disease decreasing in four taluks. Slight cholera.
Ganjam . . .	Average 2·65	Agricultural operations nearly completed. Small-pox and fever in six, and cattle-disease increasing in seven divisions. Slight cholera.
Kistna . . .	Average 2·27	Agricultural operations progressing. River 6·3 feet over Anicut. Slight fever, cholera decreasing in two, and cattle-disease increasing in four taluks.
Chingleput (Madras) .	Average 1·60	Standing crops fair. Harvest paddy, outturn middling. Small-pox in one, cholera in two and cattle-disease increasing in five taluks.
Coimbatore . .	Average ·52	More rain wanted. Standing crops generally good, but *cholum* affected by insects in one taluk. Harvest dry grains, outturn above average. Fever in one taluk.
Tanjore . . .	Average last week since revised, 1·57; this week, 2·16.	Standing crops generally good, but require more rain in parts of one taluk. Harvest *cumbu* and gingelly, outturn below average. Cattl -disease increasing in two taluks.
Madura . . .	Average last week since revised, 1·22; this week, 1·60,	Standing crops fair. Cattle-disease in one taluk.
Malabar . . .	Average 1·48	More rain wanted. First crop paddy ripening. Harvest paddy, outturn average. Slight small-pox in seven, fever in two and cattle-disease increasing in three taluks.
Travancore . .	2·82	Harvest of first crop paddy almost over. Fever in parts. *General Remarks.*—General prospects fair.
Bombay—(Sept. 7th)		
Karachi . . .	. . . . .	River at Kotri on 5th, 16 feet 8 inches against 18 feet 1 inch on same date last year. *Kharif* crops injured in Shahbandar taluka by turtles and rats. Fever in nine and cattle-disease in one taluka. Wheat, red rice, and *bajri* in Karachi 22, 30 and 32 and in Tatta 22, 34 and 34 pounds per rupee, respecuvely.
Hyderabad . . .	Rain in three talukas	*Kharif* cultivation in progress. Fever in six and slight cattle-disease in three talukas. *Jowari* in places in Kandiani attacked by insects. River falling rapidly, height at Kotri on 5th, 16 feet 8 inches against 18 feet 1 inch on same date last year. Wheat 24, *jowari* 36, *bajri* 33½, white rice 18 and red rice 26 pounds per rupee.
Ahmedabad . . .	·40; total 24·48	Rain throughout the district. Standing crops good. Cattle-disease in Gogha, Parantej and Daskroi talukas. Seven cases of cholera in the city, of which 5 were fatal. Wheat 28 and *bajri* 29 pounds per rupee.
Baroda . . .	1·80; total 43·72	Public health fair. Standing crops in good condition. *Bajri* 26, wheat 19, and rice 20 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Surat	Rain in nine talukas—maximum in Pardi, 3·90 and minimum in Chorasi, ·41.	Weeding progressing. *Jowari* and cotton crops suffered in places from excessive moisture; other standing crops healthy. Cattle healthy. Fever in Bardoli and Jalalpur. Cholera in Bardoli, Chikli and Bulsar talukas, 61 cases, 25 deaths. *Jowari* 32 and *nagli* 43 pounds per rupee.
Nasik	Rain maximum in Igatpuri, 4·87 and minimum in Dindori, ·07.	Sowing and transplanting completed. Crops healthy. *Udid* and *khurashni* crops damaged on account of excessive rain in Peint. Land being prepared for *rabi* sowing. Rain wanted in Sinnar and Baglan. Want of fodder is felt in Sinnar and Baglan. Cholera in Nasik, Chandor, Nandgaon, Malegaon and Baglan, total attacks 124, deaths 52.
Colaba (Bombay)	Rain every day, except on 6th; total of week, 2·08; total to date, 73·07, being 13·46 above average.	Abnormal temperature rose from 4° cool on 31st to 1° cool on 3rd and was *nil* from 4th to 6th. Vapour in air normal. Abnormal wind easterly on 31st August, and 1st, 5th and 6th September; wind normal on all other days. Thunder and lightning on 31st August.
Poona		No report received.
Ahmednagar	Sheogaon, 3·32; Kopargaon, 1·80; Rohuri, 1·23; and in Shrigonda, ·52; very slight rain in five and none in two talukas.	*Kharif* crops generally fair, except in Karjat and Sangamner, where rain is much needed. *Rabi* sowings begun in Nagar only. Cholera attacks 255, deaths 113. *Bajri* 30 and *jowari* 57 pounds per rupee.
Sholapur	Sholapur, 2·17; Barsi, ·77; Karmala, ·21; Madha, ·88; Pandharpur, 2·30; Sangola, ·85; and Malsiras, ·65.	*Kharif* crops doing well. *Rabi* sowing in progress. Rain required in Malsiras and Karmala talukas. Cholera cases 90, fatal 34. *Jowari* 58¾ and *bajri* 52½ pounds per rupee.
Dharwar	Rain at all stations, except Navalgund, Ranibennur and Kod talukas, and Nargund and Mundargbi Pethas, varying from 1·19 in Gadag to ·05 in Hubli.	Young rice, *jowari* and minor crops withering for want of rain. Heavy showers urgently required both for standing crops and for sowing of cotton. Slight cholera in Nargund, Badkapur and Kalghatgi, and slight cattle-disease in Dharwar. *Jowari* 56 and rice 24 pounds per rupee.
Kanara	Rain in Karwar, 4·60; total 118·22; Kirwatti, 2·05; Sirsi; ·80; and Haliyal, ·31.	Rice crop healthy. Slight cattle-disease in two talukas and Mungod Petha. Common rice in Karwar and district average 11 seers per rupee.
Rajkot	2·77; total 26·81	Weather hot and cloudy. Prevailing diseases—fever and bowel-complaints; one cholera case in Navanagar. Wheat 23, *bajri* 24 and *jowari* 28 pounds per rupee. *General Remarks.*—Rain in most districts, more still required in parts of the Deccan and Southern Mahratta Country. Crops suffering from insufficiency of moisture in parts of Shikarpur and Upper Sind frontier, and damaged by rats and insects in parts of Kurachi and Hyderabad, and by excessive moisture in parts of Gujarat and Nasik. Scarcity of fodder in two talukas of Nasik. *Rabi* sowing in progress in parts of four districts. Cholera in parts of seventeen, cattle-disease in parts of thirteen, fever in parts of eleven, and small-pox in parts of four districts. Cholera ceased in Baroda.
Bengal—(Sept. 7th)		
Chittagong (Sept. 6th)	·94	Weather hot. *Aus* harvested, outturn good. *Aman* still being transplanted. Prices high. Cholera reported, public health otherwise good.
Dacca	·94	Prospects of crops continue good. Harvesting of jute continues. *Aus* nearly reaped. Transplanting of winter rice still going on. Public health good.
24-Pergunnahs (Calcutta).	1·06	Prospects of *aus*, jute, and sugarcane good, those of *aman* not so favourable for want of rain. Harvesting of *aus* continues. Transplantation of *aman* going on. Public health fairly good.
Khoolna	2·91	Weather hot. Occasional rain. Transplanting of *aman* continues slowly for want of rain. *Aus* being harvested. Public health fair.
Moorshedabad	1·95	Weather hot. Rain at intervals. Harvesting of *bhadoi* paddy almost over. *Aman* growing well. Sowing of *til* commenced in some places. Sugarcane and jute progressing. Public health good.
Pubna	2·81	Weather seasonable. Rivers risen. Prospects of crops and general health good.
Dinagepore	8·40	Rain on six days, heavy on 4th. *Bhadoi* and jute being harvested. Transplantation of *aman* nearly completed.
Rungpore	7·09	Prospects of crops fair. Fever prevalent.
Midnapore	1·65	Prospects of crops good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Burdwan	2·44	Winter rice now suffering much from deficient rain in Culna and Cutwa, elsewhere prospects good. Autumn paddy being cut, outturn fair. Cholera and fever continue in Sadr.
Bhagalpur	3·77	*Bhadoi* harvest yielding fairly. Late rice doing well.
Purneah	7·09	All crops doing well. *Bhadoi* giving fair outturn. *Aghani* being transplanted Rivers high Health bad.
Durbhanga	3·69	*Bhadoi* harvest continues. Rice transplantation still going on. Prospects very favourable. Public health generally good, but fever reported.
Chumparun	7·38	Prospects of crops good. Rain of the week has much benefited them. Prices stationary. Public health fair.
Patna	1·15	Harvesting of *bhadoi* crops still going on. Rain wanted for paddy crop. Crops on *dearah* lands in Dinapore subdivision have suffered from floods of the Soane and Ganges. Cholera still reported from Behar and Dinapore, but decreasing.
Gya	1·65	*Bhadoi* being harvested. Prospects of paddy better than last week. More rain wanted. Cases of fever have increased. Cholera still reported.
Hazareebagh	Good rain at Headquarters and neighbourhood.	Want of rain reported from several thanas. Indian-corn being harvested. Rice and other crops doing well. So far general health fair.
Cuttack	1·47	*Beali* being reaped with moderate outturn. Prospects of *sarad*—good, but more rain wanted. Cholera still continues. *General Remarks.*—Heavy rain reported in the northern districts, but showers only in the rest of the Province. More rain much needed for *aman* crop in many parts. Transplantation not yet quite finished. *Aus*, jute, and other autumn crops are being harvested with general outturn. Sugarcane promising. General health fair, though in some districts fever and cholera reported.
N.-W. Provinces and Oudh—**(Sept. 7th)**		
Benares (Sept. 6th)	Average 1·90	Weather bright. Agricultural prospects fair. Supplies plentiful. Prices steady. Health good.
Ballia („ 5th)	Heavy rain on the 4th.	Weather cloudy. Prospects favourable. Market steady. General health good.
Gorakhpore („ „)	1·30 at Sadr	Prices stationary. Cholera has nearly disappeared.
Fyzabad („ 6th)	Averaging 4·10	*Kharif* crops promising. Weeding in progress. Supplies ample. Cholera disappearing. Slight cattle-disease.
Lucknow („ 5th)	4·10 at Sadr	Break much needed. Supplies sufficient. Prices steady. Cholera nearly disappeared. Condition of cattle good.
Rai Barelli („ „)	Good rain all over the district, a break wanted now.	Prices slightly rising. Cholera still lingering. Cattle-disease reported from some villages.
Partabgarh („ 6th)	Heavy rain	*Kharif* somewhat injured by excessive rain. Prices rising. No cholera.
Allahabad („ „)	Average 2·50	*Jowari* and cotton slightly damaged by excessive rain, otherwise crops looking well. Markets well supplied. Prices stationary. A little fever, but cholera has almost disappeared. General health good.
Cawnpore („ „)	Rain in all, but one tahsil from ·20 to 1·90.	Crops in lowlands injured by continuous and heavy rains. *Rabi* ploughing commenced in places. Prices of wheat and gram slightly risen. Cholera abating, fever in two and cattle-disease in three parganas.
Farakhabad („ „)	Averaging 1·10	Crops thriving except in lowlands. Maize and indigo being cut. Supplies ample. Prices rising. Cholera decreasing. Some fever and ague in places. Cattle-disease in one tahsil.
Sitapur („ „)	Good rain has fallen	*Kharif* prospects are favourable. Cholera still lingers in two tahsils.
Bareilly („ „)	Ample rain	Crops in excellent condition. Prices slightly lower. Slight cholera in two villages. General health of men and cattle good.
Banda („ 5th)	Rain abating	Weeding of *kharif* crops and ploughing for *rabi* going on. Prices stationary. Cholera disappearing. Fever prevalent.
Kumaon („ 6th)	. . . .	Crops in excellent condition. Prices falling. Cholera has ceased. Health good. Cattle-disease almost ceased.
Agra („ 5th)	From 2·20 to 5·80	*Kharif* crops much injured and *rabi* ploughings delayed by heavy and continuous rain. Prices steady. Cholera decreasing.
Jhansi („ „)	Heavy rain	Crops doing well on light soils but injured on black soils. Prices rising. Cholera disappearing. Some fever reported.
Meerut („ 6th)	General rain from 1·60 to 4·40.	Break now commenced. Some damage to *kharif* crops from excessive rain reported. Slight rise in prices. Cholera and fever still prevalent. *General Remarks.*—Again the rainfall has been ample and in some districts the crops have been injured by excessive moisture. Weeding of *kharif* going on; *rabi* ploughing commenced in places. Agricultural prospects promise well. Supplies ample and prices fairly steady. Public health generally good. Cholera is fast disappearing. Outside the Meerut division fever is reported and slight cattle-disease.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—(Sept. 7th)		
Hissar (Sept. 6th) .	. . . .	Fever prevalent. Prices falling. *Rabi* ploughings in progress. *Kharif* prospects good.
Delhi . . .	3·83	Health fair. Prices rising. *Kharif* crops damaged by rain.
Umballa . . .	·75	Prices stationary. *Kharif* crops in good condition.
Jullundur . . .	1·80	Health good. Prices stationary. *Kharif* prospects good.
Ferozepore . . .	1·10	Health good. Prices stationary.
Amritsar . . .	1·20	Health good. Prices stationary. *Kharif* crops good.
Sialkot . . .	Slight rain	Prices stationary. *Kharif* crops good.
Lahore . . .	1·70	Prices stationary. *Rabi* ploughings progressing.
Multan . . .	. . . .	Health good. Prices stationary. *Kharif* prospects good.
Rawalpindi . . .	1·00	Health good. Prices stationary. *Kharif* prospects good.
Shahpur . . .	Rain has fallen	Health good. Prices stationary. *Rabi* ploughings commenced. *Kharif* prospects improved.
Dera Ismail Khan .	. . . .	Health good. Prices almost stationary. *Kharif* sowings completed.
Peshawar . . .	Slight rain	Prices fluctuating. *Kharif* prospects average.
		General Remarks.—Rain has been general, except in Hissar, Multan, and Dera Ismail Khan. Health good, except in Hissar, where fever is prevalent, and in Delhi, where health is fair. Cholera decreasing. Prices are falling in Hissar, rising in Delhi, and fluctuating in Peshawar; elsewhere stationary. *Kharif* crops generally good, but crops in Delhi damaged by rain. *Rabi* ploughings in progress in Hissar, Lahore and Shahpur. Cattle-disease in Pathial, Jullundur district.
Central Provinces—(Sept. 7th)		
Nagpur . . .	4·64	Weather showery, break wanted for *jowari* and cotton. Slight cholera and fever prevalent.
Jubbulpore . . .	3·96	Weather warm and clear. Prospects favourable. Fever prevalent. Prices steady.
Saugor . . .	2·55	Weather clear and warm. Cholera continues. Weeding in progress. Prices unchanged.
Seoni . . .	6·43	Weather showery, break much needed. *Rabi* ploughing retarded. Cholera continues. Prices slightly fallen.
Hoshangabad . .	4·08	Break wanted. Weeding stopped. Fever slightly prevalent. Prices unchanged.
Khandwa . .	3·00	Weather cloudy and warm. Prospects good. Cholera continues. Prices steady.
Bilaspur . . .	2·58	Rice, cotton, and sugarcane doing well; *til* and *urd* sowing continues. Fever and cattle-disease prevalent. Prices slightly fallen.
Raipur . . .	2·11	Weather close and cloudy. Weeding nearly completed. Crops healthy. Fever in places. Prices stationary.
Sambalpur . . .	. . . .	No report received.
		General Remarks.—Prospects favourable, except of cotton and *jowari*. Break needed in central and southern districts. Fever prevalent.
Burma—(Sept. 7th)		
Akyab (Sept. 3rd)	5·04 (Total rainfall to date 131·92).	Ten cases of cholera in town and 2 in district. Slight cattle-disease. Crop prospects favourable.
Bassein . . .	2·57 (Total rainfall to date 74·26).	Slight cattle-disease in one township. Ploughing and transplanting far advanced.
Rangoon . . .	2·67 (Correct total rainfall to date 80·65).	
Amherst (Moulmein) (Aug. 27th)	5·22 (Total rainfall to date 138·31).	Ploughing and transplanting progressing. Prospects of crops good.
,, (Sept. 3rd)	·48 (Total rainfall to date 138·79).	Ploughing and transplanting progressing. Prospect of crops good.
Tavoy	2·90 (Total rainfall to date 147·22).	Crops reported very healthy.
Pegu	2·71 (Total rainfall to date 101·70).	Ploughing and transplanting nearly finished.
Henzada . . .	2·53 (Total rainfall to date 57·14).	Transplanting completed.
Prome	·66 (Total rainfall to date 27·01).	Slight cattle-disease in two townships. Planting and ploughing progressing.
Toungoo . . .	3·40 (Total rainfall to date 61·42).	Transplanting progressing.
Thayetmyo . . .	1·29 (Total rainfall to date 19·82).	Ploughing and transplanting resumed.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Shwebo (Aug. 27th)	·66 (Total rainfall to date 26·16).	
,, (Sept. 3rd)	·94 (Total rainfall to date 27·10).	
Kyaukse . . .	. . . .	Condition of crops good.
Myingyan . . .	·56 (Total rainfall to date 15·47).	Food-supply sufficient. Prices ordinary.
Mandalay . . .	1·0 Total rainfall to date 25·76)	Transplanting of *Kyaukki* crops progressing. Food-supply sufficient. Prices normal.
Minbu . . .	1·10 Total rainfall to date 16·08).	Prices normal.
Yamethen . .	·49 (Total rainfall to date 20·17).	Cultivation progressing.
		General Remarks.—Some cholera in Akyab and Thongwa. Cattle-disease in five Lower Burma districts. Agricultural operations proceeding. Reports from ten Upper Burma districts. Health satisfactory. Anthrax and cattle-disease prevalent in Pyinmana, where rain is much wanted.
Assam—(Sept. 7th)		
Gauhati (Sept. 6th)	3·01	Weather rainy. Public health fair. Malarial fever still prevalent in Sastra, Barpeta and its vicinity, also in parts of Polasbari, Luki and Chomoria tahsils. Cattle-disease still continues in some parts of the district. More rain wanted for *sali* crops. Prospects of crop good.
Sylhet	2·12	Crops doing better since rain has fallen, but more rain is required. Reaping of *aus* and transplantation of *sali* still going on. Tea prospects good. Eight deaths from cholera in Karimganj. Some fever in south Sylhet and Habiganj.
Cachar	3·80	Weather dry. Prospects of rice crop good. Tea doing well. Fever reported from Chatta. Rice selling at 17 seers 12¾ chittacks per rupee.
Dibrugarh . . .	4·08	Weather seasonable. Tea and sugarcane doing well. Land being prepared for *mati kalai*. Public health indifferent.
Mysore and Coorg—(Sept. 7th)		
Bangalore . . .	Civil and Military Station, 2·44; Bangalore district headquarters, 2·35; Mysore, 1·63; Kolar 5·13; rainfall reported heavy in Tumkur.	Standing crops in good condition, except in parts of the Kadur and Hassan districts, where they are reported to be failing for want of more rain. Prospects of season continue favourable. Public health generally good. One case of cholera reported in the Tumkur district, one in Bangalore town, and three in the Civil and Military Station. Prices have slightly risen in the Shimoga, Kadur, and Hassan districts.
Mysore . . .		
Mercara . . .	5·49	Prospects and health good. Rain deficient for rice transplanting in parts.
Berar and Hyderabad—(Sept. 7th)		
Amraoti . . .	·10	Weather close and cloudy. Weeding continues. Crops promising fairly. Cholera in places. Wheat 15 and *jowari* 25 seers per rupee.
Akola . . .	·32	Weather warm and cloudy. Crops in good condition. Weeding in progress. Cholera and fever still prevalent.
Hyderabad . . .	1·50 (Total since 1st January, 16·46).	*Kharif* crops thriving. Water in tanks still insufficient for wet cultivation. General health fair. Prices—wheat 11¾, coarse rice 12, white *juar* 18¼, yellow *juar* 20¾ and *tur* 14 seers per current sicca rupee.
Central India States—(Sept. 7th)		
Indore . . .	1·87; (Total to date 31·83).	Weather oppressive and thundery.
Morar (Gwalior) .	1·82	Health good.
Sutna . . .	·34	
Neemuch . . .	·60	Health good. Cholera has disappeared. *Makka* crops slightly damaged.
Goona . . .	4·18	Prices rising. Health good.
Agar . . .	1·03	Health and prospects fair. Slight cholera in Ujjain.
Sehore . . .	1·12	*Jowari* crops mostly failed. Occasional cases of cholera in the city and surrounding country, one case in bazaar.
Nowgong . . .	5·26	Weather cloudy. Cholera disappearing in Nowgong. Crops likely to be damaged by continuous rain. Prices steady.
Bhopawar . . .	. . . .	Cases of cholera reported from Sirdarpore, Ranapur in Jhabua, Bagode and Barwai. Prices slightly increasing.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana—(Sept. 7th)		
Abu (Sept. 7th)	·24	Weather clear and seasonable, with passing clouds.
Sirohi („ 4th)	·97	Tanks fairly full; wells good. Crops good. Weather fine.
Marwar („ 3rd)	. . . . .	Cholera still prevails. *Kharif* suffering from insufficient rain in some districts. Weather partially cloudy. Market easy. Prices rising.
Meywar („ „)	1·46	Tanks and wells full. *Makki* crops slightly suffered from excessive rains in some districts. Health fair. Prices slightly cheaper.
Pertabgurh . . .	. . . . .	No report received.
Harowti (Sept. 3rd)	Deoli, 1·02; Tonk, 3·89.	Crops improved by partial break in rain. Health good. Prices risen.
Jhallawar („ 4th)	1·79	Further reports of damage to crops by flood. Health fair.
Ajmere („ 6th)	Average ·08.	Cholera in Ajmere district and Merwara has not yet disappeared. Cattle-disease reported in some parts of Merwara. Prices stationary.
Jeypore („ „)	. . . . .	Prospects depend on break in rains. Ten cases of cholera in Jeypore city.
Kerowlee („ 3rd)	1·67	Tanks and wells full. Crops damaged. Cholera continues. Prices rising.
Dholepore („ „)	Average 5·20	Tanks and wells full. Crops injured by excessive rains. Cholera still lingering at Bari. Prices rising. Weather seasonable.
Bhurtpore („ 6th)	Continuous rain 4·70	Crops suffering. Break needed.
Ulwar („ „)	. . . . .	No report received.
Kotah („ 3rd)	3·20	Health good. *Makki* crops injured by continuous rain. Weather overcast.
Kherwara („ 4th)	·15	Rain needed to fill tanks and wells. Crops fair. Bowel-complaints prevail. Cattle mortality from disease spreading. Prices unchanged. Weather fine.
Bickanir („ 3rd)	·40; Rainfall heavier in some districts.	Tanks and wells full. Prospects good. Health good. Prices stationary. Weather cloudy.
Nepal—(Sept. 2nd)		
Katmandu (Sept. 1st)	4·38	Weather seasonable. Prospects fair.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 7th September, 1887.

During the week under review there has occurred a steady change in the weather over a large part of India, from general rain towards finer conditions. This change has been most marked in Northern India, where at the close of the week a general break in the rains obtained.

On the 1st a moderate monsoon was blowing along the West Coast and a strong monsoon on the Sind and Cutch Coasts. Most of the rainfall connected with this current fell at the more southern of the Indian Stations and in Ceylon. Rajkot received 2 inches, but in Bombay and the Central Provinces the rainfall was only moderate. There was no change in the winds in the West on the 2nd, but the rainfall was generally rather slighter though fairly general over the West Coast districts and the Central Provinces. On the 3rd there occurred a large increase in the force of the wind along the West Coast (from Ceylon as far North as Surat), and the strong monsoon current penetrated far into the Central parts of the country. As a consequence, moderate rain fell over the whole of the West Coast districts, the Central Provinces, and nearly the whole of the Deccan and Madras, while showers fell in Rajputana and Central India. This strong monsoon continued during the 4th, but the rainfall, though heavier in the West and Centre than on the 3rd, was more restricted as to extent, and Sind, Guzerat, Rajputana, Central India, and Southern India were practically rainless. On the 5th the force of the wind fell again, and, except in Ceylon, the monsoon was below its average strength. This change was accompanied by a decrease in the amount and extent of the rainfall. On the 6th a further decrease in the strength of the monsoon occurred, and the rainfall was everywhere small in amount and confined chiefly to the West Coast and Southern India. Only local showers fell in the Central Provinces and Central India, and no rain in Sind or Rajputana. On the 7th very feeble winds prevailed on the West Coast and light variable airs at the inland stations. Southern India was the only region receiving general rain, the falls elsewhere being confined to light showers of no importance.

The monsoon of the Bay of Bengal has undergone a change similar to that experienced by the West Coast current. On the 1st there was a moderate monsoon blowing from the Bay into Bengal, and moderate but general rain fell in Bengal and Burma. On the 2nd the monsoon continued up to the average, and somewhat heavier rain fell over the districts fed by this current. On the 3rd the winds at the head of the Bay strengthened considerably, and this increase was felt inland as far as Behar. Accompanying this increase in the wind came heavier and more general rain. Assam, Bengal, Behar, Chutia Nagpur and the North-Western Provinces, all had moderate rain, and these favourable conditions lasted over the following day. On the 5th, however, a change set in. The force of the wind decreased and the rain, though fairly general, was much lighter than on the preceding day. On the 6th and 7th the winds were very light, and a general break in the rains prevailed.

In Upper India conditions have been more or less similar. Heavy local showers fell in the Punjab and western districts of the North Western Provinces on the 1st. These were continued during the 2nd, 3rd, and 4th, but on the 5th the weather began to change, the sky cleared considerably, and during the 6th and 7th fine bright weather prevailed, and a well-marked break in the rains obtained throughout Northern, Western, and Central India.

As is almost invariably the case when a break occurs in the rains over Northern India, the rainfall over the Peninsula has been above the average.

The following table shows the state of the seasonal rainfall:

Stations.	Total Rainfall since June 1st, 1887.	Average Rainfall, June 1st to September 7th.	Difference.
Akyab ...	112·90	139·28	—26·38
Saugor Island ...	41·25	46·88	— 5·63
Calcutta ...	35·33	41·46	— 6·13
Dhubri ...	50·94	54·95	— 4·01
Purneah ..	40·29	45·13	— 4·84
Gya ...	28·34	31·43	— 3·09
Allahabad ...	32·30	28·35	+ 3·95
Meerut ...	21·08	20·14	+ 0·94
Delhi ...	33·61	18·76	+14·85
Lahore ...	16·07	11·85	+ 4·22
Peshawar ...	1·96	5·09	— 3·13
Cochin ...	59·57	74·97	—15·40
Ratnagiri ...	90·96	88·73	+ 2·23
Bombay ...	73·92	59·83	+14·09
Poona ...	17·95	18·31	— 0·30
Surat ...	36·09	33·40	+ 2·69
Khandwa ...	27·75	25·73	+ 2·02
Nagpur ...	43·68	32·45	+11·23

Except in the North-Western Provinces, the Punjab, the Konkan, and the Central parts of the country, the rainfall is generally deficient, but, on the whole, the differences, as compared with the totals, are small enough to be without importance.

Pressure has been generally above the average over Upper and Central India and below it over the Peninsula. The distribution during the latter part of the week was very irregular and more like that of October than that of the early part of September.

On the mean of the whole week temperature was below the normal, but during the past few days there has occurred a brisk rise of the thermometer, which, if the present break in the rains continues, will soon bring the temperature above the normal.

The concluding table gives the total rainfall of the past week for the different Provinces:

Divisions.	No. of Stations.	Total Rainfall.
Burmah ...	6	15·07
Bengal and Assam ...	16	43·76
North-Western Provinces and Oudh ...	9	18·69
Punjab ...	7	14·64
Hill Stations ...	5	10·05
Ceylon ...	2	5·62
Malabar Coast ...	5	27·75
Bombay ...	9	14·93
Berars and Central Provinces ...	10	23·41
Guzerat and Central India ...	4	6·09
Sind—Rajputana ...	3	3·13
Madras ...	14	38·19

SIMLA, *9th September, 1887.*

W. L. DALLAS,
for *Meteorological Reporter to the Government of India.*

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XVIII OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 7th August, 1886. Total.	Receipts for week ending 7th August, 1886. Per mile open.	Total mean length open.	Receipts for week ending 6th August, 1887. Total.	Receipts for week ending 6th August, 1887. Per mile open.	Total Receipts from 1st April to 7th August, 1886. Total.	Total Receipts from 1st April to 7th August, 1886. Per mile open per week.	Total Receipts from 1st April to 6th August, 1887. Total.	Total Receipts from 1st April to 6th August, 1887. Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
	Lines worked by Guaranteed Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
20th August, 1887	Oudh and Rohilkhand	680	80,401	118	686	88,956	130	25,25,669	201	23,59,369	188	...	1,66,300
13th ditto	Madras	801	1,45,086	109	831	1,49,280	180	28,22,076	178	29,60,280	195	1,38,204	...
13th ditto	South Indian	654	92,049	141	654	86,544	132	18,70,624	155	18,51,290	155	...	19,334
20th ditto	Great Indian Peninsula	1,497	5,51,806	309	1,496	4,28,241	286	1,50,89,909	547	1,60,74,047	587	9,84,138	...
20th ditto	Bombay, Baroda and Central India	461	1,79,948	390	461	1,24,000	269	54,15,526	637	49,09,367	582	...	5,06,159
	TOTAL	4,153	10,49,950	253	4,128	8,77,021	212	2,77,23,804	362	2,81,54,353	373	4,30,549	...
	State Lines worked by Guaranteed Companies.												
20th August, 1887	East Indian	1,515	6,89,363	455	1,519	6,32,763	417	1,68,22,412	602	1,63,29,753	588	...	4,92,659
20th ditto	Patna-Gya	57	8,030	141	57	6,883	121	1,71,778	164	1,60,690	154	...	11,088
20th ditto	Dildarnagar-Ghazipur	12	665	50	12	701	58	21,219	96	18,704	85	...	2,515
20th ditto	Sindia	75	5,902	79	75	5,843	78	1,30,405	94	1,48,287	108	17,882	...
27th ditto	Rajputana-Malwa (*a*)	1,664	3,10,508	190	1,664	1,92,000	115	67,91,457	221	58,96,150	194	...	8,95,307
20th ditto	Bengal-Nagpur (late Nagpur-Chhattisgarh)	149	11,149	75	149	11,349	76	5,61,169	204	5,38,899	198	...	22,270
20th ditto	Southern Mahratta (*b*)	315	30,433	97	704	52,890	09	0,33,632	109	11,15,821	92	4,82,189	...
27th ditto	Indian Midland	42	1,320	31	42	1,022	24	33,757	44	59,141	77	25,384	...
13th ditto	Lucknow-Sitapur-Sihramau	...	...	...	85	2,963	35	...	...	72,059	48	72,059	...
	TOTAL	3,829	10,63,370	278	4,367	9,06,414	208	2,51,65,829	357	2,43,39,504	312	...	8,26,325
	State Lines worked by Government.												
13th August, 1887	Eastern Bengal (*c*)	666	1,17,688	194	645	1,52,550	237	24,74,928	222	25,64,548	217	89,620	...
20th ditto	Nalhati	27	992	37	27	2,332	86	31,782	64	35,094	71	3,312	...
20th ditto	Tirhoot	240	23,109	94	249	23,896	96	5,96,357	131	6,23,086	137	26,729	...
20th ditto	Wardha Coal	45	9,430	210	45	13,203	293	2,48,075	299	2,69,085	327	21,010	...
20th ditto	Burma	327	32,532	99	327	48,299	148	7,85,372	130	10,50,169	170	2,64,797	...
13th ditto	Cheria-Companyganj	7	74	10	7	26	4	(*d*) 223	6	734	6	511	...
13th ditto	North-Western (*e*)	1,885	4,46,040	237	2,094	3,42,164	164	93,49,591	269	76,46,525	200	...	17,03,066
20th ditto	Bareilly-Pilibheet	30	624	17	30	1,151	32	36,581	55	32,741	50	...	3,840
20th ditto	Jorhat	20	709	27	26	790	30	12,005	26	17,757	38	5,152	...
13th ditto	Bilaspur-Etawa (Katni-Umaria Section)	...	...	...	37	802	22	...	...	24,962	37	24,962	...
20th ditto	TOTAL	3,205	6,31,804	197	3,493	5,85,213	168	1,35,35,514	229	1,22,64,701	192	...	12,70,813
	GRAND TOTAL (GUARANTEED AND STATE)	11,187	27,45,124	245	11,988	23,68,648	198	6,64,25,147	322	6,47,58,558	298	...	16,66,589
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	3,17,86,719	154	(*f*)3,07,89,026	142	...	...
	NET RECEIPTS	...	...	...	...	...	...	3,46,38,428	168	3,39,69,532	156	...	6,68,896
	Assisted Companies.												
20th August, 1887	Bengal Central	125	7,858	63	125	9,460	76	2,23,624	97	2,24,110	98	486	...
20th ditto	Rohilkhand-Kumaon	67	4,096	70	67	4,614	69	1,25,842	102	1,24,289	101	...	1,553
20th ditto	Dibru-Sadiya (late Assam)	78	5,542	71	78	8,505	109	1,19,681	83	1,55,378	109	35,697	...
20th ditto	Bengal and North-Western	303	25,555	84	376	25,400	68	7,82,093	140	8,32,087	121	49,994	...
20th ditto	Tirakessur	22	3,491	159	22	4,110	187	96,099	237	1,00,918	251	4,819	...
	TOTAL	595	47,142	79	668	52,089	78	13,47,339	123	14,36,782	118	89,443	...
	Native States.												
20th August, 1887	Bhavnagar-Gondal	193	12,323	64	193	10,447	54	4,13,281	116	4,18,216	118	4,935	...
13th ditto	Jodhpore	64	3,204	50	124	5,400	44	70,678	60	1,28,809	57	58,131	...
20th ditto	Nizam's	208	26,838	129	208	28,414	137	4,72,245	123	5,66,096	149	93,851	...
20th ditto	Mysore	140	7,755	55	140	9,642	69	1,57,277	61	1,76,792	69	19,515	...
13th ditto	Morvi	24	279	12	08	1,898	28	18,552	42	60,432	48	41,880	...
20th ditto	H. H. the Gaekwar's Mehsana-Vadnagar	...	...	...	21	400	19	...	...	14,771	38	14,771	...
20th ditto	TOTAL	629	50,399	80	754	56,201	75	11,32,033	98	13,65,116	99	2,33,083	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla, and Assam-Behar State Railways.
(*d*) Total Receipts from 1st July to 7th August, 1886.
(*e*) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(*f*) Calculated on percentage used for the corresponding period of 1886.

SIMLA;
The 8th September, 1887.

JAMES RAMSAY,
Offg. Under-Secretary.

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SUPPLEMENT TO

The Gazette of India.

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Governments of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Civil Works—Irrigation.

COMPARATIVE STATEMENT OF IRRIGATION AND RAINFALL ON INUNDATION CANALS IN THE PUNJAB FOR THE YEARS 1885-86 AND 1886-87.

IRRIGATION OPERATIONS, 1886-87.

Comparative Statement of Irrigation and Rainfall for the years 1885-86 and 1886-87 in the Districts of the Punjab irrigated by Inundation Canals.

Districts.	Population.	Area in acres.	Cultivated area in acres.	AREA IRRIGATED.									RAINFALL.		
				KHARIF, 1886-87.			RABI, 1886-87.			WHOLE YEAR, 1886-87.					
				Total in acres.	In comparison with 1885-86.		Total in acres.	In comparison with 1885-86.		Total in acres.	In comparison with 1885-86.		Percentage of increase or decrease in 1886-87.	1885-86.	1886-87.	Percentage of increase or decrease in 1886-87.
					Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.				
Lahore . . .	924,106	2,334,552	1,164,921	17,396	2,670	...	9,730	...	571	27,126	2,099	...	+ 8·38	9·6	18·8	95·8
Montgomery . .	426,529	3,367,750	357,622	55,721	21,931	...	20,325	3,158	...	76,046	25,085	...	[illegible]·22	5·0	10·13	102·6
Montgomery (Lower Sobág and Pára Canal) . . .	...	...	...	9,229	1,678	...	8,253	...	1,442	17,482	236	...	+ 1·37	...	...	...
Mooltan . . .	551,964	3,763,200	799,360	182,323	1,380	...	142,289	...	5,530	324,612	...	4,150	— 1·25	9·7	3·5	—63·9
Mooltan (Sidhnai Canal)	...	...	...	7,188	7,188	...	20,603	20,603	...	27,791	27,791	...	...	...	...	...
Muzaffargarh . .	338,605	2,007,819	397,529	125,943	...	2,834	149,469	25,986	...	275,412	23,152	...	+ 9·17	9·1	2·8	—69·2
Dera Ghazi Khan .	363,346	2,801,280	1,008,000	131,487	4,176	...	47,184	2,373	...	178,671	6,549	...	+ 3 8	8·55	3·2	—62·5
Shahpur . . .	421,508	3,031,700	585,491	8,174	...	762	5,193	...	1,600	13,367	...	2,362	—15·0	15·4	14·5	— 5·8
TOTAL INUNDATION CANALS . .	3,026,058	17,506,301	4,312,923	537,461	39,023	3,596	403,046	52,116	9,143	940,507	84,912	6,512	+ 9·1	...	...	...

Area irrigated in 1886-87 . . . . . 940,507 Acres.
Ditto 1885-86 . . . . . 862,107 ,,
NET INCREASE . 78,400 ,,

SIDNEY PRESTON,
Under-Secy. to Govt., Punjab, P. W. D., Irrigation Branch.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF JUNE 1887 PUBLISHED IN PAGES 971, 975 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 23rd JULY 1887.

Province.	Districts.	Average wages per month.		
		Able-bodied Agricultural labourer.	Syce or Horse-keeper.	Common Mason, Carpenter, or Blacksmith.
		R a. p.	R a. p.	R a. p.
Bombay	Shikarpur	8 0 0	8 0 0	30 0 0
	Sukkur	8 0 0	9 0 0	30 0 0
Rajpootana	Deoli Cantonment	2-0 to 3-0	...	4-0 to 5-0

E. T. ATKINSON,

Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Civil Works—Irrigation.

USE OF WATER-POWER FOR WORKING MACHINERY ON THE SIRHIND CANAL.

Proceedings of the Hon'ble the Lieutenant-Governor of the Punjab in the Public Works Department, Irrigation Branch,—No. 3539 I., dated the 28th July 1887.

READ—

Punjab Government Resolution No. 3765, dated 5th October 1881.

OBSERVATIONS.—In accordance with the abovementioned Resolution, lists of sites at which water-power was available on the Bári Doáb and Western Jumna Canals were published for general information.

2. The Sirhind Canal having now been opened for irrigation and navigation, the Lieutenant-Governor considers that the vast power which is available thereon should be brought before public notice in a similar manner.

3. The annexed map shows the position of the falls, roads, rail-roads, railway stations and principal towns.

The portions of the canal which are navigable have been distinguished from those which are not, and the horse-power available at each site is also shown.

4. The total power available on the Sirhind Canal will be about 9,914 horse-power distributed over 44 sites, *viz.*—

Abohar Branch	4,334 H.-P. at	14 sites.
Bhatinda Branch	3,589 „ „	14 „
Kotla Branch	1,648 „ „	9 „
Gaggar Branch	233 „ „	4 „
Choa Branch	110 „ „	3 „
TOTAL	9,914 H.-P. at	44 sites.

5. The standard assumed for calculation of one horse-power is the same as for the Bári Doáb and Western Jumna Canals, *viz.*, 15 cubic feet per second falling one foot, and in making the calculation for each site 50 H. P. have been deducted from the result to allow for existing flour mills or for those that may be erected in future.

6. The Sirhind Canal lies partly in British territory and partly in the Native States of Patiála, Nábha, Jínd, Maler Kotla and Farídkot. The principal British districts traversed are Ludhiána and Ferozepore with populations of 450 and 236 per square mile respectively.

The principal crops grown in these districts are—

Name of Crop.	Districts.	
	Ludhiána.	Ferozepore.
	Acres.	Acres.
Rice	2,683	2,921
Wheat	177,644	395,850
Other food-grains	154,336	450,057
Pulses	184,289	363,463
Drugs and spices	1,725	3,108
Oil-seeds	5,515	52,970
Fibres	19,261	14,326
Sugarcane	14,209	2,712

and the rates for labour are—

Skilled	6 to 8 annas per diem.
Unskilled	2½ to 4 annas per diem.

7. The Government is prepared to grant the use of the water for working machinery for periods not exceeding 20 years on the terms shown below :—

Approximate rates per H.-P. per annum.

	Years.	R
For first term	3	*Nil.*
„ second term	5	60
„ third „	6	100
„ fourth „	6	150

The exact terms will be the subject of special agreement in each case, and special rates will be levied on water used for the purpose of grinding grains, based upon the rates paid by Native millers at various sites on the canal.

8. Particulars regarding the conditions on which mill heads and tails may be built and the water-power used, and any further information required, will be supplied to applicants by the Superintending Engineer, Sirhind Canal Circle, Umballa.

RESOLVED—that the above observations, with the list of water-power available, be published in the Supplement to the *Punjab Gazette* for general information.

Also that 20 copies with explanatory maps be forwarded to the Government of India for information and distribution.

By order of the Hon'ble the Lieutenant-Governor,

F. J. HOME, *Lieut.-Col., R.E.*,

Offg. Joint Secretary to Government, Punjab, P. W. D., Irrigation Branch.

SIRHIND CANAL.

SIRHIND CANAL.

List showing localities at which water-power is available.

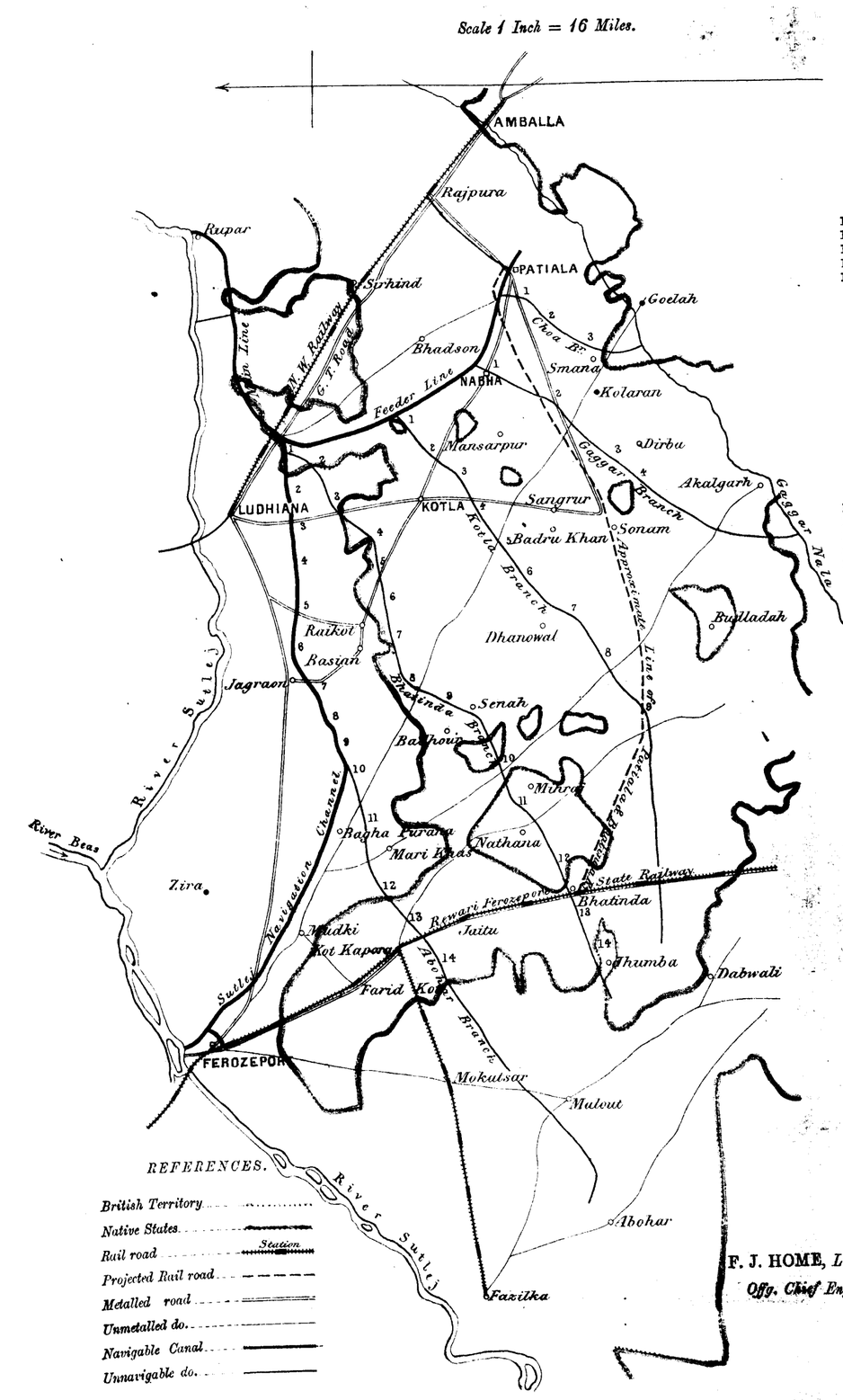
Name of Canal.	Name and Number of Fall.	Mileage from Head of Branch.	Miles from and Name of nearest Civil Station or large Native Mart in the District.	Miles from nearest Railway Station.	Total effective horse power available at site.	Height Fall.	Remarks.
		Miles. Feet.		Miles.	Miles. H. P.		
Abohar Branch.	1. Bowani	0 0000	Ludhiana . 14	Doraha . 4	155	3·0′	
	2. Khanpur	4 3,000	Do. . 11	Sanchwal . 6	498	8·0′	
	3. Chupki	9 2,000	Do. . 11	Ludhiana . 11	462	8·0′	
	4. Ballowal	13 4,500	Do. . 13	Do. . 13	451	8·0′	
	5. Akalgurh	21 000	Jagraon . 12	Do. . 18	440	8·0′	
	6. Tugal	25 3,000	Do. . 8	Do. . 21	428	8·0′	
	7. Akhara	31 2,000	Do. . 3	Do. . 27	291	6·0′	
	8. Dalla	36 000	Do. . 7	Do. . 32	394	8·0′	
	9. Daodhar	42 3,000	Do. . 14	Do. . 36	458	10·0′	
	10. Gholia	50 4,000	Mogah . 14; Ferozepore . 45	Kot Kapura 26	265	8·0′	
	11 Chunowal	57 4,000	Mogah . 14; Ferezepore . 40	Do. . 19	178	8·0′	
	12. Samalsar	66 4,000	Faridkot . 13	Do. . 11	160	8·0′	
	13. Sibian	72 000	Kot Kapura . 5; Faridkot . 13	Do. . 5	112	6·5′	
	14. Nawa Hari	80 4,000	Kot Kapura . 7; Faridkot . 15	Do. . 7	42	4·0′	
				Total .	4,334		
Bhattinda Branch.	1. Bowani	0 0000	Ludhiana . 14	Doraha . 4	75	2·0′	
	2. Khatra	6 2,250	Do. . 17	Do. . 10	440	8·0′	
	3. Janghera	11 3,900	Kotla . 13	Ludhiana . 17; Doraha . 16	405	8·0′	
	4. Kanganwala	17 2,500	Do. . 10	Ludhiana . 22	505	10·0′	
	5. Mahohi	21 4,000	Raekot . 9	Do. . 27	258	6·0′	
	6. Lohgarh	25 3,000	Do. . 5	Do. . 33	360	8·0′	
	7. Dadahur	31 500	Do. . 5	Do. . 33	240	6·0′	
	8. Chakh Shai	37 000	Do. . 9	Do. . 37	381	9·5′	
	9. Tillewal	44 1,750	Senah . 6; Rackot . 17	Bhattinda . 40; Ludhiana . 44	204	6·0′	
	10. Balloka	55 2,000	Senah . 7	Bhattinda . 30	265	8·0′	
	11. HarnamSingh	61 2,000	Nathana . 9; Bhattinda . 23	Do. . 24	226	8·0′	
	12. Pohla	70 500	Nathana . 2; Bhattinda . 14	Do. . 15	100	5·0′	
	13. Bibiwala	78 0	Bhatinda . 6	Do. . 7	92	5·0′	
	14. Bhattinda	82 1,300	Do. . 2	Do. . 2	38	6·0′	
				Total .	3,589		
Kotla Branch.	1. Doolawal	3 0	Maler Kotla . 10	Khunna . 17	265	8·0′	
	2. Salar	7 700	Do. . 6	Do. . 21½	253	8·0′	
	3. Banboorah	12 1,500	Do. . 6	Do. . 27	241	8·0′	
	4. Babanpur	17 1,200	Do. . 7	Ludhiana . 35	158	6·0′	
	5. Boogra	24 2,000	Sangrur . 9	Do. . 41	213	8·0′	
	6. Raipur	29 1,000	Do. . 9	Do. . 46	138	6·0′	
	7. Harrigarh	37 0	Do. . 18	Sheergarh . 49	177	8·0′	
	8. Sookee	43 0	Bhattinda . 40	Do. . 43	148	8·0′	
	9. Rulla	53 4,000	Do. . 32	Do. . 32	55	8·0′	
				Total .	1,648		
Guggar Branch.	1. Thui	4 3,000	Nabah . 4½	Patiala . 17	129	10·0′	
	2. Nidampur	11 0	Do. . 11	Do. . 17	64	8·0′	
	3. Gujran	23 3,000	Sangrur . 12	Do. . 30	29	7·0′	
	4. Salar	27 0	Sonam . 10	Do. . 34½	11	8·0′	
				Total .	233		
Choa Branch.	1. Pussiana	3 3,000	Patiala . 4	Partiala . 4	50	10·0′	
	2. Dekraba	8 3,507	Do. . 9	Do. . 9	40	10·0′	
	3. Lalgurh	15 500	Samana . 3	Do. . 16	20	10·0′	
				Total .	110		

F. J. HOME, *Lieut.-Col., R.E.,*
Offg. Joint Secretary to Government, Punjab, P. W. D.,
Irrigation Branch

SIRHIND CANAL

MAP SHEWING POSITION OF FALLS

Scale 1 Inch = 16 Miles.



Abohar Branch.

			H.P.	Fall.
1	Fall Mile	0·000	155	3·0
2	,, ,,	4·3000	498	8·0
3	,, ,,	9·2000	462	8·0
4	,, ,,	13·4500	451	8·0
5	,, ,,	21·000	440	8·0
6	,, ,,	25·3000	428	8·0
7	,, ,,	31·2000	291	6·0
8	,, ,,	36·000	394	8·0
9	,, ,,	42·3000	458	10·0
10	,, ,,	50·4000	265	8·0
11	,, ,,	57·4000	178	8·0
12	,, ,,	66·4000	160	8·0
13	,, ,,	72·000	112	6·5
14	,, ,,	80·4000	42	4·0
	Total ...		4334	

Bhatinda Branch.

1	Fall Mile	0·0000	75	2·0
2	,, ,,	6·2250	440	8·0
3	,, ,,	11·3900	405	8·0
4	,, ,,	17·2500	505	10·0
5	,, ,,	21·4000	258	6·0
6	,, ,,	25·3000	360	8·0
7	,, ,,	31·500	240	6·0
8	,, ,,	37·000	381	9·5
9	,, ,,	44·1750	204	6·0
10	,, ,,	55·2000	265	6·0
11	,, ,,	61·2000	226	6·0
12	,, ,,	70·500	100	5·0
13	,, ,,	78·000	92	5·0
14	,, ,,	82·1300	38	6·0
	Total ...		3589	

Kotla Branch.

1	Fall Mile	3·000	265	8·0
2	,, ,,	7·700	253	8·0
3	,, ,,	12·1500	241	8·0
4	,, ,,	17·1200	158	6·0
5	,, ,,	24·2000	213	8·0
6	,, ,,	29·1000	138	6·0
7	,, ,,	37·000	177	8·0
8	,, ,,	43·000	148	8·0
9	,, ,,	53·4000	55	8·0
	Total ...		1648	

Gaggar Branch.

1	Fall Mile	4·3000	129	10·0
2	,, ,,	11·000	64	8·0
3	,, ,,	25·3000	29	7·0
4	,, ,,	27·000	11	8·0
	Total ...		233	

Choa Branch.

1	Fall Mile	3·3000	50	10·0
2	,, ,,	8·3500	40	10·0
3	,, ,,	15·500	20	10·0
	Total ...		110	
	Grand Total ...		9,914	

F. J. HOME, *Lieut. Colonel, R.E.,*
Offg. Chief Engineer, Irrigation Works, Punjab.

Dated 27th April, 1887.

Lithographed at the Survey of India Offices, Calcutta, August 1887.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Civil Works—Irrigation.

STATEMENTS OF IRRIGATION OPERATIONS ON THE INUNDATION CANALS IN THE PUNJAB FOR THE RABI CROP OF 1886-87.

STATEMENT No. I.

IRRIGATION OPERATIONS OF THE RABI CROP OF 1886-87 ON INUNDATION CANALS.

Comparative Abstract of Irrigation and Rainfall in Canal Districts of the Punjab.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
District.	Area in acres.	Cultivated area in acres.	Area Irrigated.		Comparison with last Crop.		Rainfall in Rabi Months.													
							October.		November.		December.		January.		February.		March.		Total.	
			1886-87.	1885-86.	Increase.	Decrease.	1886.	1885.	1886.	1885.	1886.	1885.	1887.	1886.	1887.	1886.	1887.	1886.	1886-87.	1885-86.
Lahore	2,334,552	1,164,921	9,730	10,301	...	571	...	...	...	...	0·2	2·1	0·4	0·80	0·7	0·47	...	1·2	1·3	4·6
Montgomery	3,567,750	357,622	20,325	17,171	3,154	...	0·9	...	0·1	...	...	0·9	0·2	0·5	0·5	...	...	0·5	1·7	1·9
Montgomery (Lower Sohág and Pára Canal	...	...	8,253	9,695	...	1,442	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mooltan	3,763,200	799,360	142,289	147,819	...	5,530	...	...	0·5	...	...	0·2	...	1·5	...	...	...	1·5	0·5	3·2
Mooltan (Sidhnai Canal)	...	...	20,603	...	20,603	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Muzaffargarh	2,007,819	397,529	149,469	123,483	25,986	...	...	...	0·7	...	...	...	...	1·2	...	...	...	0·9	0·7	2·1
Dera Ghází Khan	2,801,280	1,008,000	47,184	44,811	2,373	...	...	...	10·4	...	...	...	0·2	2·10	...	...	...	1·4	0·6	3·5
Shahpur	3,031,700	585,491	5,193	6,793	...	1,600	...	...	...	...	...	...	...	1·2	...	0·5	2·9	3·3	2·9	5·9
Total Inundation Canals	17,506,301	4,312,923	403,046	360,073	52,116	9,143	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(1) The increase on Upper Sutlej Canals in Lahore District is due to the better supply of water in canals, and decrease on Lower Sohág Canal is partly due to the early failure of water in the river and to there being no suitable water-courses for existing villages along the new part opened up during the year. In previous rabi the whole supply was ponded up at Haveli, and the country round was flooded; but this wasteful system was exceptional, and cannot be repeated now that the canal below Haveli has been opened.

	Acres.
Area irrigated in 1886-87	403,046
Ditto 1885-86	360,073
Net increase	42,973

F. J. HOME, *Lieut.-Col, R.E.,*

Offg. Joint Secy. to Govt., Punjab, P. W. D., Irrigation Branch.

STATEMENT No. II.

IRRIGATION OPERATIONS OF THE RABI CROP OF 1886-87 ON INUNDATION CANALS.

Statement in Acres of Crops irrigated in Canal Districts.

Description of Crops.	Lahore.	Montgomery.	Montgomery (Lower Sohág and Pára Canal).	Mooltan.	Mooltan (Sidhnai Canal).	Muzaffargarh.	Dera Gházi Khan.	Shapur.	Total.
Wheat	3,521	11,113	6,774	98,591	14,954	102,848	41,123	1,469	280,393
Barley	92	331	267	1,743	457	4,219	25	...	7,134
Mixed Grain	2,622	1,629	369	...	...	5,075	1,888	158	11,741
Others	3,495	7,252	843	41,955	5,192	37,327	4,148	3,566	103,778
Total Rabi, 1886-87	9,730	20,325	8,253	142,289	20,603	149,469	47,184	5,193	403,046
Total Rabi, 1885-86	10,301	26,866		147,819		123,483	44,811	6,793	360,073

F. J. HOME, *Lieut.-Col., R.E.,*

Offg. Joint. Secy. to Govt., Punjab, P. W. D., Irrigation Branch.

STATEMENT No. III.

IRRIGATION OPERATIONS OF THE RABI CROP OF 1886-87 ON INUNDATION CANALS.

Statement in Acres of Crops irrigated in Canal Divisions.

Description of Crops.	Upper Sutlej Canals.	Lower Sohág and Pára Canal.	Lower Sutlej and Chenab Canals.	Sidhnai Canal.	Mozaffargarh Canals.	Indus Canals.	Shahpur Canals.	Total.
Wheat	14,634	6,774	98,591	14,954	102,848	41,123	1,469	280,393
Barley	423	267	1,743	457	4,219	25	...	7,134
Mixed grain	4,251	369	...	...	5,075	1,888	158	11,741
Others	10,747	843	41,955	5,192	37,327	4,148	3,566	103,778
Total Babi, 1886-87	30,055	8,253	142,289	20,603	149,469	47,184	5,193	403,046
Total Babi, 1885-86	27,472	9,695	147,819		123,483	44,811	6,793	360,073

F. J. HOME, *Lieut.-Col., R.E.,*

Offg. Joint Secy. to Govt. Punjab, P. W. D., Irrigation Branch.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first five months of the official year 1887-88, and of the sixteen preceding years.

(In Thousands of Rupees.)

Year.	For the five months April to August.																			
	Madras.			Bengal.		Bombay.			Sindh.			Burma.			Total British India.				
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	Total Import Revenue.	Export Revenue.	Total Revenue.
1871-72	45	5,22	6,30	12,97	4,48	28,91	8,81	42,20	3,47	14,29	1,58	19,34	49	37	54	1,40	69	1,70	8,54	10,93	10,58	50,49	61,07	25,77	86,84
1872-73	66	5,03	4,98	11,67	5,66	28,14	9,03	42,83	2,23	15,63	1,35	19,21	47	89	1,74	1,66	1,36	1,91	16,41	19,68	11,38	51,09	62,47	32,66	95,13
1873-74	58	5,50	6,25	13,33	4,20	28,20	6,75	39,15	2,54	13,97	1,38	17,89	51	48	1,24	1,58	1,37	1,88	13,09	16,34	10,20	49,80	60,00	27,95	87,95
1874-75	45	5,65	5,64	13,04	4,96	31,23	5,16	41,35	2,69	16,55	1,49	20,73	53	56	1,34	1,45	1,75	2,70	9,16	13,61	11,38	56,68	68,06	22,01	90,07
1875-76	79	6,11	6,24	14,14	5,28	32,25	6,67	44,20	2,78	16,79	3,37	22,94	52	85	1,72	1,79	1,45	1,81	16,41	19,67	11,82	57,31	69,13	33,54	1,02,67
1876-77	46	5,56	3,81	11,83	5,56	25,98	4,83	36,37	3,49	13,64	48	17,61	57	25	91	2,46	1,99	2,15	11,82	15,96	14,07	47,58	61,65	21,03	82,68
1877-78	27	3,25	73	6,25	6,81	32,73	4,94	43,88	3,74	16,84	49	21,07	92	30	2,27	2,37	2,10	2,24	9,24	13,58	15,24	55,36	70,60	15,55	86,15
1878-79	43	4,71	1,80	8,37	5,62	27,50	5,65	38,77	3,49	15,08	85	19,42	81	20	2,43	2,11	3,21	2,77	11,94	17,92	15,56	49,69	65,25	20,34	85,59
1879-80	20	3,59	2,12	7,91	4,88	24,46	3,39	32,73	3,70	12,70	80	17,20	1,21	33	1,62	2,20	2,96	2,36	15,59	20,91	14,95	43,44	58,39	21,98	80,37
1880-81	03	4,35	4,16	10,54	5,52	23,25	3,93	32,70	3,53	17,23	69	21,45	1,77	42	2,28	2,03	2,07	3,02	16,66	21,75	14,92	48,27	63,19	25,53	88,72
1881-82	15	4,29	2,85	9,29	5,69	23,43	5,03	35,05	4,25	16,54	65	21,44	1,60	54	2,27	2,15	2,90	3,01	20,08	25,99	16,59	47,81	64,40	29,64	94,04
1882-83	23	1	1,78	4,02	5,99	1	6,25	12,25	4,36	—98*	55	3,94	1,39	3	1,63	2,23	3,48	3	25,34	28,85	17,45	—90*	16,55	34,13	50,68
1883-84	19	3	2,40	4,62	5,97	4	7,32	13,33	4,47	17	45	5,09	1,50	1	1,70	2,19	3,35	9	18,32	21,76	17,48	34	17,82	28,68	46,50
1884-85	00	1	2,79	4,80	5,07	13	4,27	9,47	4,23	17	71	5,11	1,64	3	1,85	2,00	3,35	4	12,75	16,14	16,29	38	16,67	20,70	37,37
1885-86	02	2	1,31	3,35	5,45	7	5,22	10,74	4,70	19	34	5,23	1,74	2	2,06	2,02	2,72	3	21,05	23,80	16,63	33	16,96	28,22	45,18
1886-87	56	5	2,27	4,88	5,41	12	4,25	9,78	4,92	24	48	5,64	1,97	6	2,41	2,56	3,86*	6	16,89	20,81	18,72	53	19,25	24,27	43,52
1887-88	73	1	2,03	5,77	4,78	15	5,29	10,22	5,63	19	69	6,51	2,07	3	2,39	3,73	4,01	2	18,13	22,16	20,22	40	20,62	26,43	47,05

* The amount refunded is greater than the duty collected.

T. T. ATKINSON,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 15th September 1887.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 15th SEPTEMBER, 1887.

GENERAL REMARKS.—The rainfall of the past week has been generally confined to Madras, Bombay, Bengal, the Central Provinces, Berar, and Burma. Elsewhere the rainfall has been sparse and breaks have occurred.

The *kharif* crops are generally doing well in all parts of the country, and in the North-Western Provinces and Oudh the harvest has begun.

Operations in connection with the *rabi* harvest are extending, and are now in progress in the North-Western Provinces and Oudh, the Punjab, the Central Provinces, and Bombay. Sowings have commenced in the last named Presidency.

The standing crops in Madras, Mysore and Coorg promise well.

The rice crops in Bombay, the Central Provinces, and Bengal are thriving. In Assam however more rain would be beneficial, and in Nepal a short crop is anticipated.

Sugarcane prospects are satisfactory in Bengal and the North-Western Provinces and Oudh.

Cotton sowing is in progress in Bombay; in the North-Western Provinces and Oudh and the Central Provinces the crop has been slightly damaged in places by excessive rain.

Indigo is being cut in the North-Western Provinces and Oudh.

Severe drought has considerably checked the growth of tea in Cachar.

The public health is fairly good in all Provinces.

Prices are on the whole stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Sept. 14th.)		
Bellary	Average 3·14	Standing crops good. Cholera increasing in two, and cattle-disease decreasing in three taluks.
Kurnool	Average 3·95	Standing crops fair, but in three taluks suffered from excessive rain. Small-pox in two, and cattle-disease decreasing in three taluks. Cholera slightly increasing.
Ganjam	Average 1·62	Small-pox in four, fever in six, and cattle-disease decreasing in four divisions.
Kistna	Average last week since revised, 2·58; this week, 3·65.	Standing crops good. River 6·8 feet over Anicut. Slight fever. Cholera in one, and cattle-disease increasing in four taluks.
Chingleput (Madras)	Average 2·83	Standing crops fair. Harvest wet and dry crops, outturn below average. Cholera in three, small-pox in six, and cattle-disease increasing in four taluks.
Coimbatore	Average 1·03	Standing crops generally good. Harvest dry grains, outturn about average. Fever in one taluk.
Tanjore	Average last week since revised, 2·21; this week, ·97.	Standing crops generally good, but in parts of one taluk indifferent for want of sufficient rain. Harvest dry grains, outturn below average. Cattle-disease increasing in one taluk.
Madura	Average last week since revised, ·84; this week, ·47.	Standing crops fair, but withering in parts of two taluks for want of sufficient rain. Cattle-disease decreasing in one taluk.
Malabar	Average 2·45	Standing first crop paddy ripening. Harvest paddy, outturn about average. Slight small-pox in six and fever and cattle-disease in two taluks.
Travancore	1·14	Harvest of first crop paddy almost over. Small-pox and fever in parts. *General Remarks.*—General prospects fair.
Bombay—(Sept. 14th)		
Karachi		River at Kotri on 12th, 15 feet 7 inches against 17 feet 2 inches on same date last year. *Kharif* crops in ear in certain parts. Want of water is felt in some talukas. Fever in eight talukas. Wheat, red rice and *bajri* in Karachi 22, 30 and 32 and in Sehwan 26, 30 and 40 pounds per rupee, respectively.
Hyderabad	Slight rain in Bago Tando on 30th August.	*Kharif* cultivation in progress. Fever in seven and small-pox and cattle-disease in two talukas. River at Kotri on 12th, 15 feet 7 inches against 17 feet 2 inches on same date last year. Early fall of river most unfavourable to agricultural prospects. Wheat 24, *jowari* 40, *bajri* 33½, white rice 18 and red rice 28 pounds per rupee.
Ahmedabad		Standing crops promising. More rain wanted in Parantij, Dhandhuka, Sanand and Daskroi talukas. Cattle-disease in Goghadhuka, Sanand and Daskroi talukas. Fever in Dholka and Parantij talukas. Fourteen cases of cholera in the city, of which ten were fatal. Wheat 28 and *bajri* 30 pounds per rupee.
Baroda		Public health fair. Cholera has again appeared in Baroda city, 5 cases fatal out of 7 attacked. It also prevails in Kathor taluka of Naosari division and in Sidhpur, Patan and Mehsana talukas of the Kadi division. Cattle-disease in Petha Vakal and Vyara taluka of the Naosari division and in Kadi and Vadnagar Mahals. Standing crops in good condition. *Bajri* 25, rice 23, and wheat 19 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Surat	Rain in six talukas—maximum in Chikli, 5·49 and minimum in Chorasi, ·39.	Weeding progressing. *Jowari* and cotton crops suffered in several places in Bardoli, Chikli, Bulsar, and Pardi talukas; other young crops healthy. Cattle-disease in Jalalpur taluka. Fever in Bardoli, Jalalpur, and Chikli. Cholera in Chikli, Bulsar, and Pardi talukas, 151 cases, 61 deaths. *Jowari* 32 and *nagli* 43 pounds per rupee.
Nasik	Igatpuri, 9·79; Peint, 8·36; Nasik, 7·74; Kalwan, 6·59; Sinnar, 5·02; Nandgaon, 4·39; Dindori, 3·74; Chandor, 3·54; Malegaon, 2·23; Yeola, 1·94; Baglan, 1·71; and Niphad, 1·29.	Standing crops flourishing. Rain beneficial, save in Peint, where *nagli* crops damaged to some extent. Land being prepared for *rabi* in some of the talukas. Weeding in progress in Peint. Cholera in Nasik, Nandgaon, Malegaon, and Baglan, total attacks 73, deaths 26; public health of the remaining talukas good. Prices steady.
Colaba (Bombay)	Rain every day, except on 12th and 13th; heavy from 9th to 11th; total of week, 15·03; total to date, 89·25, being 25·71 above average.	Abnormal temperature 1° cool on 7th, 1° warm on 8th, fell to 4° cool on 10th, rose to *nil* on 12th, and remained *nil* on 13th. Vapour in air excessive on 8th and 9th, normal on all other days. Abnormal wind from north-east on 7th and 8th, from north-north-west from 9th to 12th, strong only on 10th; wind normal on 13th; thunder and lightning on 8th, thunderstorm on 9th, and thunder on 10th.
Poona	Copious rain throughout the district—maximum 7·34 in Petha Baramati and minimum 3·43 in Poona city.	Crops doing well. Late rain has proved beneficial to the crops in places, where it was much wanted. *Public health generally good.* Eighty-seven cholera cases in Khed, Sirur, Purandhar, Bhimthari, and Haveli talukas, 49 fatal; in Poona city ten attacks and two deaths. *Bajri* 41 and *jowari* 53 pounds in the district, and *bajri* 37 and *jowari* 43 pounds per rupee in Poona city.
Ahmednagar	Rain in Jamkhed, 7·08; Karjat, 6·88; Shrigonda, 5·63; Akola, 5·17; Parner, 4·84; Rahuri, 4·55; Newasa, 3·94; Sheogaon, 3·55; Nagar, 3·24; Sangamner, 3·05; and Kopargaon, 2·47.	*Kharif* crops progressing. Sowing of *rabi* retarded by excessive moisture. Cholera attacks 147, deaths 51. Cattle-disease in Jamkhed. *Bajri* 36 and *jowari* 60 pounds per rupee.
Sholapur	Rain in Sholapur, 3·42; Barsi, 3·48; Madha, 5·43; Karmala, 9·02; Pandharpur, ·80; Sangola, 2·32; and Malsiras, 4·32.	*Kharif* crops doing well. Sowing of *rabi* crops retarded in parts of Sholapur, Pandharpur, and Malsiras talukas, owing to excessive moisture. Cholera in all talukas, except Pandharpur, cases 142, deaths 53. *Jowari* 58⅛ and *bajri* 51⅛ pounds per rupee.
Dharwar	General rain varying from ·27 in Bankapur to 5·76 in Nawalgund.	Rice crops good, but require heavy showers soon. *Jowari* and minor crops also good. Cotton sowing in progress throughout the district. Slight cholera in Bankapur and Kalgatgi, and slight cattle-disease in Dharwar taluka. *Jowari* 57 and rice 24 pounds per rupee.
Kanara	Rain in Karwar, 9·34; total 122·58; Kumta, 3·53; Sirsi, 1·68; and Haliyal, 1·29.	Rice crop in ear in Karwar and Akola talukas. Slight fever and cattle-disease throughout the district. In Supa 75 cattle died from rinderpest, severe cattle-disease in Mugud. Common rice in Karwar 11, and district average 12 seers per rupee.
Rajkot	·04; total 26·85	Weather hot. Fever and bowel-complaints in Rajkot and in some villages under Jetpur and Bagasra. Crops in good condition. Wheat 24, *bajri* 23, and *jowari* 29 pounds per rupee. *General Remarks.*—Good rain in most districts. Crops generally benefited throughout the Deccan and Southern Mahratta Country, but injured by excessive moisture in parts of Surat and Ratnagiri. River falling in Sind. Crops suffering from want of moisture in parts of Shikarpur. *Rabi* sowing in progress in several districts. Cholera in parts of seventeen, fever in parts of fifteen, cattle-disease in parts of fourteen and small-pox in parts of five districts. Cholera not reported from Kaira and Rajkot.
Bengal—(Sept. 14th)		
Chittagong (Sept. 13th)	2·42	Weather hot. *Aman* and sugarcane thriving. Cholera reported, public health otherwise good. Prices stationary.
Dacca	1·92	Prospects of crops good, but rain much wanted. Jute being cut, outturn good. *Aus* nearly reaped. Public health good.
24-Pergunnahs (Calcutta).	1·83	Prospects of *aus*, jute and sugarcane satisfactory. *Aman* not doing so well for want of sufficient rain. Harvesting of *aus* over. Public health fairly good for the time of year.
Khoolna	3·48	Weather hot. Occasional heavy showers. Transplanting of *aman* and cutting of *aus* continued. Public health fair.
Moorshedabad	2·78	Weather hot. Rain at intervals. Harvesting of *bhadoi* paddy almost over. Prospects of *aman* still good, except in Kandi, where it is suffering from want of rain. Sowing of *til* commenced. Sugarcane and jute progressing. Public health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Pubna	2·78	Weather seasonable. General health and prospects of crops good.
Dinagepore	*Nil*	*Bhadoi* and jute being harvested. Transplantation of *aman* nearly finished.
Rungpore	*Nil*	Prospects of crops good. Public health fair.
Midnapore	1·75	Prospects of crops good. More rain wanted.
Burdwan	3·88	*Aman* rice prospects improved by rain on 10th. More rain wanted. Prices stationary. Cholera and fever still in Sadr.
Bhagalpur	·34	Late rice promising. Transplanting finished. *Bhadoi* harvest continues with fair outturn. Cholera abating.
Purneah	·12	All crops doing well. *Aghani* being transplanted. Public health bad. Rivers falling.
Durbhanga	·10	*Bhadoi* harvest continues. Rice transplantation going on. Public health generally good.
Chumparun	*Nil*	*Prospects* of crops continue favourable. Rice transplantation almost completed. *Bhadoi* crops being harvested. Prices stationary. Public health fair.
Patna	9·87	Transplantation of paddy still going on in some places. Reaping of *bhadoi* crops almost finished. Cholera still reported from Behar and Dinapore subdivisions, but decreasing.
Gya	9·59	Harvesting of *bhadoi* going on. Paddy suffering much from want of rain. Cholera still reported, but decreasing. Fever also reported.
Hazareebagh	3·18	Weather occasionally cloudy. Moderate rain. More rain wanted for rice crop. *Bhadoi* being harvested in places. General health fair. Cholera in a few places.
Cuttack	2·50	Weather cloudy at times. Reaping of *beali* rice in progress. *Sarad* rice growing splendidly on irrigated lands, but scorching in many places. Prices unchanged. Cholera still continues. *General Remarks.*—Moderate rain reported in parts of the province, excepting some of the Northern Bengal districts, but showers only in Behar. Rainfall of the week very beneficial to the *aman* crop, but more rain is still needed in South-West and East Bengal, Orissa and Chota Nagpur. Autumn crops are being harvested, general outturn expected to be fair. Sugarcane prospects continue favourable. Some fever and cholera, but general health fair.
N.-W. Provinces and Oudh—(Sept. 14th)		
Benares (Sept. 13th)	·20 at Sadr	Agricultural prospects fair. Supplies ample. Prices slightly fluctuating. Health generally good.
Ballia („ 12th)	. . . . .	Weather fair and sultry. *Jowari, sawan, kakun,* and *marua* being cut. Sugarcane thriving. Supplies ample. Prices steady. Health good.
Gorakhpore („ „)	·20 at Sadr	Prices stationary. Cholera almost disappeard.
Fyzabad („ 13th)	Average ·40 only	Weather bright. Agricultural prospects favourable. Cholera almost disappeard. Slight cattle-disease.
Lucknow („ 12th)	No rain	Break very beneficial for *mash* crops and *rabi* sowing. *Sawan* and *kakun* being cut. Supplies ample. Prices stationary. Health of people good, and condition of cattle fair.
Rai Barelli („ „)	. . . . .	Break in the rains. Crops look well. Prices steady. Cholera disappearing. A little fever and ague reported. Slight cattle-disease.
Partabgarh („ 13th)	Rain much abated	*Kharif* crops being reaped. Prices steady. No illness.
Allahabad („ „)	Slight showers in Sadr and Karchana tahsils. No rain elsewhere.	Crops on the whole good. *Jowari, bajri,* and cotton slightly damaged in places by previous heavy rainfall. Markets full. Prices rising slightly. Isolated cases of cholera still continue and a good deal of fever is reported.
Cawnpore („ „)	Rain in three tahsils from ·20 to ·70.	Condition of *kharif* improving. Ground for *rabi* being prepared. Prices almost stationary. Cholera and fever in places. Cattle-disease in two parganas.
Farakhabad („ „)	No rain except a slight shower on 12th.	Heat intense. Crops thriving. *Makki* and indigo being cut. Ploughing for *rabi* commenced. Supplies ample. Prices still rising. Some cholera in places.
Sitapur („ „)	Good rain has fallen at the Sadr and Misrik tahsils.	Good accounts received of the crops. Cholera not in the increase.
Bareilly („ „)	A little rain	Crops doing excellently. Prices steady. Cholera very slight here and there. General health good.
Banda („ 12th)	Rain on 11th at Sadr	*Kharif* crops injured by excessive moisture. *Rabi* ploughing continues. Prices risen. Fever prevalent.
Kumaon („ 13th)	. . . . .	Weather favourable. Crops excellent. Prices steady. Cholera in one *patti*. General health good. Cattle disease on decrease.
Agra („ 12th)	. . . . .	Weather drier and more seasonable. *Kharif* weeding and *rabi* ploughings continue. Prices rising slightly. Cholera decreasing.
Jhansi („ „)	. . . . .	Clear weather has allowed weeding to be resumed. Preparation of lands for *rabi* crops begun. Cholera almost disappeared. Some fever and cattle-disease prevalent.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
N.-W. Provinces and Oudh—*contd.*		
Meerut (Sept. 13th)	No rain	Break beneficial to crops. Sugarcane in first rate condition. Maize and cotton somewhat injured. Ploughing for *rabi* commenced. Prices again show slight rise owing to difficulties of transport. Cholera reported from all tahsils, except one. Fever and some cattle-disease also reported.
		General Remarks.—There has been a general and beneficial break in the rains during the week. Ploughing for the *rabi* is in progress, and in the eastern districts the *kharif* crops are being cut. Supplies are ample, and there is no material alteration in prices. Cholera is rapidly dying out and, with the exception of the fever, natural to the season, the public health is good.
Punjab—(Sept. 14th)		
Hissar (Sept. 13th)	. . . .	Fever prevalent. Prices stationary. *Rabi* ploughings in progress. *Kharif* prospects good.
Delhi . . .	·22	Health fair. Prices rising. *Kharif* crops damaged by rain.
Umballa . . .	. . . .	Prices falling. *Kharif* crops flourishing.
Jullundur . . .	. . . .	Health good. Prices stationary. *Kharif* prospects good.
Ferozepore . . .	. . . .	Health good. Prices stationary.
Amritsar . . .	. . . .	Slight fever. Prices stationary. *Kharif* crops good.
Sialkot . . .	. . . .	Health good. Prices stationary. *Kharif* paddy crops withering, other crops flourishing.
Lahore . . .	. . . .	Prices stationary. *Rabi* ploughings in progress.
Multan . . .	. . . .	Health good. Prices stationary. *Rabi* ploughings commenced. *Kharif* prospects good.
Rawalpindi . . .	·10	Health good. *Kharif* prospects good.
Shahpur . . .	Rain has fallen	Health good. Prices stationary. *Kharif* prospects improved.
Dera Ismail Khan .	·29	Health good. Prices stationary. *Kharif* prospects fair.
Peshawar . . .	Slight rain	Prices fluctuating. *Kharif* prospects average.
		General Remarks.—Slight rain has fallen in Delhi, Rawalpindi, Shahpur, Dera Ismail Khan, and Peshawar. Health is generally good, but cholera is still present in Hissar, Delhi and Umballa; in Lahore and Peshawar it is decreasing. Fever is prevalent in Hissar and slight in Amritsar. Prices are rising in Delhi, falling in Umballa, and fluctuating in Peshawar; elsewhere stationary. *Kharif* prospects generally good. In Delhi crops have been damaged by rain and paddy crops withering in Sialkot. *Rabi* ploughings in progress in Hissar, Lahore, and Mooltan.
Central Provinces—(Sept. 14th)		
Saugor . . .	1·51	Weeding continues. Cholera declining. Fever prevalent. Prices steady.
Jubbulpore . . .	2·75	Weather showery. Prospects favourable. Fever prevails. Prices steady.
Nagpur . . .	·66	Weather rainy, break urgently wanted. All crops, except rice suffering. 109 cases of cholera, 47 deaths. Fever prevalent.
Seoni . . .	2·00	Break much needed. *Rabi* lands unploughed. Cholera slight. Prices unchanged.
Hoshangabad . .	1·37	*Kharif* crops injured by excessive rain. *Rabi* ploughings retarded. Fever in places. Prices unchanged.
Khandwa . . .	·77	Weather cloudy and close. Prospects good. 41 cases of cholera, 27 deaths. Prices unchanged.
Bilaspur . . .	2·34	Rice on black soil injured by rain. Prospects good. Fever and cattle-disease prevalent. Prices falling.
Raipur . . .	4·99	Weather cloudy and cool. Weeding almost finished. *Til* and cotton slightly injured by rain. *Rabi* ploughings in progress. Prices steady.
Sambalpur (Sept. 10th)	·64	Weather close and cloudy. Crops promising, but backward owing to late sowings. Cholera in places.
		General Remarks—Break generally needed, rain continues, except in Nimar and Raipur and eastward. Cholera in Nagpur, Seoni, and Khandwa. Prices as a rule steady.
Burma—(Sept. 14th)		
Akyab (Sept. 10th)	3·88 (Total rainfall to date 135·80).	Slight cholera in the town and district. Slight cattle-disease. Crop prospects favourable.
Bassein . . .	1·25 (Total rainfall to date 75·51).	Some cattle-disease in district. Ploughing and transplanting almost completed.
Rangoon . . .	2·52 (Total rainfall to date 83·17).	
Amherst (Moulmein)	2·09 (Total rainfall to date 140·87).	Ploughing and transplanting progressing. Prospects of crops good.
Tavoy	7·30 (Total rainfall to date 154·52).	Crops reported healthy.
Pegu	7·72 (Total rainfall to date 109·42).	

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Henzada . . .	3·03 (Total rainfall to date 60·17).	Crops healthy.
Prome	2·88 (Total rainfall to date 29·89).	Slight cattle-disease in one township. Ploughing and transplanting finished in one township.
Toungoo . . .	3·07 (Total rainfall to date 65·09).	Transplanting far advanced.
Thayetmyo . . .	2·21 (Total rainfall to date 22·03).	Cattle-disease prevalent in two townships. Ploughing and transplanting continued.
Kyaukse . . .	Last week ·48; this week ·04. (Total rainfall to date 16·70)	Crops in excellent condition.
Myingyan . . .	2·05 (Total rainfall to date 17·52).	Food-supply sufficient. Prices ordinary.
Mandalay . . .	·19 (Total rainfall to date 25·95).	Transplanting of *kyaukki* crops progressing. Food-supply sufficient. Prices normal.
Yamethen . . .	2·35 (Total rainfall to date 22·52).	Cultivation progressing.
		General Remarks.—Slight cholera in Akyab and cattle-disease in seven districts of Lower Burma. Transplanting nearly over. Crops everywhere healthy. Reports from nine Upper Burma districts. Public health good. Anthrax severe and cattle-disease spreading in Pyinmana, where plentiful rain has now fallen. Paddy scarce there and in Yeu. *Kyaukki* paddy will be reaped in Yeu a month hence.
Assam—(Sept. 13th)		
Gauhati (Sept. 13th)	. . . .	Weather very hot. Public health fair. Malarial fever still prevalent in Sastra Barpetta and its vicinity, also in parts of Polasbari, Luki, and Chomoria tahsils. Cattle-disease reported to have abated. More rain wanted for *sali* crop. Sowing of *mati kalai* commenced.
Sylhet	1·83	Tea prospects good, and all other crops requiring rain. Insects injurious to paddy in Sunamganj and South Sylhet. Thirteen deaths from cholera in Karimganj.
Cachar	. . . .	Weather sultry and dry. Prospects of crop not good for want of rain; the severe drought has checked the growth of tea very considerably, blight still hangs about. Rice selling at 17 seers 12½ chittacks per rupee. Public health good.
Dibrugarh . . .	. . . .	Weather very hot. *Mati kalai* being sown. Public health indifferent.
Mysore and Coorg—(Sept. 14th)		
Bangalore . .	Civil and Military Station, 1·82; Bangalore district headquarters, 2·52; Mysore, 2·71; rainfall general throughout the State.	Standing crops in good condition. Prospects of season favourable. More rain needed for crops in Kadur taluk. Public health generally good. Three cases of cholera in Bangalore town and 4 in the Civil and Military Station. Prices slightly fallen in the Bangalore district.
Mysore . .		Standing crops generally in good condition. Small-pox in one "*nad*."
Mercara . . .	7·45	
Berar and Hyderabad—(Sept. 14th)		
Amraoti . . .	3·91	Weather cloudy and close, with heavy showers at intervals. Weeding of *kharif* crops stopped owing to excessive rain. Fever in Amraoti and Morsi. Cholera in places, but abating. Wheat 16 and *jowari* 26 seers per rupee.
Akola . . .	2·64	Weather cloudy and warm. Prospects of *kharif* crops favourable, except in Jalgaon taluk, where they are suffering from excessive rain. Cholera continues. Fever prevalent.
Hyderabad (Sept. 15th)	2·42; total 18·88	*Kharif* crops continue to thrive. Weeding commenced. Wet cultivation begun in most of the taluks. General health good. Prices—wheat 12¾, coarse rice 12, white *juar* 18¾, yellow *juar* 20¾, and *tur* 14 seers per current sicca rupee.
Central India States—(Sept. 14th)		
Indore . . .	1·90	Oppressive weather followed by steady rain.
Morar (Gwalior) .	. . . .	Fever prevalent.
Neemuch . . .	. . . .	Two fatal cases of cholera among troops. Weather very warm.
Sutna . . .	. . . .	Fever prevalent.
Goona . . .	. . . .	Prices almost stationary. Health good.
Agar . . .	. . . .	Health and prospects fair.
Sehore . . .	·70	Weather hot and cloudy. Cholera in Sehore, 13 cases, 5 deaths.
Nowgong . . .	·16	Cholera in parts and lingering in the Cantonment. Weather cloudy. Prices steady.
Bhopawar . . .	2·50; (total to date 40·80).	Prices steady. Cholera reported from Sirdarpur, Dhamode, and Bagode, otherwise health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana—(Sept. 14th)		
Abu (Sept. 14th)	. . . . .	Weather clear and seasonable.
Sirohi („ 11th)	. . . . .	Tanks fair; wells good. Health good. Crops good. Few clouds.
Marwar („ 10th)	. . . . .	Cholera still prevails. *Kharif* doing well, except in some districts. Weather clear, but oppressively close. Market easy. Prices stationary.
Meywar („ „)	. . . . .	Tanks and wells full. Crops average. Health very fair. Prices stationary. Weather bright.
Pertabgurh („ „)	. . . . .	Health good. Prices steady.
Harowti („ „)	Shahpura, ·09	Weather fine. Crops recovering. *Rabi* ploughing commenced. Two fatal cases of cholera in Shahpura, elsewhere health good.
Jhallawar („ 11th)	. . . . .	Health generally good. *Makka* being cut, poor outturn expected.
Ajmere („ 13th)	. . . . .	Weather sultry. Cholera lingering in Ajmere district and Beawar. Land being prepared for *rabi* cultivation. Prices slightly rising.
Jeypore („ „)	. . . . .	Weather showery. Slight cholera in Jeypore city continues. Prices high.
Kerowlee („ 10th)	·36	Tanks and wells full. Cholera disappearing. Prices slightly falling.
Dholepore („ „)	. . . . .	Tanks and wells full. Crop prospects average. Health good. Prices stationary. Weather clear.
Bhurtpore („ 13th)	. . . . .	Break beneficial. Weeding continues. Health good.
Ulwar („ „)	. . . . .	Since break in rains, crop prospects are improving. Health good. Cholera subsiding, almost going from city.
Kotah („ 10th)	. . . . .	Health good. Prices stationary. Weather clear.
Kherwara („ 11th)	. . . . .	Tanks and wells still unfilled. Crops good. Prices not cheaper. Weather fine.
Bickanir („ 10th)	Good rain in the district.	Tanks and wells full. Prospects good. Fever in some districts. Prices stationary. Weather partially cloudy and hot.
Nepal—(Sept. 9th)		
Katmandu (Sept. 8th)	2·33	**Weather seasonable. A short crop of rice in the hills is anticipated. Prices already are very high.**

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 14th September, 1887.

During the last few days of the preceding week, it will be remembered, a break in the rains obtained over a large part of India. This lasted into the beginning of the week under review, during which time fine weather was reported over nearly the whole of Northern India with a rising temperature and low humidity.

On the 8th a feeble monsoon current was blowing on the Bombay Coast, and the rainfall due to it was almost entirely confined to the West Coast districts, only slight showers falling in the Central Provinces, and none in Central India or Rajputana. On the 9th there were some signs of a change of weather; the winds had increased a little on the West Coast, and the rainfall became heavier. On the 10th this change further developed, and a strong monsoon was blowing across the Bombay and Guzerat Coasts. These strong winds penetrated to a considerable distance inland, so that, while general and heavy rain was reported in the West Coast districts, the Central Provinces received moderate amounts. At Bombay 10 inches, and at Ratnagiri 4 inches of rain fell. The report of the 11th showed that a strong monsoon current continued all along the West Coast from Colombo to Kurrachee, and that, in the Berars and the Central Provinces, the winds were rising. The area of rainfall was the same as on the preceding day, but the amounts on the West Coast were lighter. On the 12th conditions were unaltered, except that heavy rain had extended to the Deccan; Sholapur and Secunderabad receiving about 3 inches. On the 13th the strength of the current crossing the West Coast had somewhat diminished, and the rainfall in the Coast districts at the same time decreased, but over the Central Provinces and Central India, owing to the indraught towards a depression lying near Seoni, the rainfall was general and moderately heavy. The chart of the 14th showed no change in the winds. The West Coast districts reported slight unimportant showers, but the rainfall of the Central parts of the country continued moderately heavy.

In the Bay of Bengal the weather has been much more unsettled than during the previous week. On the 8th feeble unsteady winds prevailed at the head of the Bay and light variable breezes inland. In consequence the rainfall was exceedingly slight, the only important falls being reported from Burmah. These feeble and irregular winds continued during the 9th, when hardly any rain fell in Bengal and only moderate showers in Burmah. On the 10th a well marked depression was shown over the head of the Bay and in Lower Bengal, where the barometer was also falling fast. This distribution of pressure occasioned northerly winds over a large part of Western and Lower Bengal, but gave a fairly good monsoon current to Burmah. A few unimportant showers fell in Lower Bengal and general moderate rain in Burmah. The report of the 11th showed a slight development of the cyclonic disturbance at the head of the Bay, and a fairly good monsoon current swept over the east of the Bay and travelled inland over the greater part of Bengal. Moderate general rain accompanied this change. On the 12th the depression had advanced westward towards the Central Provinces, and ordinary monsoon weather prevailed over the Bay and Bengal. On the 13th the same favourable conditions continued, but on the 14th the wind became unsteady again at the head of the Bay, and the rainfall became less general, though Saugor Island received a heavy fall. In Burmah heavy rain was experienced generally, particularly on the Coast.

In Upper India the greater part of the week has been occupied by a decided break in the rains. On the 8th there was no rain; on the 9th and 10th slight showers fell in the Indus Valley, but no rain in any other part of Upper India. On the 11th the fine weather continued, but on the 12th the monsoon current from the Bay of Bengal penetrated into the Upper Provinces and rain

fell all over the North-Western Provinces and at Peshawar. On the 13th and 14th similar conditions prevailed.

The table of seasonal rainfall shows very clearly the effect of the week's break in Northern India and of the week's heavy rain over the Central Provinces. At Calcutta, Dhubri, Purneah, and Gya the deficiency is larger than it was at the close of the previous week. At Allahabad the excess then reported has almost and at Meerut wholly disappeared; while at Delhi and Lahore the excess is much slighter than it was on the 7th. At Peshawar and Cochin the deficiency has increased during the past seven days, while at Ratnagiri, Bombay, Poona, and Nagpur the excess has increased. On the whole the rainfall has so far been deficient in Burmah and Northern India, except parts of the North-Western Provinces and the Punjab, and excessive over the greater part of Central and Southern India:

Stations.	Total Rainfall since June 1st, 1887.	Average Rainfall, June 1st to September 14th.	Difference.
Akyab ...	121·25	144·99	—23·74
Saugor Island ...	46·94	50·38	— 3·44
Calcutta ...	37·33	44·20	— 6·87
Dhubri ...	51·02	57·70	— 6·68
Purneah ...	40·55	51·38	—10·83
Gya ...	28·93	33·24	— 4·31
Allahabad ...	32·48	31·49	+ 0·99
Meerut ...	21·08	21·30	— 0·22
Delhi ...	33·61	20·69	+12·92
Lahore ...	16·07	12·45	+ 3·62
Peshawar ...	2·42	5·82	— 3·40
Cochin ...	61·17	77·78	—16·61
Ratnagiri ...	106·45	92·06	+ 14·39
Bombay ...	88·89	62·73	+ 26·16
Poona ...	20·95	18·97	+ 1·98
Surat ...	37·27	36·15	+ 1·12
Khandwa ...	29·26	27·43	+ 1·83
Nagpur ...	47·25	34·12	+13·13

The mean pressure of the week is everywhere below the average of the month, while the mean temperature is on the contrary on the whole above. In the Indus Valley high day temperatures were recorded all the week.

The concluding table gives the total rainfall of the past week for the different Provinces:

Divisions.	No. of Stations.	Total Rainfall.
Burmah ...	6	46·00
Bengal and Assam ...	14	21·21
North-Western Provinces and Oudh ...	8	8·92
Punjab ...	2	0·75
Hill Stations ...	3	2·84
Ceylon ...	2	2·21
Malabar Coast ...	4	13·48
Bombay ...	9	60·43
Berars and Central Provinces ...	10	35·99
Guzerat and Central India ...	4	4·54
Sind—Rajputana ...	2	0·73
Madras ...	12	14·82

SIMLA, *16th September, 1887.*

W. L. DALLAS,
for *Meteorological Reporter to the Government of India.*

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XIX OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 14th August, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 13th August, 1887. Total.	Per mile open.	Total Receipts from 1st April to 14th August, 1886. Total.	Per mile open per week.	Total Receipts from 1st April to 13th August, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
	Lines worked by Guaranteed Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
20th August, 1887	Oudh and Rohilkhand	680	95,749	141	686	78,913	115	26,21,419	198	24,38,282	184	...	1,83,137
27th ditto	Madras	861	1,31,005	152	831	1,49,384	180	29,53,141	176	30,74,135	192	1,20,994	..
20th ditto	South Indian	654	94,355	144	654	90,610	139	19,64,979	155	19,41,769	154	...	23,210
27th ditto	Great Indian Peninsula	1,497	5,77,802	386	1,496	4,07,498	272	1,56,67,711	539	1,64,82,945	571	8,15,234	...
27th ditto	Bombay, Baroda and Central India	461	1,91,895	416	461	1,08,000	234	56,07,421	626	50,20,579	565	...	5,86,842
	TOTAL	4,153	10,90,866	263	4,128	8,34,305	202	2,88,14,671	357	2,89,57,710	362	1,43,039	...
	State Lines worked by Guaranteed Companies.												
27th August, 1887	East Indian	1,515	7,84,619	518	1,519	6,08,481	401	1,76,07,031	598	1,69,38,234	578	...	6,68,797
27th ditto	Patna-Gya	57	7,710	135	57	6,503	114	1,79,488	162	1,67,193	152	...	12,295
27th ditto	Dildarnagar-Ghazipur	12	515	43	12	050	54	21,734	93	19,354	84	...	2,380
27th ditto	Sindia	75	7,230	96	75	5,061	68	1,37,035	94	1,53,348	100	15,713	..
27th ditto	Rajputana-Malwa (*a*)	1,664	3,04,854	183	1,664	1,78,000	107	70,96,311	220	60,67,918	187	...	10,28,393
27th ditto	Bengal-Nagpur (late Nagpur-Chhattisgarh)	149	11,807	79	149	8,933	60	5,72,976	198	5,46,218	190	...	26,758
27th ditto	Southern Mahratta (*b*)	315	32,493	103	704	55,991	73	6,07,330	109	11,61,028	90	4,93,692	...
27th ditto	Indian Midland	42	1,744	42	42	1,290	31	35,501	43	60,431	75	24,930	...
27th ditto	Lucknow-Sitapur-Sihramau	...	...	...	85	2,821	33	...	...	74,880	47	74,880	...
	TOTAL	3,829	11,50,972	301	4,367	8,67,730	199	2,63,18,012	354	2,51,88,604	306	...	11,29,408
	State Lines worked by Government.												
27th August, 1887	Eastern Bengal (*c*)	606	1,30,608	216	645	1,58,140	245	26,05,536	221	27,22,688	219	1,17,152	...
27th ditto	Nalhati	27	1,041	61	27	1,377	51	33,423	64	36,691	70	3,268	...
27th ditto	Tirhoot	240	20,175	82	249	19,482	78	6,16,532	129	6,43,716	135	27,184	...
27th ditto	Wardha Coal	45	10,993	244	45	8,371	186	2,59,068	296	2,70,391	318	17,323	...
27th ditto	Burma	327	38,988	119	327	48,429	148	8,24,360	130	10,98,030	174	2,73,670	...
20th ditto	Cherra-Companyganj	3	50	16	7	20	3	(*d*) 273	6	754	6	481	...
20th ditto	North-Western (*e*)	1,885	4,42,249	235	2,094	2,76,297	132	97,91,840	267	79,22,822	196	...	18,69,018
27th ditto	Bareilly-Pilibheet	30	1,196	33	30	1,152	32	37,777	54	33,893	49	...	3,884
27th ditto	Jorhat	26	704	29	26	1,010	39	13,309	26	18,767	37	5,398	...
20th ditto	Bilaspur-Etawa (Katni-Umaria Section)	...	...	...	37	928	25	...	...	26,699	37	26,699	...
27th ditto	TOTAL	3,201	6,46,664	202	3,493	5,15,206	147	1,41,82,178	228	1,27,80,451	196	...	14,01,727
	GRAND TOTAL (GUARANTEED AND STATE)	11,183	28,88,502	258	11,988	22,17,241	185	6,93,14,861	319	6,69,26,765	292	...	23,88,096
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	3,33,43,622	153	(*f*)3,19,84,119	140	...	...
	NET RECEIPTS	...	...	...	...	...	...	3,59,71,239	166	3,49,42,646	152	...	10,28,593
	Assisted Companies.												
27th August, 1887	Bengal Central	125	8,937	71	125	10,500	84	2,32,561	96	2,34,610	97	2,049	...
27th ditto	Rohilkhand-Kumaon	67	5,176	77	67	5,014	75	1,31,018	101	1,29,303	100	...	1,715
27th ditto	Dibrú-Sadiya (late Assam)	78	5,455	70	78	6,985	90	1,25,136	83	1,62,363	108	37,227	...
13th ditto	Bengal and North-Western	303	29,516	97	376	24,500	65	8,11,669	138	8,56,587	118	44,978	...
27th ditto	Tarakessur	22	4,095	186	22	3,706	168	1,00,194	234	1,04,624	246	4,430	...
	TOTAL	595	53,179	89	668	50,705	76	14,00,518	121	14,87,487	115	86,969	...
	Native States.												
27th August, 1887	Bhavnagar-Gondal	193	12,649	66	193	8,408	44	4,25,930	113	4,26,903	115	973	...
20th ditto	Jodhpore	64	2,939	46	124	5,200	42	73,017	59	1,33,191	56	59,574	...
27th ditto	Nizam's	208	28,975	139	208	25,245	121	5,01,220	124	5,91,341	147	90,121	...
20th ditto	Mysore	140	7,877	56	140	9,300	66	1,05,154	61	1,86,092	69	20,938	...
27th ditto	Morvi	24	256	11	68	1,434	21	18,807	40	61,959	47	43,152	...
20th ditto	H. H. the Gaekwar's Mehsána-Vadnagar	...	...	...	21	440	21	...	...	15,211	38	15,211	...
	TOTAL	629	52,696	84	754	50,027	66	11,84,728	97	14,14,697	97	2,29,969	...

(*a*) Includes the Cawnpore-Achneia State Railway.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla, and Assam-Behar State Railways.
(*d*) Total Receipts from 1st July to 14th August, 1886.
(*e*) Includes the Amritsar-Pathankot and Rajpura-Patiala Railways.
(*f*) Calculated on percentage used for the corresponding period of 1886.

SIMLA;
The 14th September, 1887.

JAMES RAMSAY,
Offg. Under-Secretary.

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SUPPLEMENT TO

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF AUGUST 1887.

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Provinces.	Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum (*Sorghum vulgare*). Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). Past fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or Thúr Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar or Thúr Cadjan Pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras.	Ganjam	10 5	10 5	...	...	14 10	14 10	15 8	15 8	...	...	...	...	29 5	29 5	...	...	...	...	...	...	...	...	215 13	215 13	13 13	13 13
	Vizagapatam	12 0	12 0	...	...	9 0	9 0	10 3	10 3	21 10	21 10	20 13	23 13	20 3	20 3	...	...	...	...	...	...	...	...	93 5	93 5	12 14	12 14
	Godavery	10 6	10 6	...	...	13 14	13 14	15 0	15 0	19 3	19 3	19 6	19 6	25 8	25 8	...	...	...	...	...	...	...	...	243 0	243 0	12 8	12 8
	Kistna	8 14	8 14	...	...	14 13	14 13	16 8	16 8	19 0	19 0	...	...	31 5	31 5	...	...	...	...	...	...	...	...	145 13	145 13	15 0	15 0
	Nellore	9 0	9 0	...	...	12 14	12 14	14 0	14 0	26 14	23 0	...	...	29 2	29 2	...	...	...	...	...	...	...	...	93 5	93 5	14 13	14 13
	Cuddapah	11 13	11 13	...	...	13 3	13 3	14 14	14 14	25 5	25 5	...	...	30 0	30 0	...	...	...	...	...	...	...	...	140 0	140 0	14 6	14 6
	Anantapur	11 8	11 8	...	...	12 13	12 13	15 2	15 2	31 14	30 14	22 10	22 10	33 0	32 0	...	...	...	...	...	...	...	...	77 13	77 13	13 2	13 2
	Bellary	14 14	11 14	...	...	12 5	12 5	13 8	13 0	27 13	27 13	25 6	25 6	34 0	34 0	...	...	...	...	...	...	...	...	97 3	97 3	13 2	13 2
	Kurnool	11 6	11 2	...	...	12 2	12 2	12 14	12 14	35 10	30 8	25 0	25 0	...	...	...	...	...	...	...	...	...	...	114 6	114 6	13 11	13 11
	Madras	10 10	10 10	...	...	11 3	11 3	13 0	13 0	23 0	23 0	23 2	23 2	28 2	28 0	...	...	...	...	...	...	...	...	86 5	86 5	14 10	14 10
	Chingleput	...	...	...	...	15 0	14 10	15 14	15 2	...	...	21 2	21 2	26 11	27 6	...	...	...	...	...	...	...	...	106 14	106 14	14 0	14 0
	North Arcot	9 11	10 3	...	...	13 2	13 2	13 8	13 8	...	...	...	...	35 14	32 8	...	...	...	...	...	...	...	...	140 0	140 0	13 5	13 11
	South Arcot	9 6	9 6	...	...	13 14	13 14	14 14	14 14	...	...	26 3	24 10	25 6	25 6	...	...	...	...	...	...	...	...	201 11	201 11	14 6	14 6
	Tanjore	11 0	10 5	...	...	14 8	14 8	...	...	...	19 2	26 2	25 6	27 3	27 3	...	...	...	...	...	...	...	...	166 3	166 3	14 11	14 11
	Trichinopoly	...	...	...	...	13 11	14 0	14 2	14 8	...	...	22 14	25 6	26 3	26 8	...	...	...	...	...	...	...	...	74 8	133 10	14 10	14 10
	Madura	10 14	10 2	...	...	12 10	13 6	13 2	13 14	24 5	27 8	23 5	23 8	29 8	27 14	...	...	...	...	...	...	...	...	126 6	131 3	15 0	15 0
	Tinnevelly	9 14	9 14	...	...	11 14	11 14	12 6	12 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	70 0	70 0	16 8	16 8
	Coimbatore	13 2	13 2	...	...	13 8	13 8	14 8	14 8	22 10	22 10	25 6	25 6	27 14	27 14	...	...	...	...	...	...	...	...	97 3	121 8	12 11	12 11
	Nilgiris	10 11	10 11	...	...	11 3	11 3	12 0	12 0	23 2	21 10	19 10	19 10	21 10	21 10	...	...	...	...	...	...	...	...	161 13	161 13	9 3	11 0
	Salem	12 13	12 13	...	...	13 2	13 2	15 0	15 0	30 0	30 14	30 5	31 3	30 13	30 13	...	...	...	...	...	...	...	...	186 10	186 10	14 10	14 10
	South Canara	7 6	7 6	...	...	13 10	13 10	16 0	16 0	...	...	...	...	25 0	25 0	...	...	...	...	...	...	...	...	128 5	128 5	16 3	16 3
	Malabar	9 0	8 10	...	...	13 13	13 13	14 10	14 10	...	...	...	...	22 10	22 10	...	...	...	...	...	...	...	...	155 8	155 8	14 6	14 6
Bombay.	Bombay	10 0	10 3	15 5	16 5	7 2	7 4	10 13	10 14	16 3	18 1	13 9	14 4	12 10	15 11	13 3	13 3	14 13	14 14	18 5	18 9	8 7	8 10	67 1	67 1	14 6	14 6
	Daskrohi	12 0	...	20 0	...	6 8	...	11 0	...	13 0	...	15 0	...	...	...	20 0	...	16 0	...	...	...	10 0	...	80 0	...	16 0	...
	Kaira	11 0	11 0	21 5	21 6	8 14	8 14	10 0	9 6	14 8	14 1	13 14	14 1	19 15	20 0	...	...	14 8	16 0	...	...	10 10	10 0	80 0	80 0	16 0	16 0
	Surat	12 0	12 0	14 0	14 0	8 0	8 0	10 0	10 0	14 8	15 0	14 0	14 0	...	...	...	...	14 0	14 0	...	...	10 0	10 0	80 0	80 0	16 0	16 0
	Broach	12 0	12 0	...	...	8 0	8 0	11 0	11 0	16 0	16 0	14 0	14 0	...	...	...	...	13 0	13 0	...	...	11 0	13 0	120 0	120 0	14	14 2½
	Tanna (Salsette)	9 12	9 12	...	...	8 3	8 3	10 0	10 0	16 13	16 13	14 6	14 6	...	...	...	...	13 3	12 5	...	...	8 0	8 0	71 2	71 2	15 4	15 4
	Colába (Alibag)	8 9	8 9	...	...	7 4	7 4	11 4	11 4	...	...	13 0	13 0	...	...	...	...	12 7	12 7	...	...	8 2	8 2	90 0	90 0	13 1	14 0
	Khandesh (Dhulia)	13 8	13 8	...	...	7 8	7 8	9 6	9 6	18 15	20 10	16 12	16 12	...	...	15 0	14 8	13 8	13 8	...	...	10 8	10 8	120 0	131 0	12 4	15 4
	Násik	13 12	12 6	...	...	10 8	10 8	12 0	12 0	25 0	22 0	17 14	17 14	25 0	25 0	...	...	17 14	17 14	...	...	9 10	9 10	106 0	106 8	15 0	15 0
	Ahmedanagar	12 11	12 8	...	...	8 0	8 0	9 1	9 1	25 2	24 10	18 0	17 12	...	...	...	...	18 15	18 13	...	...	15 6	15 5	86 2	86 12	14 8	14 6
	Poona (City)	11 8	11 8	9 0	9 0	8 9	8 9	9 13	9 13	21 12	21 12	17 4	17 4	16 6	16 6	...	...	17 4	17 4	...	...	14 10	14 10	60 13	60 13	13 6	13 6
	Sholápur	14 8	14 6	19 8	19 8	10 1	9 8	10 15	10 6	26 7	26 10	23 4	23 4	...	...	21 2	21 2	20 1	20 1	...	...	15 2	15 2	77 6	80 0	13 0	13 0
	Bijapur	15 6	15 6	13 2	13 2	7 1	7 1	9 12	9 12	27 0	27 0	28 10	28 10	...	...	...	...	18 11	18 11	...	...	18 9	18 9	80 0	80 0	12 1	12 1
	Satara	14 0	12 1	...	...	...	9 9	...	10 12	...	20 0	...	20 10	...	...	...	...	...	19 8	...	...	...	15 2	...	93 3	...	14 3
	Belgaum	14 0	15 0	...	11 8	10 8	10 8	11 0	11 0	24 0	24 0	24 0	23 0	32 0	32 0	...	...	17 0	17 0	...	...	16 0	16 0	64 0	66 0	13 0	13 0
	Dharwar (Hubli)	16 0	16 0	...	...	10 0	10 0	11 0	11 0	25 0	25 0	23 0	23 0	38 0	38 0	...	...	17 0	19 0	...	...	12 0	12 0	80 0	80 0	9 0	9 0
	Ratnágiri	9 4	9 4	...	...	9 4	8 9	11 5	11 5	15 10	16 14	14 11	15 5	17 10	17 1	...	...	15 6	15 6	...	...	10 14	10 14	120 0	120 0	13 9	12 15
	Karwar	11 0	11 0	...	...	7 0	7 0	10 8	10 9	16 0	16 0	16 0	16 0	16 0	16 0	12 0	12 0	14 0	14 0	...	...	11 8	11 8	213 5½	213 5½	11 0	11 0
	Pánch Mahals (Godhra)	8 7	9 2	...	...	8 0	8 0	11 2	11 3	...	...	13 5	15 2	...	20 0	...	...	13 3	16 7	19 0	18 0	10 4	11 0	160 0	160 0	11 5	13 3
	Aden	...	8 0	...	...	...	6 3	...	8 0	...	11 3	...	10 3	...	...	...	...	...	11 3	...	...	...	5 9	...	65 5	...	32 0
	Asirgarh Cantonment	13 8	13 8	...	...	9 0	9 0	10 8	10 8	18 0	18 11	21 0	21 0	...	...	19 0	19 0	17 0	17 0	...	...	10 0	10 0	160 0	160 0	11 0	11 0
	Baroda Camp (Sadar Bazar)	8 9	8 9	14 4½	13 11½	6 15	6 15	9 2	9 2	13 11	13 11½	13 2½	13 2½	16 0	15 7	...	...	12 0	12 0	...	...	10 13½	10 13½	80 0	80 0	13 2½	13 2½
	Disa Cantonment	12 14	12 4	...	...	8 0	8 0	9 2	9 2	18 8	16 0	19 2	19 0	...	...	...	...	16 2	15 12	...	...	10 4	10 4	150 0	150 0	14 0	14 0
	Nimach Cantonment	13 2	13 4	18 0	18 0	8 0	8 0	10 0	10 0	24 0	25 0	15 0	15 0	...	...	...	...	17 12	17 12	23 0	24 0	13 0	13 0	180 0	180 0	14 0	14 0
	Nasirabad Cantonment	12 14½	12 15½	17 8	18 7½	7 0	7 0	8 0	8 0	18 0	18 0	14 8	15 3½	...	...	10 0	10 0	17 8	18 4½	18 0	18 9½	12 8	12 8	90 0	90 0	15 9½	15 12
	Rajkot Station	11 8	11 8	...	...	6 8	6 8	9 0	9 0	14 0	14 0	11 8	11 8	...	...	...	...	11 8	11 8	...	...	7 8	7 8	80 0	80 0	40 0	40 0
	Upper Sind Frontier	12 4	11 7	16 0	16 0	10 0	9 0	15 0	...	23 0	23 0	19 0	18 0	...	...	...	...	14 5	11 7	...	...	13 5	11 8	160 0	128 0	12 8*	12 8*
	Karachi	11 0	11 0	18 0	18 0	8 0	8 0	14 0	14 0	20 0	20 0	15 0	16 0	†	†	†	†	14 0	14 0	14 0	14 0	8 0	8 0	85 0	85 0	16 0	16 0
	Haidarabad (Gidu Bunder)	13 8	12 8	14 8	13 8	10 8	10 8	18 8	18 8	18 8	19 8	17 8	17 8	...	...	...	...	12 8	11 8	...	...	...	...	120 0	120 0	13 8	13 8
	Shikarpur	11 14	11 14	14 8	14 12	10 6	10 0	15 0	15 0	20 0	20 0	22 0	22 0	...	...	...	...	14 4	14 4	...	...	10 8	10 0	160 0	120 0	14 2	14 2
	Sukkur	14 8	14 8	21 0	19 0	10 8	10 0	15 0	15 0	23 0	22 8	21 8	20 8	...	...	...	...	17 0	16 8	...	...	11 0	11 8	125 0	120 0	14 0	14 8
	Thar & Parkar (Umarkot)	14 7	15 9	...	...	...	...	15 7	16 0	...	...	18 11	19 8	...	...	...	...	...	...	...	...	...	...	160 0	160 0	14 12	14 12
Bengal.	*Western Districts.*																										
	Burdwan	15 0	15 0	‡	‡	17 0	15 0	23 4	22 8	...	...	...	...	...	...	...	...	24 3	26 0	‡	‡	27 9	29 0	120 0	120 0	13 12*a*	14 0
	Bankoora	15 0	13 8	20 0	20 0	17 8	17 0	22 8	22 6½	...	...	...	...	...	...	...	...	19 8	19 8	30 0	32 0	20 0	20 0	280 0	280 0	12 0*b*	12 0
	Beerbhoom	16 8	16 8	...	...	16 8	17 4	22 8	22 8	...	...	...	...	...	...	...	...	24 0	26 8	...	...	13 8	15 0	160 0	160 0	12 12*c*	12 12
	Midnapore	15 0	13 0	...	...	19 0	18 0	23 0	23 0	...	...	...	...	...	...	...	...	18 0	20 0	...	...	13 0	13 0	155 0	155 0	13 0*d*	13 0
	Hooghly	14 0	14 0	...	...	10 0	10 0	16 0	17 0	...	...	...	...	...	...	...	...	21 0	20 0	...	...	13 8	13 0	120 0	120 0	13 8*e*	13 8
	Howrah	†	14 8	...	...	13 4	13 4	18 8	18 8	...	...	...	...	...	...	...	...	21 12	22 12	...	...	14 8	14 8	100 0	100 0	12 13	12 13
	Central Districts.																										
	Calcutta	14 4	14 4	19 14	20 0	8 12	8 12	16 4	16 4	19 12	19 12	16 8	16 8	...	...	15 8	15 8	20 0	19 14	17 8	17 8	18 0	18 0	80 0	80 0	13 0	13 0
	24-Pergunnahs	14 0	14 0	26 8	26 8	8 0	8 0	16 13	16 13	...	...	...	...	...	...	20 0	20 0	21 0	22 8	26 8	26 8	19 0	19 0	90 0	90 0	13 0*f*	12 8
	Nuddea	16 0	16 0	36 0	32 0	15 4	15 4	17 10	20 4	...	...	...	...	...	...	...	...	29 0	29 0	...	...	20 0	20 0	...	...	11 10½*g*	11 10½
	Khoolna	...	...	...	...	17 0	17 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	10 8*h*	10 8
	Jessore	15 4	16 0	...	...	16 0	16 0	22 0	21 4	...	...	...	...	...	...	...	...	21 0	21 0§	...	...	20 0	18 0§	100 0	100 0	10 12*i*	10 12
	Moorshedabad	15 0	15 0	...	...	15 0	15 0	20 0	20 0	...	...	...	...	...	...	...	...	30 0	30 0	40 0	40 0	20 0	20 0	190 0	130 0	12 0*j*	12 0
	Dinagepore	12 8	12 8	22 8	22 8	15 8	15 8	19 8	19 8	...	...	...	...	...	...	...	...	21 0	21 0	...	...	11 0	11 0	160 0	160 0	12 8	12 8
	Rajshahye	18 0	16 8	45 0	45 0	16 8	15 12	19 14	18 12	...	...	...	...	...	...	...	...	30 0	28 2	...	...	16 8	16 0	240 0	240 0	12 0*k*	12 0
	Rungpore	18 12	18 12	...	...	14 8	14 8	20 0	17 12	...	...	...	...	...	...	...	...	20 0	20 0	...	...	8 10	8 10	120 0	120 0	10 5*l*	10 5
	Bogra	17 4	17 4	...	...	15 12	15 0	22 8	22 8	...	...	...	...	...	...	...	...	19 8	20 4	...	...	...	...	90 0	90 0	12 0	12 0
	Pubna	18 6	18 0	...	...	8 0	8 0	22 8	21 0	...	...	...	...	...	...	...	...	29 4	30 0	...	...	18 12	18 12	200 0	200 0	12 0*m*	12 0
	Darjeeling	9 0	9 0	13 0	13 0	5 0	5 0	13 0	13 0	...	...	...	...	12 0	12 0	...	...	11 0	11 0	16 0	16 0	8 0	8 0	120 0	120 0	9 0*n*	9 0
	Jalpálguri	12 0	12 0	20 0	20 0	13 0	13 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	16 10	20 0	20 0	12 0	12 0	128 0	128 0	11 0*o*	11 0
	Eastern Districts.																										
	Dacca	14 8	14 8	26 0	26 0	17 0	17 0	20 0	20 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	18 0	18 0	120 0	120 0	12 8*p*	12 8
	Fureedpore	14 0	20 0	24 0	26 0	19 0	18 0	22 0	22 0	...	...	...	...	...	...	...	...	22 0	22 0	...	...	20 0	20 0	160 0	160 0	12 0*q*	12 0
	Backergunge	...	...	...	...	16 0	16 0	19 0	18 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	12 0	12 0	120 0	120 0	12 8*r*	12 0
	Mymensingh	11 12	12 8	...	...	12 8	13 5	16 12	17 0	...	...	...	...	...	...	...	...	16 0	17 0	...	...	16 0	12 8	...	...	12 0*s*	12 0
	Chittagong	10 0	10 0	...	...	13 0	12 0	16 14	16 13	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 8	8 0	80 0	80 0	8 0*t*	8 0
	Noakholly	...	...	...	...	18 0	19 0	20 0	21 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	...	...	9 0	9 0
	Tipperah	12 4	12 0	...	...	16 7½	18 7	25 1	18 13½	...	...	...	...	...	...	...	...	17 14	18 4	...	...	10 10	9 14	...	...	12 0*u*	11 8
	Chittagong Hill Tracts	...	...	...	...	13 5	13 5	14 8½	14 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
	Hill Tipperah	12 0	12 0	...	...	12 0	10 0	18 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	...	...	11 0	11 0
	Behar.																										
	Patna	19 0	19 0	28 0	28 0	11 8	11 8	21 8	21 8	26 0	26 0	26 0	26 0	26 0	26 0	24 0	24 0	30 0	30 0	40 0	32 0	26 0	26 0	120 0	120 0	11 12	11 12
	Gya	16 0	16 0	32 0	29 0	9 8	9 8	18 0	18 8	...	...	...	...	...	...	17 0	17 0	27 8	28 0	...	...	21 6	22 0	150 0	150 0	11 0	11 0
	Shahabad	16 0	16 0	27 0	26 0	8 0	9 0	16 0	16 0	...	...	...	...	...	...	...	...	27 0	27 0	...	...	15 0	16 0	120 0	120 0	12 8*v*	12 8

* In common use.
† Not procurable.
‡ Not in the market.
§ The increase in price is less due to importation.

a In sub-divisions retail prices of salt per rupee were:—Culna 12 seers, Cutwa 13 seers, and Raneegunge 12-2 seers.
b In Bishenpore sub-division retail price of salt 13 seers per rupee.
c In Rampore Haut retail price of salt 13 seers 3 chittacks per rupee.
d In Tumlook retail price of salt 11 seers per rupee.
e In sub-divisions retail prices of salt per rupee were:—Serampore 12 seers, and Jehanabad 13-8 seers.
f In sub-divisions retail prices of salt per rupee were:—Baraset 12 seers, Bussirhat 13 seers, Diamond Harbour (at Kulpihat) 10-8 seers, Barrackpore 12-12 seers, and Dum-Dum 11 seers.
g In sub-divisions retail prices of salt per rupee were:—Kooshtea 13-5 seers, Meherpore and Choondanga 12 seers and Ranaghat 10-14 seers.
h In Satkhira and Bagirhat sub-divisions retail price of salt 11 seers per rupee.
i In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, Magoora 10-12 seers, and Bongong 13 seers.
j In sub-divisions retail prices of salt per rupee were:—Lalbagh 13 seers, Jungipore and Kandi 12-8 seers.
k In Nattore and Nowgong sub-divisions retail price of salt 12 seers per rupee.
l In sub-divisions retail prices of salt per rupee were:—Kurigram 11 seers 9 chittacks, Nilphamari 13 seers.
m In Serajgunge retail price of salt 12-4 seers per rupee.
n Retail price of salt at Silliguri 11 seers per rupee.
o Retail price of salt (at Pallacotta) in Alipore sub-division 10 seers per rupee.
p In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers, Munshigunge 10-12 seers and Naraingunge 13-6 seers per rupee.
q In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers, and Madaripore 12-8 seers.
r In sub-divisions retail prices of salt per rupee were:—Patuakhali 9 seers 9 chittacks, Perozepore 11 seers, and Bhola 10-8 seers.
s In sub-divisions retail prices of salt per rupee were:—Kishoregunge 12-5 seers, Attea 12 seers, Jamalpore 10-10 seers, Sherpore 10 seers and Netrokona 10 seers.
t In Cox's Bazar retail price of salt 8 seers per rupee.
u In Chandpore sub-division retail price of salt 11-8 seers per rupee.
v In sub-divisions retail prices of salt per rupee were:—Buxar 12-8 seers, Sasseram 12 seers, Bhabooah 10-12 seers.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF AUGUST 1887—*continued.*

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Provinces.	Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum (*Sorghum vulgare*). Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). Past fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S.	Ch.	S.	Ch.
Bengal.—*continued.*	*Behar*—contd.																										
	Durbhunga	17 9	19 12	38 7	30 12	13 0	12 0	17 9	17 3	...	...	...	...	33 0	30 2	...	...	29 10	30 2	38 7	33 0	22 0	22 0	176 0	176 0	12	0*w*	12	0
	Mozufferpore	20 0	20 0	30 0	30 0	12 0	12 0	20 0	19 0	...	...	...	...	30 0	30 0	...	...	30 0	30 0	28 0	24 0	20 0	21 0	120 0	120 0	12	0*x*	12	0
	Sarun	16 0	15 0	29 0	27 0	8 8	8 4	21 0	20 8	...	...	...	...	28 0	28 0	16 0	15 0	26 0	26 0	29 0	29 0	25 0	26 8	140 0	160 0	12	0*y*	12	0
	Chumparun	22 0	20 0	38 0	36 0	7 8	7 8	17 0	16 0	...	...	...	...	...	8 0	...	...	31 0	31 0	32 0	32 0	...	...	160 0	...	12	0*z*	12	0
	Monghyr	22 0	18 15	31 8	33 8	12 9	13 10	16 13	17 5	...	...	...	...	...	...	21 0	33 9	30 7	30 8	36 12	35 10	22 0	24 2	105 0	126 0	12	9*z*1	13	2
	Bhagalpur	20 13	19 4	35 5	32 12	16 6	16 6	20 3	18 15	...	...	...	...	...	...	...	...	30 5	29 0	35 5	32 5	21 7	27 7	151 8	151 8	12	10*z*2	12	10 8
	Purnea	16 0	16 0	...	...	16 0	16 0	17 0	17 0	...	...	...	...	22 8	20 0	25 0	25 0	20 0	20 0	...	...	18 0	18 0	160 0	160 0	10	8*z*3	10	8 8
	Maldah	16 0	17 0	...	...	13 0	13 0	23 0	22 0	...	...	...	...	...	...	...	...	28 0	28 0	...	...	...	...	120 0	120 0	12	0	11	8 8
	Soanthal Pergunnahs	15 0	13 4	...	...	10 0	16 0	25 0	25 0	...	...	...	...	...	...	...	...	22 0	21 0	38 0	38 0	26 0	26 0	200 0	200 0	11	0*z*4	11	8 8
	Orissa.																										
	Cuttack	13 2	15 12	...	...	10 8	11 13	18 6	18 6	...	...	...	...	...	...	...	...	17 1	17 1	...	...	17 1	15 12	80 0	80 0	14	0	14	0
	Pooree	10 8	10 8	...	...	13 2	13 2	21 0	22 5	...	...	...	...	...	...	...	...	13 2	13 2	...	...	14 7	14 7	70 0	70 0	14	7*z*5	14	7
	Balasore	13 0	13 0	13 0	13 0	15 0	15 0	25 0	25 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	10 0	160 0	160 0	10	8*z*6	10	8
	Chota Nagpore. *South-Western Frontier Agency.*																										
	Hazáribágh	16 8	17 0	20 0	17 0	10 0	9 0	17 0	16 0	†	†	†	...	36 0	32 0	†	†	23 8	22 0	25 0	28 0	21 8	21 0	320 0	240 0	10	8*z*7	10	0
	Lohardugga	20 0	20 0	24 0	24 0	16 0	16 0	20 0	20 0	...	...	...	...	36 0	36 0	...	...	20 0	19 0	...	...	28 0	28 0	120 0	120 0	9	12	9	12
	Singbhoom	20 0	20 0	32 0	32 0	20 0	20 0	24 0	24 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	320 0	320 0	9	0	9	0
	Manbhoom	16 0	17 0	32 0	...	19 0	18 0	28 0	26 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	22 0	21 0	240 0	...	10	10*z*8	10	10
Assam.	Sylhet	11 10	11 8	...	...	12 4	12 4	19 11	17 8	...	...	...	...	...	...	...	...	20 8	17 8	...	...	13 4	11 12	108 0	108 0	12	0	12	0
	Cáchár	8 0	8 0	...	...	10 0	8 14½	16 13½	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 6⅔	11 6⅔	64 0	80 0	11	6⅔	11	6⅔
	Goálpará	20 0	20 0	...	...	8 0	8 0	20 0	20 0	...	...	...	...	...	...	...	...	11 0	16 0	...	...	11 0	11 0	80 0	80 0	11	0	11	0
	Gáro Hills	8 0	8 0	...	...	6 0	6 0	15 0	13 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	9 0	9 0	160 0	160 0	8	0	8	0
	Kámrup	10 0	9 8	...	...	8 0	8 0	18 8	18 8	...	...	...	...	...	...	...	...	14 0	14 0	...	...	11 8	11 8	160 0	160 0	11	4	11	4
	Darrang	7 0	7 0	...	...	12 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	10 0	10 0	150 0	150 0	10	0	10	0*z*9
	Nowgong	10 0	8 0	...	...	8 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	10 0	9 0	...	...	10 0	10 0	120 0	120 0	10	0	10	0
	Sibsagar	...	...	...	...	12 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	10 0	*10 0	120 0	120 0	9	8		
	Lakhimpur	7 0	8 0	...	...	8 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	15 0	11 0	8 0	8 0	11 0	10 0	160 0	160 0	10	0		
	Khási and Jaintiá Hills	...	...	...	...	6 0	6 4	10 0	9 0	...	...	...	...	...	...	...	...	10 0	9 0	16 0	16 0	8 0	7 4	100 0	90 0	15	0		
	Nágá Hills	...	...	...	...	...	3 6	8 0	8 0	...	...	...	...	...	...	...	...	3 6	3 6	...	...	3 8	3 8	60 0	60 0	3	8	3	0*z*8
N.-W. Provinces.	Dehra Dun																										
	Saháranpur																										
	Muzaffarnagar																										
	Meerut																										
	Bulandshahr																										
	Aligarh																										
	Kumaun																										
	Garhwál																										
	Bijnor																										
	Moradabad																										
	Budaun																										
	Bareilly																										
	Sháhjahánpur																										
	Tarái Pergunnahs																										
	Muttra																										
	Agra																										
	Farukhabad																										
	Mainpuri																										
	Etáwah	No return received.																									
	Etah																										
	Jalaun																										
	Jhánsi																										
	Lalitpur																										
	Cawnpore																										
	Fatehpur																										
	Bánda																										
	Allahabad																										
	Hamírpur																										
	Jaunpur																										
	Gorakhpur																										
	Basti																										
	Azamgarh																										
	Mirzapur																										
	Benares																										
	Gházipur																										
	Balia																										
	Pilibhít																										
Oudh.	Sultánpur																										
	Partábgarh																										
	Fyzabad																										
	Kheri																										
	Lucknow																										
	Bára Banki	No return received.																									
	Bahraich																										
	Rai Bareli																										
	Sitapur																										
	Gonda																										
	Unáo																										
	Hardoi																										
Punjab.	Hissar	16 0	16 0	22 0	22 0	...	...	10 0	10 0	24 0	24 0	22 0	20 0	...	...	...	...	27 0	28 0	20 0	20 0	...	...	100 0	120 0	12	8	12	8
	Rohtak	14 0	15 0	20 0	20 0	...	...	11 0	11 0	16 0	16 0	18 0	15 0	...	...	...	...	27 0	27 0	16 0	16 0	...	...	120 0	120 0	12	6	12	0
	Gurgaon	17 0	16 0	22 0	22 0	...	...	11 0	11 0	20 0	20 0	19 0	19 0	...	...	...	15 0	22 0	22 0	21 0	21 0	23 0	23 0	140 0	140 0	13	0	12	0
	Delhi	16 0	15 0	22 0	21 0	...	...	14 0	14 0	18 0	17 0	17 0	17 0	...	...	16 0	16 0	22 0	23 0	19 0	18 0	25 0	24 0	80 0	80 0	12	0	12	0
	Karnál	17 0	16 0	21 0	22 0	...	...	12 0	11 0	20 0	16 0	16 0	14 0	20 0	20 0	16 0	16 0	23 0	23 0	20 0	16 0	20 0	20 0	140 0	140 0	12	4	12	4
	Umballa	18 0	18 0	20 0	20 0	...	...	12 0	12 0	10 0	10 0	10 0	10 0	20 0	20 0	16 0	16 0	21 0	21 0	20 0	20 0	20 0	20 0	140 0	140 0	13	12	14	0
	Simla	12 0	12 0	15 0	16 0	...	...	8 0	9 0	13 0	13 0	10 0	11 0	17 0	18 0	10 0	10 0	13 0	13 0	13 0	14 0	11 0	11 0	70 0	70 0	9	12	10	0
	Kángra	16 0	16 0	24 0	24 0	...	...	12 0	12 0	13 0	14 0	10 0	10 0	20 0	18 0	12 0	10 0	16 0	16 0	17 0	16 0	13 0	12 0	120 0	120 0	11	0	11	0
	Hoshiarpur	17 0	17 0	21 0	20 0	...	...	10 0	10 0	18 0	18 0	14 0	9 0	13 0	...	16 0	16 0	19 0	19 0	18 0	20 0	10 0	13 0	100 0	120 0	15	0	14	0
	Jullundur	17 0	17 0	20 0	20 0	...	...	8 0	8 0	16 0	16 0	13 0	13 0	...	...	20 0	20 0	19 0	19 0	20 0	20 0	...	...	110 0	110 0	14	0	14	0
	Ludhiána	18 0	18 0	23 0	22 0	...	...	13 0	12 0	18 0	17 0	13 0	13 0	...	...	16 0	16 0	22 0	22 0	18 0	18 0	13 0	13 0	120 0	120 0	16	0	16	0*z*8
	Ferozepore	17 0	16 0	22 0	22 0	...	...	11 0	11 0	20 0	18 0	...	...	...	...	18 0	16 0	21 0	21 0	...	10 0	13 0	13 0	90 0	90 0	14	8	14	8
	Mooltan	13 0	13 0	17 0	17 0	...	...	10 0	10 0	17 0	17 0	15 0	14 0	...	...	16 0	16 0	17 0	17 0	16 0	16 0	...	...	100 0	100 0	14	0	15	0
	Jhang	14 0	14 0	19 0	18 0	...	...	10 0	8 0	7 0	6 0	13 0	13 0	10 0	12 0	8 0	8 0	16 0	15 0	8 0	12 0	10 0	10 0	200 0	200 0	14	0	14	0
	Montgomery	16 0	17 0	18 0	20 0	...	...	11 0	10 0	...	10 0	...	11 0	...	...	16 0	16 0	19 0	20 0	...	11 0	12 0	12 0	200 0	200 0	12	0	12	0
	Lahore	16 0	15 0	22 0	22 0	...	...	11 0	11 0	19 0	16 0	12 0	12 0	...	...	16 0	16 0	20 0	19 0	17 0	13 0	12 0	12 0	100 0	100 0	14	0	14	0
	Amritsar	16 0	16 0	22 0	23 0	...	...	11 0	11 0	19 0	10 0	12 0	14 0	12 0	12 0	16 0	16 0	20 0	20 0	23 0	14 0	16 0	16 0	100 0	90 0	15	0	15	0
	Gurdáspur	18 0	18 0	28 0	28 0	...	...	14 0	14 0	10 0	10 0	12 0	12 0	...	...	10 0	10 0	20 0	20 0	10 0	12 0	8 0	8 0	120 0	120 0	15	0	15	0
	Siálkot	16 0	16 0	23 0	23 0	...	...	11 0	11 0	14 0	11 0	13 0	13 0	20 0	20 0	16 0	6 0	19 0	19 0	15 0	15 0	12 0	12 0	130 0	130 0	15	0	15	0

* No return received. † Not procurable. ‡ Not grown.

w In sub-divisions retail prices of salt per rupee were:—Madhubani 11 seers and Tajpore 12 seers.
x In sub-divisions retail prices of salt per rupee were:—Hajeepore 12 seers and Seetamarhee 11 seers.
y In sub-divisions retail prices of salt per rupee were:—Sewan 11-12 seers and Gopalgunge 12 seers.
z In Bettiah retail price of salt 11-4 seers per rupee.
*z*1 In sub-divisions retail prices of salt per rupee were:—Begusarai 11 seers and Jamui 11-8 seers.
*z*2 In Banka, Madehpoora, and Soopole sub-divisions retail price of salt 11 seers per rupee.
*z*3 In Arrareah and Kishengunge sub-divisions retail price of salt 10 seers per rupee.
*z*4 In sub-divisions retail prices of salt per rupee were:—Deoghur, Pakour and Rajmehal 12 seers, and Godda 11 seers.
*z*5 In Khorda sub-division retail price of salt 14 seers per rupee.
*z*6 In Bhuddruck retail price of salt 9-8 seers per rupee.
*z*7 In Giridih sub-division (at Kharagdiha) retail price of salt 11 seers per rupee.
*z*8 In Govindpur retail price of salt 12 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF AUGUST 1887.

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Provinces	Districts	Wheat		Barley		Rice, best sort		Rice, common		Jowar or Cholum (*Sorghum vulgare*)		Bajra or Cumbu (*Pennisetum typhoideum*)		Marua or Ragi (*Eleusine coracana*)		Kangni or Kakun, Italian millet (*setaria italica*)		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*)		Maize (*Zea Mays*)		Arhar or Thur Cadjan Pea (*Cajanus indicus*)		Firewood		Salt	
		Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab — *contd.*	Gujrát	16 0	16 0	22 0	22 0	...	...	12 0	12 0	14 0	14 0	14 0	14 0	...	...	12 0	12 0	19 0	18 0	16 0	16 0	12 0	12 0	120 0	120 0	16 0	16 0
	Gujránwála	17 0	16 0	23 0	22 0	...	...	12 0	12 0	16 0	12 0	10 0	10 0	25 0	25 0	10 0	10 0	19 0	19 0	18 0	14 0	8 0	8 0	120 0	110 0	15 0	15 0
	Shahpur	13 0	13 0	18 0	18 0	...	...	10 0	10 0	13 0	13 0	14 0	14 0	20 0	20 0	16 0	18 0	16 0	15 0	15 0	15 0	10 0	10 0	240 0	240 0	16 0	16 0
	Jhelum	16 0	15 0	21 0	21 0	...	...	11 0	12 0	15 0	15 0	16 0	15 0	...	...	...	...	19 0	19 0	17 0	16 0	13 0	12 0	140 0	140 0	16 0	16 0
	Ráwalpindi	15 0	14 0	21 0	22 0	...	...	9 0	9 0	19 0	18 0	10 0	16 0	...	...	12 0	12 0	19 0	19 0	16 0	16 0	21 0	21 0	90 0	96 0	15 8	15 8
	Hazára	14 0	14 0	22 0	22 0	...	...	10 0	11 0	...	...	12 0	12 0	...	...	8 0	8 0	15 0	15 0	15 0	15 0	...	...	120 0	120 0	12 0	12 0
	Pesháwar	14 0	14 0	21 0	21 0	...	...	10 0	10 0	12 0	12 0	14 0	14 0	...	...	8 0	8 0	16 0	16 0	18 0	17 0	19 0	19 0	100 0	100 0	38 0	39 0
	Kohát	12 0	12 0	19 0	19 0	...	...	13 0	13 0	12 0	14 0	14 0	15 0	...	...	12 0	16 0	14 0	13 0	15 0	16 0	...	...	100 0	80 0	55 0	55 0
	Bannu	14 0	14 0	20 0	22 0	...	...	9 0	8 0	15 0	15 0	13 0	13 0	8 0	8 0	8 0	8 0	15 0	16 0	18 0	18 0	11 0	11 0	60 0	60 0	40 0	40 0
	D. I. Khán	12 0	12 0	15 0	17 0	...	...	9 0	9 0	15 0	16 0	15 0	13 0	15 0	15 0	5 0	5 0	15 0	15 0	12 0	12 0	12 0	12 0	113 0	113 0	35 0	35 0
	D. G. Khán	14 0	13 0	16 0	16 0	...	...	9 0	9 0	18 0	17 0	15 0	15 0	10 0	10 0	10 0	10 0	16 0	15 0	15 0	15 0	...	11 0	125 0	125 0	21 4	21 0
	Muzaffargarh	14 0	14 0	17 0	17 0	...	...	12 0	12 0	12 0	12 0	12 0	12 0	...	...	...	...	15 0	15 0	18 0	...	11 0	11 0	100 0	100 0	13 0	14 0
Central Provinces.	Saugor	17 6	17 6	...	...	7 15	7 15	9 4	9 4	...	...	...	...	...	...	...	...	22 12	22 12	...	...	13 0	...	160 0	160 0	8 6	9 0
	Damoh	20 0	21 5	...	...	10 0	10 0	11 7	11 7	...	...	...	...	...	...	...	...	26 11	26 11	...	...	13 13	12 13	200 0	200 0	10 11	9 13
	Jubbulpore	16 8	16 8	...	...	9 12	9 0	13 0	12 8	19 0	20 0	...	...	...	...	...	...	21 0	21 0	...	...	15 0	14 8	120 0	120 0	11 0	11 0
	Mandla	22 8	22 0	...	...	11 0	11 0	14 0	13 0	...	...	...	...	...	...	...	...	32 8	30 0	...	...	13 0	16 0	256 0	256 0	10 8	10 8
	Seoni	20 6	20 6	...	...	8 15	8 15	11 12	10 15	...	...	...	...	...	...	...	...	20 6	21 5	...	...	12 7	10 14	200 0	200 0	10 11	10 11
	Narsinghpur	16 0	16 0	...	...	9 3	9 3	10 8	10 8	...	...	...	...	...	...	...	...	21 11	21 11	...	...	13 7	13 7	140 0	140 0	10 11	9 2
	Hoshangabad	16 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21 13	21 13	...	...	13 14	12 14	200 0	200 0	10 14	10 14
	Nimár	15 1	15 1	...	...	7 8	7 8	11 14	11 14	19 1	20 11	...	...	...	...	...	...	16 2	16 2	...	...	12 3	12 3	120 0	120 0	12 9	12 9
	Betul	10 12	16 12	...	...	8 12	8 12	10 0	10 0	20 3	20 3	...	...	...	...	...	...	21 0	21 0	...	...	9 12	9 12	320 0	320 0	11 6	...
	Chhindwára	15 3	16 13	...	...	7 4	10 0	10 0	12 5	20 9	20 9	...	...	...	...	...	...	25 5	25 5	...	...	12 0	12 0	160 0	160 0	9 2	9 2
	Wardha	16 0	16 0	...	...	8 0	8 0	11 7	11 7	21 13	21 13	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	124 0	124 0	...	10 11
	Nágpur	16 4	16 4	...	...	...	...	...	...	19 11	19 11	...	...	...	...	...	...	17 13	17 13	...	...	13 2	13 2	109 0	109 0	10 14	11 7
	Chánda	16 3	16 3	...	...	...	...	12 4	12 4	20 0	20 3	...	...	...	...	...	...	14 8	14 8	...	...	10 8	10 8	615 0	615 0	10 8	10 8
	Bhandára	16 4	16 4	...	...	10 0	10 0	12 8	11 4	...	...	...	...	...	...	...	...	16 8	16 4	...	...	11 4	11 4	180 0	180 0	10 8	10 8
	Bálaghát	18 6	17 1	...	...	14 7	11 13	20 6	16 9	...	...	...	...	...	...	...	...	16 13	16 13	...	...	13 12	15 0	144 0	144 0	10 0	10 0
	Raipur	21 0	21 0	...	...	9 0	9 0	16 10	16 10	...	...	...	...	...	...	...	...	21 0	21 0	...	...	21 0	21 0	64 0	64 0	9 0	9 0
	Bilaspur	26 4	24 6	...	...	15 12	13 8	21 6	20 4	...	...	...	...	...	...	...	...	35 8	31 6	...	...	24 1	21 14	100 0	128 0	6 8	6 8
	Sambalpur	19 4	20 2	...	...	14 0	14 0	16 10	16 10	...	...	...	...	...	...	...	...	18 12	18 12	...	...	12 0	11 0	160 0	180 0	10 1	9 10
Lower Burma.	*Arakan Division.*																										
	Akyab	...	8 0†	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	150 0	150 0	20 0	20 0
	Kyoukpyu	...	...	...	...	16 4	16 9	17 14	18 4	...	...	...	...	...	...	...	...	5 0	5 0	§	‖	...	...	50 0	50 0	42 0	42 0
	Sandoway	...	...	...	...	26 13	26 13	30 13	30 13	...	...	...	...	...	...	...	...	...	...	18 0	...	...	...	469 11	469 11	22 13	22 13
	Pegu Division.																										
	Rangoon Town	11 2	11 2	...	...	10 6	10 6	12 6	12 6	...	...	...	...	...	...	...	...	15 2	15 2	22 2¶	19 8¶	...	...	250 0	275 0	29 2	29 2
	Pegu	...	...	...	...	8 14	8 14	10 15	11 3	...	...	...	...	...	...	...	...	11 2	11 2	...	...	...	...	150 0	135 0	26 15	26 15
	Tharrawaddy	...	...	...	...	11 14	11 14	14 5	14 5	...	...	...	...	...	...	...	...	11 1	11 1	...	...	...	...	535 11	535 11	29 12	29 12
	Prome	12 2	12 2‡	...	...	11 3	11 3	13 12	13 12	...	...	...	...	...	...	...	...	13 13	13 13	33 9	33 9	...	...	167 9	167 9	18 10	18 10
	Irrawaddy Division.																										
	Bassein	...	...	...	...	14 6	13 9	16 6	15 14	...	...	...	...	...	...	...	...	12 10	12 1	...	20 12	...	...	213 8	255 1	23 8	26 13
	Henzada	...	...	...	...	10 4	10 4	15 10	15 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	183 8	183 8	35 8	35 8
	Thongwa	...	...	...	...	9 6	9 6	10 9	10 9	...	...	...	...	...	...	...	...	12 14	12 14	...	...	...	...	246 0	246 0	35 0	35 0
	Thayetmyo	10 0	10 0	...	...	10 3	10 3	11 14	11 14	...	...	...	...	...	...	...	...	12 5	12 5	...	...	...	...	367 8	367 8	18 15	18 15
	Tenasserim Division.																										
	Moulmein Town and Amherst	9 0	9 0	...	...	11 8	11 8	12 2	12 2	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	30 8	30 8
	Tavoy	...	...	...	...	13 12	13 0	21 0	17 15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	16 1	16 1
	Mergui	...	...	...	...	15 6	15 6	16 10	16 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	14 9	14 9
	Toungoo	...	...	...	...	9 14	9 14	11 10	11 10	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	27 0	27 0	18 12	18 12
	Shwaygyin	...	...	...	...	9 13	9 13	11 5	10 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	18 14	18 14
Hyderabad Assigned Districts.	Secunderabad	12 3	12 11	*Nil*	*Nil*	6 13	6 13	11 4	10 14	18 13	18 13	20 1	20 1	*Nil*	*Nil*	*Nil*	*Nil*	13 13	14 7	*Nil*	*Nil*	11 11	11 8	115 0	115 0	9 13	9 13
	Bolarum	12 4	13 3	*Nil*	*Nil*	6 11½	7 1	9 13	9 13	20 4	20 4	*Nil*	...	...	*Nil*	*Nil*	*Nil*	15 15	15 15	*Nil*	*Nil*	*Nil*	*Nil*	116 14	116 14	10 4	10 4
	Chadarghat	9 8	9 4	*Nil*	...	8 0	7 8	10 0	10 0	19 0	19 0	22 0	*Nil*	*Nil*	*Nil*	...	...	13 8	14 0	*Nil*	...	12 4	12 8	120 0	120 0	9 8	9 8
	Amráoti	14 5	14 0	...	...	7 1	7 8	8 3	9 3	23 2	22 4	17 0	18 0	...	...	...	...	14 6	14 4	...	...	10 14	11 0	*a*	*a*	12 0	12 0
	Akola	14 0	14 0	...	...	7 0	7 0	10 0	10 0	20 0	20 0	17 0	18 0	...	...	...	...	14 0	14 0	...	...	15 0	15 0	*a*	*a*	11 0	11 0
	Ellichpur	14 0	14 0	9 0	9 0	7 0	7 0	9 0	9 0	21 0	21 0	15 0	15 0	...	...	...	...	13 0	13 4	...	...	10 0	10 0	*a*	*a*	10 0	11 0
	Buldana	16 0	16 0	...	...	8 0	8 0	10 0	10 0	23 0	23 0	20 0	22 0	...	...	...	...	16 0	17 0	...	...	10 0	10 0	*a*	*a*	10 0	10 0
	Wun	14 8	15 0	...	...	6 0	8 0	8 0	10 0	26 0	25 0	...	...	...	...	...	...	13 0	12 0	...	...	18 0	18 0	*a*	*a*	11 8	11 8
	Básim	17 11	17 5	...	...	7 1	6 13	10 0	9 10	26 0	27 0	30 0	30 0	...	...	...	...	15 10	15 10	...	...	17 4	18 8	*a*	*a*	9 10	9 10
Mysore.	Bangalore																										
	Kolar																										
	Túmkúr																										
	Mysore																										
	Hassan	No return received.																									
	Shimoga																										
	Kadur																										
	Chitaldroog																										
Coorg	Coorg	10 0	10 0	9 0	9 0	12 8	13 8	16 0	16 0	...	...	...	...	40 0	39 8	...	...	24 8	24 8	...	...	...	...	110 0	110 0	12 0	11 0
Rajpootana.	Jeypore *	12 12	12 8	20 8	21 8	5 0	5 0	8 12	8 12	18 0	18 8	16 0	18 0	...	...	18 0	18 0	20 8	20 0	20 0	21 0	25 0	25 0	83 5	110 0	15 0	15 0
	Kishengurh	11 12	12 4	19 8	20 8	9 0	9 0	10 0	10 0	15 8	23 12	...	14 0	...	...	...	...	19 4	20 12*	19 4	18 4	...	...	...	...	16 0	16 0
	Kerrowlee	10 11	12 3	14 1	16 4	10 0	10 0	11 4	11 4	13 12	14 11	11 4	13 2	...	...	17 8	18 12	15 0	14 6	...	...	16 4	20 0	200 0	200 0	12 13	12 13
	Ulwur	14 8	15 8	19 9	21 3	8 0	8 0	11 10	11 10	17 0	17 0	15 8	16 4	...	...	18 11	19 0	21 7	21 3	19 11	21 8	24 14	26 0	200 0	200 0	14 12	14 12
	Bhurtpore (City)	13 14	13 15	17 12	18 3	7 4	7 6	8 4	8 4	14 8	14 8	16 4	16 11	...	...	13 4	13 4	18 9	19 0	14 0	14 0	19 12	18 0	200 0	200 0	12 4	12 4
	Ajmere	12 0	11 8	18 0	18 8	3 0	3 0	8 0	8 0	18 0	17 0	15 0	15 0	...	...	...	...	18 0	18 0	17 0	17 0	...	...	70 0	70 0	14 0	14 0
	Deoli Cantonment	13 14½	13 12	16 13	17 7	5 8	5 8	9 0	9 0	21 8	21 8	18 0	18 0	...	...	...	...	15 0	15 2½	...	...	...	...	230 0	230 0	13 0	13 0
	Erinpura	12 12	12 8	22 8	22 6	...	...	9 0	9 0	20 0	20 0	21 0	21 0	...	...	...	...	18 6	18 6	...	...	...	...	240 0	260 0	13 8	14 0
	Sirohee	11 0	11 0	19 0	19 0	6 0	6 0	8 0	8 0	18 0	18 0	22 0	22 0	...	...	20 0	20 0	18 0	18 0	18 0	18 0	14 0	14 0	160 0	160 0	12 0	12 0
	Abu	11 12	10 12	16 12	16 4	6 0	6 0	8 0	8 0	...	...	17 12	17 8	...	...	...	...	15 0	15 0	18 0	18 0	10 8	...	...	...	12 0	12 0
	Anadra	12 0	11 1	18 12	18 4	6 8	6 8	8 0	8 0	...	...	20 4	20 0	...	...	...	...	16 0	16 0	20 8	20 0	12 0	...	...	...	12 8	12 12
	Bálmere	9 12	9 12	...	...	5 0	5 0	7 8	9 0	...	...	22 12	24 8	...	...	...	...	11 0	13 0	...	...	...	...	260 0	300 0	13 8	13 8
	Jeysalmere	10 0	9 0	...	...	9 10	9 10	12 3	12 0	15 9	15 0	15 4	14 4	...	...	...	...	12 4	12 0	...	...	...	...	...	...	25 9	25 9
	Hilly Tracts of Meywar	12 0	11 8	19 0	23 0	...	...	13 0	12 8	...	...	...	...	...	...	...	...	18 0	18 0	28 0	24 0	...	...	*b*	*b*	11 0½	11 8
	Meywar (Oodeypore)	12 12½	12 12½	17 3	17 3	8 9½	9 6	8 15½	10 2½	17 3	16 12¾	10 2½	11 10½	*Nil*	*Nil*	13 4½	12 8	12 14½	13 4½	18 12	17 15½	9 6	10 8¾	200 0	200 0	10 8¾	10 8¾
	Bánswára (Meywar Agency)	15 10	16 4	17 8	17 8	10 0	8 12	16 4	15 0	...	...	...	...	...	...	...	...	22 8	25 0	21 4	20 0	...	...	...	...	10 15	10 15
	Partábgarh (,,)	14 11	15 0	20 0	18 12	10 0	10 0	12 8	12 8	20 10	21 14	...	...	...	...	...	...	16 4	18 12	20 0	21 14	10 10	25 0	...	...	18 15	18 15
	Marwar (Jodhpore)	12 4	12 4	18 12	20 10	6 9	6 4	7 8	7 8	20 0	21 4	20 0	18 12	...	...	...	...	17 8	18 12	20 0	20 0	...	...	...	...	16 4	16 4
	Bikanir	10 12	10 12	...	...	3 15	3 15	8 1	8 1	...	...	17 6	15 4	...	...	...	...	12 11	12 11	...	...	9 0	8 8	100 0	100 0	14 0	14 0
	Boondee	13 12	15 4	19 0	21 0	8 8	9 8	9 8	10 0	18 0	21 0	...	...	...	...	...	...	16 0	18 0	...	...	...	...	200 0	...	12 0	...
	Kotah	14 12	14 12	16 0	16 0	7 8	7 8	10 0	10 0	18 0	18 0	12 0	12 8	...	...	...	...	19 0	19 0	10 0	10 0	12 8	12 8	240 0	240 0	11 4	11 4
	Tonk	12 8	13 11	17 2½	19 11½	8 7	8 6	9 6	9 6	16 5	19 14	...	...	...	...	...	...	19 9	19 2	...	...	...	...	...	...	10 14	...
	Jhallawar	14 11	14 11	17 14	17 14	7 1	7 1	8 14	10 4	22 6	22 6	17 2	17 10	...	...	14 2½	14 2½	16 3	16 3	22 2	22 2	10 4	10 4	175 0	175 0	10 14	10 13
	Shahpoora	15 6	*	21 1	*	9 0	12 8	*	*	20 12	*	19 0	*	...	...	*	*	21 0	*	...	*	*	*	160 0	*	13 8	*
	Dholpur	13 9	13 11	17 15	18 0	9 9	9 9	11 13	11 13	18 4	17 9	15 4	16 8	...	...	18 0	16 14	18 7	19 9	...	...	21 7	21 8	90 0	90 0	13 3	13 3
Central India.	Indore	12 14	12 13	16 8	17 0	8 9	8 9	10 0	10 0	18 8	21 14	17 12	19 3	18 6	...	...	...	14 3	16 8	19 3	20 0	15 8	15 8	100 0	100 0	11 0	11 0
	Gwalior	12 11	13 8	18 2	19 0	7 4	7 4	9 9	9 9	16 13	17 14	15 15	17 3	...	...	11 6	10 14	16 5	17 15	...	...	19 15	19 15	135 15	135 15	11 6	11 6
	Goona	17 0	18 0	20 0	20 0	9 0	9 8	9 8	9 8	25 0	25 0	18 0	18 0	...	...	...	...	25 0	25 0	24 0	24 0	13 0	13 0	200 0	200 0	11 0	11 0
	Baghelkhand (Sutna)	19 0	18 8	30 0	30 0	8 0	8 0	15 0	15 0	...	...	...	16 0	...	...	...	...	26 0	26 0	...	...	31 0	31 8	140 0	140 0	12 0	12 0
Baluchistan.	Quetta	11 1	10 8	12 8	12 0	5 8	5 0	9 8	10 8	17 2	17 0	...	*Nil*	...	*Nil*	...	*Nil*	12 8	12 0	...	*Nil*	...	*Nil*	53 4	53 5	10 8	11 0

* Return not received. † Arhar R8-0. ‡ Arhar R 9–5. § R1 per 100 cobs. ‖ None in the market this fortnight. ¶ Dhall 3 annas per viss. *a* Firewood is sold by head-load, bullock-load, cart-load, and not by weight. *b* Eight pies per bundle.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

E. T. ATKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF JUNE AND 1st HALF OF AUGUST 1887 PUBLISHED IN PAGES 970, 972, 973 AND 1276 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 23rd JULY AND 10th SEPTEMBER 1887.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
		Quantities per Rupee in seers of 80 tolas.													Average Wages per Month.		
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine Coracana*).	Kangni or Kakun, millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thir Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.	Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter, or Blacksmith.
	2nd Half of June 1887.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	ℛ a. p.	ℛ a. p.	ℛ a. p.
Mad-ras.	Ganjam (*Revised*)	...	...	...	...	...	...	...	...	...	...	...	...	...	4 11 0	6 9 0	9 6 0
N.-W. Provinces.	Dehra Dun	...	...	...	...	...	...	...	...	...	...	...	...	...	6 0 0	6 0 0	10 0 0
	Saháranpur	...	...	...	...	...	...	...	...	...	...	...	...	...	5 0 0	5 0 0	10 0 0
	Muzaffarnagar	...	...	...	...	...	...	...	...	...	...	...	...	...	4-0 to 5-0	4-0 to 5-0	10-0 to 12-0
	Meerut	...	...	...	...	...	...	...	...	...	...	...	...	...	5-0 to 6-0	5-0 to 6-0	12-0 to 14-0
	Bulandshahr	...	...	...	...	...	...	...	...	...	...	...	...	...	3-0 to 4-0	4-0 to 5-0	8-0 to 10-0
	Aligrah	...	...	...	...	...	...	...	...	...	...	...	...	...	3-12 to 5-0	3-12 to 5-0	8-0 to 10-0
	Kumaun	...	...	...	...	...	...	...	...	...	...	...	...	...	4-0 to 8-0	5 0 0	10-0 to 12-0
	Garhwál	...	...	...	...	...	...	...	...	...	...	...	...	...	5 0 0	5 0 0	10-0 to 15-0
	Bijnor	...	...	...	...	...	...	...	...	...	...	...	...	...	4 0 0	5 0 0	7 8 0
	Moradabad	...	...	...	...	...	...	...	...	...	...	...	...	...	3 8 0	4-0 to 5-0	7 8 0
	Budaun	...	...	...	...	...	...	...	...	...	...	...	...	...	3 0 0	4 0 0	8 0 0
	Bareilly	...	...	...	...	...	...	...	...	...	...	...	...	...	3 12 0	4 0 0	7 8 0
	Shahjahánpur	...	...	...	...	...	...	...	...	...	...	...	...	...	2-0 to 3-0	3-8 to 6-0	7-0 to 10-0
	Tarái Pergunnahs	...	...	...	...	...	...	...	...	...	...	...	...	...	5 0 0	6 0 0	10 0 0
	Muttra	...	...	...	...	...	...	...	...	...	...	...	...	...	4 11 0	5 0 0	9 4 0
	Agra	...	...	...	...	...	...	...	...	...	...	...	...	...	4-0 to 5-0	4-0 to 5-0	8-0 to 11-0
	Farukhabad	...	...	...	...	...	...	...	...	...	...	...	...	...	5 0 0	5 0 0	10 0 0
	Mainpuri	...	...	...	...	...	...	...	...	...	...	...	...	...	4-0 to 5-0	4 to 6-0	8-0 to 20-0
	Etáwah	...	...	...	...	...	...	...	...	...	...	...	...	...	4 4 0	5 0 0	9 8 0
	Etah	...	...	...	...	...	...	...	...	...	...	...	...	...	3 4 0	3-8 to 5-0	7-8 to 12-0
	Jalaun	...	...	...	...	...	...	...	...	...	...	...	...	...	3 0 0	4-0 to 6-0	8 0 0
	Jhánsi	...	...	...	...	...	...	...	...	...	...	...	...	...	3-0 to 4-0	5-0 to 6-0	10-0 to 12-0
	Lalitpur	...	...	...	...	...	...	...	...	...	...	...	...	...	4 0 0	5 0 0	11 0 0
	Cawnpore	...	...	...	...	...	...	...	...	...	...	...	...	...	4 0 0	4-0 to 5-0	10 0 0
	Fatehpur	...	...	...	...	...	...	...	...	...	...	...	...	...	1-14 to 3-12	4-0 to 5-0	5-10 to 7-8
	Bánda	...	...	...	...	...	...	...	...	...	...	...	...	...	2-4 to 4 0	5 0 0	7-8 to 9-6
	Allahabad	...	...	...	...	...	...	...	...	...	...	...	...	...	3-0 to 5-8	5 0 0	10-0 to 15-0
	Hamirpur	...	...	...	...	...	...	...	...	...	...	...	...	...	3 0 0	4 0 0	8 0 0
	Jaunpur	...	...	...	...	...	...	...	...	...	...	...	...	...	3 8 0	4 0 0	7 8 0
	Gorakhpur	...	...	...	...	...	...	...	...	...	...	...	...	...	3 12 0	4-0 to 5-0	7-8 to 8-0
	Basti	...	...	...	...	...	...	...	...	...	...	...	...	...	3 12 0	4-0 to 5-0	8-0 to 12-0
	Azamgarh	...	...	...	...	...	...	...	...	...	...	...	...	...	3 12 0	5 10 0	7 8 0
	Mirzapur	...	...	...	...	...	...	...	...	...	...	...	...	...	4 0 0	5 0 0	8 0 0
	Benares	...	...	...	...	...	...	...	...	...	...	...	...	...	4 0 0	4 8 0	9 6 0
	Gházipur	...	...	...	...	...	...	...	...	...	...	...	...	...	3 12 0	5 0 0	7 8 0
	Balia	...	...	...	...	...	...	...	...	...	...	...	...	...	4 0 0	4 0 0	7 8 0
	Pilibhít	...	...	...	...	...	...	...	...	...	...	...	...	...	4 0 0	4 0 0	8 0 0
Oudh.	Sultánpur	...	...	...	...	...	...	...	...	...	...	...	...	...	3 12 0	5 0 0	7 0 6
	Partábgarh	...	...	...	...	...	...	...	...	...	...	...	...	...	2 14 0	3 12 0	6 3 3
	Fyzabad	...	...	...	...	...	...	...	...	...	...	...	...	...	1-14 to 3-12	3-8 to 4-0	7-8 to 9-6
	Kheri	...	...	...	...	...	...	...	...	...	...	...	...	...	4 0 0	4-8 to 5-0	7 0 0
	Lucknow	...	...	...	...	...	...	...	...	...	...	...	...	...	4 0 0	4 0 0	11 4 0
	Bára Banki	...	...	...	...	...	...	...	...	...	...	...	...	...	3 8 0	4 0 0	8 0 0
	Báhraich	...	...	...	...	...	...	...	...	...	...	...	...	...	3 0 0	4-0 to 5-0	8-0 to 10-0
	Rai Bareli	...	...	...	...	...	...	...	...	...	...	...	...	...	3-8 to 4-0	4-0 to 4-8	7-0 to 8-0
	Sitapur	...	...	...	...	...	...	...	...	...	...	...	...	...	4 0 0	4 0 0	10 0 0
	Gonda	...	...	...	...	...	...	...	...	...	...	...	...	...	2 12 0	3 8 0	8 0 0 0
	Unáo	...	...	...	...	...	...	...	...	...	...	...	...	...	3 12 0	4-0 to 5-0	7 8 0
	Hardoi	...	...	...	...	...	...	...	...	...	...	...	...	...	4 0 0	4-0 to 5-0	8-0 to 10-0
	1st half of August 1887.																
Bom-bay.	Daskrohi	12 0	20 0	6 8	11 0	13 0	16 0	...	20 0	15 0	...	10 0	80 0	16 8	...	...	...

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

E. T. ATKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

CURTAILMENT OF ANNUAL REFORTS.

Circular No. $\frac{52G.}{69-6.}$

Extract from the Proceedings of the Government of India, in the Revenue and Agricultural Department—(General),—under date Simla, the 14th September, 1887.

READ the undermentioned papers relating to the curtailment of annual reports:

(1) Circular to Local Governments and Administrations No. $\frac{6}{24-1}$, dated the 21st January, 1886.

(2) From the Government of Madras, No. 482A., dated the 14th June, 1886.

(3) „ „ „ 1456, „ 12th July, 1886.

(4) „ „ Bombay, No. 2183, dated the 19th June, 1886.

(5) „ „ Bengal, No. 635—21 Mis., dated the 19th February, 1886.

(6) From the Government of Bengal, No. 1531T.R., dated the 3rd November, 1886.

(7) „ „ „ 3595, dated the 30th December, 1886.

(8) „ „ North-Western Provinces and Oudh, No. $\frac{161}{111-703}$, dated the 13th February, 1886.

(9) From the Government of Punjab, No. 408, dated the 10th September, 1886.

(10) „ „ „ 1068, „ 19th May, 1887.

(11) To the Government of Punjab, No. 482, dated the 2nd June, 1887.

(12) From the Chief Commissioner, Central Provinces, No. 564, dated the 27th July, 1886.

(13) From the Chief Commissioner, Burma, No. 395—58R., dated the 17th March, 1886.

(14) From the Chief Commissioner, Assam, No. 1192, dated the 22nd February, 1886.

(15) „ Resident at Hyderabad, No. 63G., dated the 5th March 1886.

(16) Resolution recorded in the Home Department, No. $\frac{28}{1579-95}$, dated the 15th July, 1887.

RESOLUTION.

This Resolution may be considered as supplementary to that issued in the Home Department, No. 28, dated 15th July 1887, the general principles expressed in which may be applied to reports submitted to the Government of India, in the Revenue and Agricultural Department. The reports thus submitted are concerned with the subjects enumerated below:

(1) Land Revenue Administration.

(2) Forest Administration.

(3) Land Records and Agriculture.

(4) Court of Wards and other estates administered by Government.

(5) Horticultural and Botanical Gardens.

(6) Experimental Farms.

(7) Trade Statistics, Quarterly and Annual.

(8) Colonial and Inland Emigration.

2. *Land Revenue Administration and Forest Administration Reports.*—The Government of India concurs with the general opinion expressed in the replies which have been received that no material alteration should be made in the preparation of the Land Revenue Administration and Forest Administration Reports; and that these should continue, as at present, to be annually submitted.

3. *Report of the Department of Land Records and Agriculture.*—The annual publication in every Province of the Report of the Department of Land Records and Agriculture in the form prescribed in Circular Resolution No. 54A, dated the 28th April 1884, is, in the opinion of His Excellency in Council, essential for the purpose of indicating the progress which may be annually made by the Department of Land Records and Agriculture in connection with the measures adopted in pursuance of the recommendation of the Famine Commissioners in each portion of the Empire. The report consists of two main divisions—Land Records and Agriculture—and is designed to show the executive work of the Department, not to comprise discussions on administrative measures, or to contain any description or summary of the economic or agricultural circumstances of the season. The Local Government may, however, require information of this kind to be submitted by the Department to the Chief Revenue authorities of the Province, for utilization in preparing the Land Revenue Administration Report, and may prefer that for that purpose it should be included in the land record section of the Departmental Report, rather than be submitted by independent communication. There will be no objection to this course. But there seems to be no reason why statistical statements concerning crops, irrigation, tenures, &c., should find a place in the Report of the Department as well as in the Annual Land Revenue Administration Report, to which latter they should, in the opinion of His Excellency in Council, be confined. The Agricultural section of the Departmental report should be restricted to an account of the executive operations of the Departmental officers, and to a brief description of, or reference to, any results of special interest which may have been obtained during the preceding twelve months, whether in farms, gardens, Government estates, or otherwise, but should avoid lengthy discussions on agricultural subjects and need not contain any detailed examination of the working of gardens, farms, or other agricultural institutions, which should be dealt with in the Department by orders on the annual reports. In accordance with the above remarks, His Excellency in Council is of opinion that no other review of the Annual Report of the Director of the Department of Land Records and Agriculture than that which may be included in the review by the Local Government of the Land Revenue Administration Report is necessary; and that it will suffice if a copy of the Report, together with any orders which may be passed thereon, is submitted for the information of the Government of India.

4. *Report on Court of Wards and other estates administered by Government.*—Much importance is attached by Her Majesty's Secretary of State, as well as by His Excellency in Council, to the manner in which estates under Government management are administered, and to the use made of the opportunities afforded by them for ascertaining the economic condition of the agricultural population. Reports on such estates should, in the opinion of the Government of India, continue to be annually prepared. These and not the reports of the Department of Land Records and Agriculture should contain an account of any agricultural improvements that may have been introduced.

5. *Annual Reports on Horticultural and Botanical Gardens.*—These may, as already indicated, be dealt with departmentally, and need not, in the opinion of the Government of India, be reviewed at length by any higher authority than the Director of the Department of Land Records and Agriculture, or other controlling officer, but should be forwarded to the Government of India for information, with a copy of any orders that may have been passed on them by the Local Government. A representation recently received through the Secretary of State from the authorities at Kew, as to the utility of such reports, indicates the advisability of their maintenance as a record of useful or interesting facts and experiments.

6. *Reports on Experimental Farms* are divided into two sections—Statistical and Administrative—the former are issued yearly, or half yearly, and should, under existing orders, be distributed by Departments of Land Records and Agriculture direct to the Government of India, other provinces, and Agricultural institutions. They should continue to be prepared, but require no review or orders by the Local Government. The complete reports, including the Administrative section, will be dealt with in the same manner as reports on gardens.

7. *Internal Trade Statistics.*—The quarterly and annual returns are, under existing orders, distributed and briefly reviewed by the Department of Land Records and Agriculture, or by such other authority as may be responsible for them. In future the annual report on Internal trade may, in the opinion of His Excellency in Council, be dealt with in the same manner as reports on sea-borne trade; and no further review will be required from Local Governments and Administrations.

8. *Reports on Colonial and Inland Emigration* should be retained in their present form.

ORDER.—Ordered, that a copy of this Resolution be forwarded to the Local Governments and Administrations noted in the margin, for information and guidance; and to the Home Department, for information.

Madras.	Punjab.
Bombay.	Central Provinces.
Bengal.	Burma.
North-Western Provinces and Oudh.	Assam.
	Hyderabad.

Ordered also, that it be published in the Supplement to the *Gazette of India.*

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF AUGUST, 1887.

No. I.—As to Age and Sex.

	Demerara.				Trinidad.				Total.		Grand Total.
	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	Total.	Proportion of women to men.	Males.	Females.	
Under 2 years	10	14	24	406 women to every 100 men.	11	11	22	435 women to every 100 men.	21	25	46
From 2 to 10 years	42	20	62		36	22	58		78	42	120
„ 10 „ 20 „	89	23	112		103	36	139		192	59	251
„ 20 „ 30 „	216	98	314		188	88	276		404	186	590
„ 30 „ 40 „	17	8	25		23	8	31		40	16	56
„ 40 „ 50 „	...	...	...		...	1	1		...	1	1
Above 50 years	...	...	...		...	...	...		...	...	...
GRAND TOTAL	374	163	537		361	166	527		735	329	1,064

No. II.—As to places whence Emigrants came to Calcutta for embarkation.

	Demerara.			Trinidad.			Total.		Grand Total.
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	
Orissa	...	...	...	...	...	...	...	...	...
Western Bengal	5	4	9	...	...	...	5	4	9
Central ditto	...	...	...	...	...	...	...	...	...
Eastern ditto	...	...	...	...	...	...	...	...	...
Behar	89	42	131	56	30	86	145	72	217
North-Western Provinces	195	92	287	169	92	261	364	184	548
Oudh	73	17	90	122	37	159	195	54	249
Central India	3	...	3	2	3	5	5	3	8
Punjab	2	5	7	5	...	5	7	5	12
Nepal and Native States	2	1	3	4	3	7	6	4	10
Mixed, Bombay and Madras	5	2	7	3	1	4	8	3	11
GRAND TOTAL	374	163	537	361	166	527	735	329	1,064

No. III.—As to Caste and Religion.

Brahmins and high castes	58	22	80	46	27	73	104	49	153
Agriculturists	76	22	98	77	20	97	153	42	195
Artisans	99	44	143	51	24	75	150	68	218
Low castes	95	41	136	147	64	211	242	105	347
Musulmans	46	34	80	40	31	71	86	65	151
Christians	...	...	...	...	...	...	...	...	...
GRAND TOTAL	374	163	537	361	166	527	735	329	1,064

Memo.

	Males.	Females.	Total.
1. Hindus	649	264	913
2. Musulmans	86	65	151
3. Christians	...	...	...
TOTAL	735	329	1,064

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 22nd SEPTEMBER, 1887.

GENERAL REMARKS.—Rain has fallen throughout the country during the week, the falls being heaviest in Bengal, the North-Western Provinces and Oudh, and the Central Provinces.

Kharif prospects are generally excellent in all Provinces.

Ploughing for the *rabi* is in progress in the North-Western Provinces and Oudh, the Punjab, Central Provinces, and Rajputana, and sowings have commenced in Bombay.

In Madras the standing crops are promising, though in two or three districts more rain is required. In Mysore and Coorg prospects are favourable.

In Bengal the early rice has yielded a fair outturn, and the late variety is doing well. The prospects of the crop in Bombay, the Central Provinces, the North-Western Provinces and Oudh, Coorg, and Burma are good. In Assam more rain is needed; and in Nepal a short crop has been gathered.

Except that the usual autumnal fever exists in most Provinces, the public health is generally satisfactory.

Prices are generally stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Sept. 21st.)		
Bellary	Average ·44	Standing crops good. Cholera in three, and cattle-disease increasing in two taluks.
Kurnool	Average last week since revised, 5·19; this week, ·76.	Standing crops fair, but in three taluks suffered from excessive rain. Small-pox in two, and cattle-disease increasing in five taluks. Cholera increasing.
Ganjam	Average last week since revised, 1·73; this week, 1·90.	More rain wanted. Small-pox in five, fever in seven, and cattle-disease increasing in seven divisions. Slight cholera.
Kistna	Average last week since revised, 4·02; this week, ·75.	Standing crops good. River 9·2 feet over Anicut. Slight fever. Cholera in one and cattle-disease decreasing in four taluks.
Chingleput (Madras)	Average ·02	Standing crops fair. Harvest wet and dry crops, outturn below average. Small-pox in two, cholera increasing in three, and cattle-disease decreasing in five taluks.
Coimbatore	Average ·05	Standing crops generally good, but require rain in parts. Harvest dry grains, outturn about average. Fever in one taluk.
Tanjore	Average last week since revised, 1·0; this week, ·01.	Standing crops generally good, but in parts of two taluks indifferent for want of sufficient rain. Harvest dry grains, outturn up to average. Cattle-disease decreasing in three taluks.
Madura	Average ·05	More rain wanted. Standing early dry crops withering in parts. Cattle-disease increasing in one taluk.
Malabar	Average 2·56	Standing first crop paddy ripening. Harvest paddy, outturn middling. Slight small-pox in six, fever in one, and cattle-disease in two taluks.
Travancore	1·03	Harvest of first crop paddy over, yield good. Small-pox and fever in parts. *General Remarks.*—General prospects fair.
Bombay—(Sept. 21st)		
Karachi		River at Kotri on 19th, 12 feet 5 inches against 14 feet 9 inches on same date last year. *Kharif* crops damaged in Sujawal taluka by breaches caused by overflow of Shorawak and Pinjri canals. Fever in eight, and cattle-disease in one taluka. Wheat, red rice and *bajri* in Karachi 22, 30 and 32 and in Tatta 22, 34 and 34 pounds per rupee, respectively.
Hyderabad		*Kharif* cultivation in progress. Crops want water in eleven talukas. Small-pox and cattle-disease in one, and fever in eight talukas. *Jowari* attacked by insects in parts of Kandiaro. River at Kotri on 19th, 12 feet 5 inches against 14 feet 9 inches on same date last year. Wheat 24, *jowari* 36, *bajri* 33½, white rice 18, and red rice 28 pounds per rupee.
Ahmedabad	·05; total 24·53; 1·45 at Parantij.	Standing crops good. More rain wanted in the other talukas. Fever in Dholka, Gogha and Sanand talukas. 7 cases of cholera in the city of which 6 fatal. Wheat 27, and *bajri* 30 pounds per rupee.
Baroda	·40; total 44·12	Cholera in city, 11 cases, 6 deaths. It is present in parts of Naosari and Kadi divisions. Land under preparation for *rabi*. *Bajri* 26, rice 23, and wheat 19 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Surat		Weeding progressing. Rain wanted for *jowari* and cotton crops, other standing crops healthy. Cattle-disease in Jalalpur taluka. Fever in Olphad, Jalalpur and Bardoli. Cholera in Bardoli, Chikli, Balsar and Pardi talukas and Surat city, 151 cases, 81 deaths. *Jowari* 32, and *nagli* 42 pounds per rupee.
Nasik	Rain in Peint, ·71; Igatpuri, ·21; Chandor, ·10; Kalwan, ·05 and Yeola, ·02.	Standing crops good. Land being prepared for *rabi* sowings. Cholera in Nasik, Chandor, Nandgaon, Malegaon and Baglan, total attacks 64, deaths 30. Prices stationary.
Colaba (Bombay)	Rain on 16th, 18th, 19th and 20th; total of week, ·28; total to date, 89·28, being 23·39 above average.	Average abnormal temperature *nil*. Vapour in air slightly in defect of normal. Abnormal wind from west on 15th and from north-west on 19th; wind normal on all other days.
Poona	No rain in the district, except ·06 in Petha Mulshi.	Rain is still wanted in *desh* portion of the Haveli taluka. *Kharif* crops doing well. Sowing of *rabi* commenced in Indapur, Sirur, Bhimthari and Maval talukas. Public health generally good. 238 cholera cases in the district, 114 fatal; in Poona city 6 attacks and 1 death. *Bajri* 41 and *jowari* 52 pounds in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona city.
Ahmednagar	Very slight rain in three talukas only.	*Kharif* crops good. *Rabi* sowing commenced throughout district, except Jamkhed and Akola. Cholera attacks 257, deaths 100. *Bajri* 36 and *jowari* 57 pounds per rupee.
Sholapur	Rain in Sholapur, 4·33; Barsi, 2·82; Madha, ·07; Karmala, ·57; and Pandharpur, ·47.	*Kharif* crops doing well in all talukas, except Sholapur, where owing to excessive moisture a little damage has been done to rice and *bajri* crops. Sowing of *rabi* crops in progress. Slight cholera here and there in all talukas, except Pandharpur, cases 93, fatal 60. Cattle-disease in parts of Pandharpur and Sangola talukas. *Jowari* 59⅛ and *bajri* 51 1/16 pounds per rupee.
Dharwar	Rain at all stations, except Dharwar, Gadag, Ranibennur, and Mundargi, varying from ·06 in Nawalgund to ·86 in Ron.	Rice crops suffering from want of rain. *Jowari* and minor crops good. Heavy rain generally and urgently required. Cotton sowing in progress throughout the district. Slight cholera in Gadag, Bankapur, Kalghatgi, and Ron talukas, and slight cattle-disease in Dharwar taluka. *Jowari* 57 and rice 24 pounds per rupee.
Kanara	Rain in Karwar, 1·52; total 124·08; Honovar, 3·84; Sirsi, 2·90; and Yellapur, 1·99.	Rice crop in ear throughout the district, except in Yellapur. Cardamom harvest commenced in Siddapur and Sirsi. Slight fever and cattle-disease subsiding in Supa. Common rice in Karwar 10½ and district average 11¼ seers per rupee.
Rajkot	1·01; total 26·86	Weather hot. Fever in parts of Halar, Sorath, and Gohelvad. Crops in good condition. Wheat 24, *bajri* 23, and *jowari* 29 pounds per rupee. *General Remarks.*—Rain in several districts, more wanted in parts of Guzerat, Poona, Dharwar, and Belgaum. River still low in Sind. Crops suffering for want of water in parts of Hyderabad and Shikarpur, and damaged by blight in parts of Ratnagiri, by insects in parts of Hyderabad, by excessive moisture in parts of Sholapur, and by breaches in canals in parts of Karachi. *Rabi* sowing in progress in eight districts. Cholera in parts of seventeen, fever in parts of fourteen, cattle-disease in parts of eleven and small-pox in parts of five districts.
Bengal—(Sept. 21st.)		
Chittagong (Sept. 20th)	1·94	Weather seasonable. Late rice thriving. Cholera reported. Public health otherwise good. Prices stationary.
Dacca	1·11	Weather hot with occasional showers. Jute harvest still continues, outturn good. Late rice thriving. Prospects good. Rivers rising. Public health good.
24-Pergunnahs (Calcutta).	2·69	Prospects favourable, but more rain still wanted for *aman*. Harvesting of *aus* nearly complete. Jute being cut. Public health generally good. Some cattle-disease in Sadr subdivision.
Khoolna	1·04	Weather hot and cloudy with occasional rain. Transplanting of *aman* going on. Cutting of *aus* completed. Outturn fair. Public health fair.
Moorshedabad	2·11	Weather hot. Rain at intervals. Harvesting of *bhadoi* paddy almost over. Prospects of *aman* good. Sowing of *til* and *kalai* commenced. Sugarcane and jute progressing. Public health good.
Pubna	1·81	Weather seasonable. Rivers falling. Prospects of crops good. General health good.
Dinagepore	·77	*Bhadoi* harvest and *aman* transplanting finished. Jute harvest nearly completed.
Rungpore	2·60	Prospects of crops good. Fever prevailing.
Midnapore	2·02	Weather variable with occasional rain. Prospects of winter rice good, except in parts of Contai and Ghatal subdivisions.
Burdwan	·41	Rain much wanted for *aman* rice in most parts of the district. Autumn rice nearly harvested, outturn fair. Prices stationary. Cholera abating. Fever prevalent.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Bhagalpur	1·18	State and prospects of crops good. *Bhadoi* harvest in north continues.
Purneah	1·42	All crops doing well. *Aghani* being transplanted and *bhadoi* cut. Rivers falling. Health of people and cattle very bad.
Durbhanga	1·17	*Bhadoi* harvest continues. Prospects of rice very promising. Public health generally good.
Chumparun	1·31	Harvesting of *bhadoi* continues. Rice transplantation almost completed. More rain wanted in some parts of district. Public health fair. Prices stationary.
Patna	1·18	*Bhadoi* crops still being reaped. Paddy growing well. *Rahar* and cotton progressing. Castor being sown. Cholera still reported in Behar and a few cases in Dinapur, otherwise public health good.
Gya	At Sadr 4·75	Rain not so much in the mofussil, where it is badly wanted. Paddy suffering. *Bhadoi* being harvested. Cholera has much decreased. Fever reported.
Hazareebagh	·63	Weather bright, occasionally cloudy. Rain wanted in parts, elsewhere prospects of all crops good. Indian-corn has yielded fairly, except in parts. General health good.
Cuttack	1·71	Weather fair, occasional rain. Prospects of rice continue good. Price of rice almost unchanged. Cholera reported, but public health generally good. *General Remarks.*—Rain was generally light throughout the Lower Provinces in the first five days of the week, but on the 19th heavy showers began and still continue. More rain wanted, specially in Tipperah and Gya, and except in these two districts, prospects of late rice crop are generally good. Early rice and jute mostly harvested, with fair outturn, other autumn crops also being reaped. Fever prevalent in some districts, otherwise public health is fair.
N.-W. Provinces and Oudh - (Sept. 21st)		
Benares (Sept. 20th	Average 1·90	Weather cloudy on and off. Crops doing well. Supplies plentiful. Prices steady. Some fever in district, otherwise health good.
Ballia („ 19th)		Weather clear with occasional clouds. *Kharif* crops being reaped. *Rabi* ploughing commenced. Supplies ample. Market steady. Health good.
Gorakhpore(„ „)	1·70 at Sadr	Harvest prospects good. Prices stationary. Cholera almost disappeared.
Fyzabad („ 20th)	Average 2·70	*Dhan, kodo,* and *jowari* being cut. Markets full. Prices rising. Slightly cholera almost disappeared. Condition of cattle fair.
Lucknow („ 19th)	Averaging 1·90	*Hewant* crops look well. Fields being prepared for *rabi*. New *kharif* grain coming into market. Prices unchanged. Public health good. Condition of cattle fair.
Rai Barelli („ „)	Rain all over the district.	Crops in good condition. Markets full. Prices slightly falling. Cholera disappearing.
Partabgarh („ 20th)	Heavy rain	Cloudy sky. Prices stationary. Cattle-disease reported in district.
Allahabad („ „)	Averaging 1·40 all over district.	The rain has been beneficial to late rice, early rice being harvested and ploughing for *rabi* commenced. Markets full. Prices steady. A few cases of cholera still reported and fever is prevalent.
Cawnpore („ „)	Rain in three tahsils from ·20 to ·70.	*Kharif* improved and being cut in places. Ground for *rabi* under preparation. Prices stationary. Cholera and fever in places. Cattle-disease in four parganas.
Farakhabad („ „)	Average 5·50	*Kharif* prospects good, but *bajri* slightly injured by late rains. Supplies ample. Prices fluctuating. Cholera again increasing. No cattle-disease.
Sitapur („ „)	Plentiful rain has fallen.	A break seems now to have set in. Prospects of a good *kharif* very favourable. Cholera still continues.
Bareilly („ „)	Rain sufficient	Crops doing well. Prices steady. General health good, but slight sporadic cholera still continues.
Banda („ 19th)	Rainfall during the greater part of the week at Sadr.	Clear weather has now allowed *kharif* weeding and *rabi* ploughing to be resumed. Prices rising. Fever prevalent.
Kumaon („ 20th)		Crops excellent. Prices falling a little. Typhus fever here and there, otherwise health good. Cattle-disease decreasing.
Agra („ 19th)	Rainfall general and rather heavy.	Good break needed as crops are being much injured especially those on low land. Prices steady. Cholera decreasing.
Jhansi („ 20th)		Crops severely injured by recent heavy rain. Prices risen. Some fever and cattle-disease.
Meerut („ „)	Heavy rain all over the district on 18th from ·80 to 7·60.	Sky now clear, and westerly wind has set in. Rice being cut. Prices still show a tendency to rise. Cholera and fever prevalent, except in Sirdhana. Cattle-disease in three tahsils. *General Remarks.*—Plentiful and in the western districts heavy rain fell during the week. Crops are doing well, except in a few places, where they have been somewhat injured in lowlying lands by the heavy rainfall, but general prospects are excellent. Supplies are ample and prices continue steady. Cholera reports are unfavourable from Farukhabad, Meerut and Saharanpur, elsewhere the disease is dying out. The usual autumnal fever prevails, but on the whole the health of the people is good. Some cattle-disease is reported.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—(Sept. 21st)		
Hissar (Sept. 20th)	. . . . .	Fever prevalent. Prices stationary. *Rabi* ploughings in progress. *Kharif* prospects good.
Delhi . . .	2·29	Cholera continues. Prices almost stationary. *Kharif* crops damaged.
Umballa . . .	14·09	Cholera abating. *Kharif* crops injured.
Jullundur . . .	. . . .	Health good. Prices stationary. *Kharif* prospects good.
Ferozepore . . .	. . . .	Health indifferent. Prices stationary.
Amritsar . . .	. . . .	Rain wanted. Prices stationary. *Kharif* crops good.
Sialkot . . .	. . . .	Rain wanted. Health good. Prices stationary. *Kharif* crops being injured.
Lahore . . .	. . . .	Cholera decreasing. Prices stationary. *Rabi* ploughings in progress.
Multan . . .	. . . .	Health good. Prices almost stationary. *Rabi* sowings about to commence. *Kharif* prospects good.
Rawalpindi . . .	·10	Health good. Prices stationary *Kharif* prospects average.
Shahpur . . .	Rainfall occurred	More rain urgently wanted. Health good. Prices falling. *Kharif* crops in fair condition.
Dera Ismail Khan .	. . . .	Health good. Prices stationary. *Kharif* prospects fair.
Peshawar . . .	. . . .	Cholera decreasing. Prices almost stationary. *Kharif* prospects average.
		General Remarks.—Rain has fallen in Delhi, Umballa, Rawalpindi, and Shahpur, is wanted in Amritsar, Sialkot, and Shahpur. Health is generally good, but cholera still continues in Delhi; in Umballa, Lahore and Peshawar, it is decreasing. Fever is prevalent in Hissar. Prices are stationary, except in Shahpur, where they are falling. *Kharif* prospects generally good, but in Delhi and Umballa crops have been injured by rain, and in Sialkot by drought. *Rabi* ploughings in progress in Hissar and Lahore, and sowings about to commence in Multan.
Central Provinces—(Sept. 21st)		
Nagpur . . .	·81	Weather clear. Break beneficial. *Rabi* ploughings commenced. Cholera continues.
Jubbulpore . . .	6·03	Showers daily. Prospects good. Fever prevalent. Prices steady.
Saugor . . .	3·35	Weather clear at end of week. *Jowari* damaged by excessive moisture. Cholera continues. Fever prevalent. Prices steady.
Seoni . . .	2·66	Break in weather. General health good. Prices unchanged.
Hoshangabad . .	4·57	All crops except rice suffering from excessive rain. *Rabi* ploughings stopped. Break urgently wanted. Fever in parts. Prices stationary.
Khandwa . . .	2·45	Weather now clear. Prospects good. Harvesting of pulse commenced. Cholera continues. Prices risen.
Bilaspur . . .	1·08	Rice on black soil below average, other crops favourable. Fever and cattle-disease prevalent. Prices falling.
Raipur . . .	3·35	Weather seasonable. Lands ready for *rabi* sowings. Break needed to sow linseed. Crops promising. Fever prevalent.
Sambalpur (Sept. 17th)	7·06	Weather seasonable. Crops promising. Cholera in places. Fever prevalent.
		General Remarks.—There has been a timely break in the southern and eastern districts, but a break is still needed in the Narbudda Valley. Fever prevalent.
Burma—(Sept. 21st)		
Akyab (Sept. 17th)	9·87 (Total rainfall to date 145·67).	Slight cholera in town and district. Slight cattle-disease. Crop prospects favourable.
Bassein . . .	4·32 (Total rainfall to date 79·83).	Slight cattle-disease in one township. Ploughing completed. Transplanting almost over.
Rangoon . . .	6·99 (Total rainfall to date 90·16).	
Amharst (Moulmein)	13·10 (Total rainfall to date 153·97).	Ploughing and transplanting completed. Prospects of crops good.
Tavoy	12·36 (Total rainfall to date 166·88).	Crops reported very healthy.
Pegu	. . . . .	No report received.
Henzada . . .	6·45 (Total rainfall to date 66·62).	Crops healthy.
Prome	2·97 (Total rainfall to date 32·86).	Slight cattle-disease. Ploughing and planting nearly finished.
Toungoo . . .	5·43 (Total rainfall to date 70·52).	Transplanting nearly finished.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Thayetmyo . . .	2·50 (Total rainfall to date 24·62).	Slight cattle-disease. Ploughing almost finished. Transplanting progressing.
Shwebo (Sept. 10th)	02	
(„ 17th)	3·08 (Total rainfall to date 31·10).	
Kyaukse . . .	1·0 (Total rainfall to date 17·70).	Crops good.
Myingyan . . .	2·24 (Total rainfall to date 19·76).	Food-supply sufficient. Prices ordinary.
Mandalay . . .	·55 (Total rainfall to date 26·50).	Transplanting of *kyaukki* crops progressing. Food-supply sufficient. Prices normal.
Minbu (Sept. 10th)	3·49	Crop prospects fair. Prices normal.
(„ 17th)	1·22 (Total rainfall to date 20·79).	
Yamethen . . .	3·54 (Total rainfall to date 26·16).	Cultivation progressing.
		General Remarks.—Slight cholera in Akyab town and district. Cattle-disease in six districts of Lower Burma. Transplanting almost finished. Crops looking well. Reports from twelve Upper Burma districts. Public health good. Crop prospects fair. Cattle-disease decreasing in Pyinmana, but anthrax still severe. Food-grains scarce in Yeu.
Assam—(Sept. 21st)		
Gauhati (Sept. 20th)	6·84	Weather hot. Public health fair. Malarial fever still prevalent in Sastra Barpetta and its vicinity, also in parts of Polasbari, Luki, and Chomoria tahsils. Sowing of *mati kalai* in progress.
Sylhet	7·32	Reaping of *aus* nearly over. Transplanting continues. More rain wanted for *sali* crops. Tea is doing well. Public health indifferent, 87 deaths from cholera in Karimganj subdivision.
Cachar	1·83	Weather hot, last three nights rainy. Prospects of crops not good. More rain wanted. Rice selling at 17 seers 12⅞ chittacks per rupee. Public health good.
Dibrugarh . . .	3·64	Weather seasonable. Public health indifferent.
Mysore and Coorg—(Sept. 21st)		
Bangalore . .	Civil and Military Station, ·41; rainfall general throughout the State, except in the Bangalore and Tumkur districts.	Standing crops in good condition. Prospects of season continue favourable. Public health good. Cholera in Bangalore and Gubbi taluk in Tumkur district. Cattle-disease prevalent generally throughout the State. Prices stationary.
Mysore . . .		
Mercara . . .	·78	Transplanting of rice generally completed. Crops in good condition.
Berar and Hyderabad—(Sept. 21st)		
Amraoti . . .	. . . . .	Weather warm and clear. Weeding in progress. Break very beneficial to *kharif* crops. Cholera and fever in some places. Wheat 15 and *jowari* 25 seers per rupee.
Akola . . .	1·82	Weather cloudy and close. Weeding continues. Standing crops generally in good condition. Isolated cases of cholera still continue and a good deal of fever is reported. Cattle-disease in three taluks.
Hyderabad . .	2·97 (total since 1st January, 21·85).	*Kharif* crops thriving. Paddy cultivation retarded in some taluks, owing to insufficient water in tanks and wells. Ague, fever, and cattle-diseases prevalent in some places. Prices—wheat 13, coarse rice 12, white *juar* 16½, yellow *juar* 20, and *tur* 15 seers per current sicca rupee.
Central India States—(Sept. 21st)		
Indore . . .	2·99 (total 36·72)	Weather now clear. Health good.
Morar (Gwalior) .	6·27 (total 48·90)	Fever still prevalent.
Sutna . . .	3·40	
Neemuch . . .	1·70 (total 39·70)	No fresh cases of cholera. Health good.
Goona . . .	11·88 (total 42·30)	Prices rising. Health good.
Agar . . .	9·74	Health and prospects fair.
Sehore . . .	6·33	Break badly wanted. 8 cases of cholera, 4 fatal, otherwise health fairly good.
Nowgong . . .	4·24 (total 47·43)	Weather cloudy. Cholera in parts. Prices steady.
Bhopawar . . .	6·25 (total 47·50)	Cholera reported from Bagode and Bhobra Alirajpur, otherwise health good. Prices steady. Cattle-disease prevails in Manpur, Dhar and Alirajpur.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana—(Sept. 21st)		
Abu (Sept. 21st)	·45	Weather clear, but latterly strong winds with light clouds.
Sirohi („ 18th)	No rain for a fortnight.	Water in tanks falling; wells good. Health good. Prospects not good. Rain wanted.
Marwar („ 17th)	No rain	Cholera abating. Crops doing well, except in some districts. Weather partially cloudy. Market easy. Prices stationary.
Meywar („ „)	1·32	Tanks and wells full. Crop prospects average. Health fair. Prices stationary. Bright nights. Weather very cool.
Pertabgurh („ „)	2·03	Prices fluctuating.
Harowti („ „)	Deolie, 2·10; Tonk, 2·36.	Weather clear. Crops thriving. Some fever, otherwise health good.
Jhallawar („ 18th)	8·11	Floods again will further damage to crops. Some fever.
Ajmere („ 20th)	Average ·60	Prospects fair. Cholera abating in Beawar, but prevalent in Kekri and other villages. Prices stationary.
Jeypore („ „)	. . . .	Slight cholera in Jeypore city continues. Prices still high.
Kerowlee („ 17th)	2·30	Tanks and wells full. Cholera disappeared. Prices steady. Break wanted.
Dholepore („ „)	4·30	Tanks and wells full. Prospects average. Health good. Prices stationary. Weather seasonable.
Bhurtpore („ 20th)	2·70	Prices steady. Health good.
Ulwar („ „)	Average ·35	Ploughing for *rabi* progressing. Prices stationary. Health good. Cholera subsiding.
Kotah („ 17th)	5·63	Crops slightly suffered from excessive rains in some districts. Health good.
Kherwara („ 18th)	1·11	Rain needed for tanks and wells. Crops good. Health fair. Prices steady. Weather fine and cool.
Bickanir („ 17th)	Rain in three districts	Prospects good. Fever in some districts. Prices stationary. Weather hot.
Nepal—(Sept. 16th)		
Katmandu (Sept. 15th)	1·67	Weather sultry. Sky overcast, occasional thunder. Prospects fair, but the crop of rice is less extensive than usual.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 21st September, 1887.

During the week under review the weather, over the greater part of India, has been of the normal monsoon type, though, except in some districts, the resulting rainfall has been generally moderate or slight. There has existed much ascensional movement over a large portion of the Central parts of the country. Into this region (the North-Western Provinces, the south-east of the Punjab, the Central Provinces, and Central India) both branches of the monsoon poured, and, as a consequence, constant rain was experienced.

On the 15th a strong monsoon current was blowing across the Bombay Coast into the Berars and the western districts of the Central Provinces and Central India. This wind gave little or no rain to the Coast districts, but the Central parts of the country and Eastern Rajputana received fairly heavy showers. Similar conditions continued on the 16th and 17th, but after the latter date the force of the wind decreased on the Bombay Coast, and, while slight showers still fell on the 18th at several of the central stations, the day was almost rainless over Bombay, the Berars, the Deccan, and Southern India. Conditions were unchanged on the 19th, when hardly any rain fell in Bombay, the Central Provinces, or Central India.

On the 20th the force of the western branch of the monsoon was still steadily decreasing, and the only rainfalls due to it were a few slight showers on the Malabar Coast. On the 21st similar quiet conditions prevailed in the west.

On the Bengal side the weather has been much more unsettled. On the 15th a small cyclonic whirl was forming at the head of the Bay. As a consequence the wind was light and irregular in Lower Bengal, and a large part of the monsoon current was deflected towards Burma, East Bengal, and Assam, over which regions the greater part of the rain fell. On the 16th the Chart showed that the small cyclonic whirl had advanced across Orissa and Chutia Nagpur into the north of the Central Provinces. Its removal from the head of the Bay permitted of the extension of the monsoon current over Bengal and up the Gangetic plain into Upper India. Hence the rainfall area became considerably larger, moderate falls being reported from Burma, Bengal, Behar, and heavy falls from parts of the North-Western Provinces. On the next day the force of the current crossing the Bengal Coast had decreased, but the monsoon still penetrated inland as far as the south-east of the Punjab, and gave rain to the whole of the Gangetic plain. On the 18th there was very little change. On the 19th, owing to some local disturbance, the entry of the Bay monsoon into Upper India was again interrupted, and most of the rainfall connected with current occurred in Burma, Arakan, and Assam. On the 20th the winds at the head of the Bay again increased in force, and general rain fell over Burma, Bengal, and Assam. On the 21st the winds over Bengal were irregular, with a slight cyclonic tendency. This resulted in a good deal of ascensional movement, and, as a consequence, in fairly general rain.

In Upper India the week has been one of almost continuous wet weather. The 15th was fine generally, but on the 16th, with the passage westward of the disturbance from the Bay of Bengal, the weather became overcast, and humidity rose all over Upper India, while rain fell on the plains as far north as Bareilly and on the hills as far north as Simla. On the 17th, though the cyclonic whirl had disappeared, low pressures were shown all over the Central Provinces, the North-Western Provinces, and the Punjab, and towards this region the two branches of the monsoon converged, occasioning steady and continuous rain. On the 18th a slight local whirl was developed within the large low pressure area over North-Western India. This disturbance apparently lay between Simla and Chakrata, and hence the rainfall over this portion of the North-West Himalayas and the neighbouring plains was particularly heavy. On the 19th Umballa reported 8½ inches of rain, and all the stations in this neighbourhood received over 1 inch. On the 20th the barometer rose briskly in the Punjab, and during that and the following day the weather considerably improved.

The table of the seasonal rainfall shows that, on the whole, the monsoon of 1887 has been fairly satisfactory. There is a deficiency of 18 inches at Akyab, but this forms but a small proportion of the total amount received. In Lower Bengal there is a slight, and in North Bengal and Assam a moderate deficiency. Behar and the east of the North-Western Provinces show very little departure from the average, while the west of the North-Western Provinces and the greater part of the Punjab have received abundant rains. At Peshawar, however, the total rainfall since June has been only a little more than half the normal. On the Malabar Coast the rains have so far been short, but on the Bombay Coast and over the Central parts of the country they have been heavier than the average—in some cases considerably so :

Stations.	Total Rainfall since June 1st, 1887.	Average Rainfall, June 1st to September 21st.	Difference.
Akyab ...	132·13	150·86	—18·55
Saugor Island ...	50·32	52·81	— 2·49
Calcutta ...	41·09	46·64	— 5·55
Dhubri ...	52·68	60·84	— 8·16
Purneah ...	41·98	54·04	—12·06
Gya ...	33·11	34·32	— 1·21
Allahabad ...	33·40	33·64	— 0·24
Meerut ...	24·66	22·71	+ 1·95
Delhi ...	35·22	21·86	+13·36
Lahore ...	16·07	12·94	+ 3·13
Peshawar ...	3·19	5·96	— 2·77
Cochin ...	61·63	80·01	—18·38
Ratnagiri ...	109·01	96·12	+12·89
Bombay ...	89·92	65·46	+24·46
Poona ...	20·95	20·19	+ 0·76
Surat ...	37·27	39·56	— 2·29
Khandwa ...	30·88	28·95	+ 1·93
Nagpur ...	47·31	35·89	+11·42

Pressure has been below the normal, except on the West Coast. The largest deficiency, amounting to about 0·05″, was in the north-west over the region occupied by the large low pressure area noticed above.

Temperature was also low, more especially in Central and North-Western India, where the continuous cloud and rain occasioned a considerable deficiency. At several stations the mean temperature was from 4° to 6° below the average.

The concluding table gives the total rainfall of the past week for the different provinces :

Divisions.	No. of Stations.	Total Rainfall.
Burmah ...	6	30·98
Bengal and Assam ...	16	47·95
North-Western Provinces and Oudh ...	9	31·60
Punjab ...	4	6·83
Hill Stations ...	5	17·19
Ceylon ...	2	0·02
Malabar Coast ...	4	1·98
Bombay ...	5	5·76
Berars and Central Provinces ...	10	16·62
Guzerat and Central India ...	4	11·21
Sind—Rajputana ...	3	1·98
Madras ...	8	4·32

W. L. DALLAS,
for *Meteorological Reporter to the Government of India.*

SIMLA, *23rd September, 1887.*

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XX of 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 21st August, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 20th August, 1887. Total.	Per mile open.	Total Receipts from 1st April to 21st August, 1886. Total.	Per mile open per week.	Total Receipts from 1st April to 20th August, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
	Lines worked by Guaranteed Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
27th August, 1887	Oudh and Rohilkhand	683	1,03,594	152	686	1,03,863	151	27,25,013	196	25,40,498	183	...	1,84,515
27th ditto	Madras	861	1,38,203	161	831	1,28,266	154	30,91,344	176	32,12,932	191	1,21,588	...
27th ditto	South Indian	654	96,993	148	654	89,662	137	20,61,972	154	20,33,272	153	...	28,700
27th ditto	Great Indian Peninsula	1,497	4,47,513	299	1,496	3,91,970	262	1,61,15,224	527	1,68,84,636	556	7,69,412	...
27th ditto	Bombay, Baroda and Central India	461	1,96,303	426	461	1,16,000	252	58,03,724	616	51,38,564	549	...	6,65,160
	TOTAL	4,156	9,82,606	236	4,128	8,29,761	201	2,97,97,277	351	2,98,09,902	356	12,625	...
	State Lines worked by Guaranteed Companies.												
3rd September, 1887	East Indian	1,515	7,64,571	505	1,519	6,15,958	406	1,83,71,602	594	1,75,54,192	570	...	8,17,410
3rd ditto	Patna-Gya	57	7,395	130	57	7,036	123	1,86,883	160	1,74,229	151	...	12,654
3rd ditto	Dildarnagar-Ghazipur	12	615	51	12	815	68	22,349	91	20,169	83	...	2,180
10th ditto	Sindia	75	6,259	83	75	5,965	80	1,43,894	94	1,59,313	105	15,419	...
3rd ditto	Rajputana-Malwa (*a*)	1,664	3,12,360	188	1,664	1,85,000	111	74,08,671	218	62,47,898	185	...	11,60,773
3rd ditto	Bengal-Nagpur (late Nagpur-Chhattisgarh)	149	9,036	61	149	7,110	48	5,82,013	191	5,53,062	182	...	28,951
3rd ditto	Southern Mahratta (*b*)	315	26,203	83	764	51,746	68	6,93,616	108	12,12,774	89	5,19,158	...
10th ditto	Indian Midland	42	2,335	56	42	1,481	35	37,836	44	61,912	73	24,076	...
3rd ditto	Lucknow-Sitapur-Sihamau	...	...	...	85	2,665	31	...	...	76,115	46	76,115	...
	TOTAL	3,829	11,28,774	295	4,367	8,77,776	201	2,74,46,864	351	2,60,59,664	301	...	13,87,200
	State Lines worked by Government.												
3rd September, 1887	Eastern Bengal (*c*)	606	1,50,967	249	645	1,70,560	264	27,56,503	223	28,93,248	221	1,36,745	...
3rd ditto	Nalhati	27	1,209	45	27	2,101	78	34,632	63	38,456	70	3,824	...
3rd ditto	Tirhoot	246	22,686	92	249	30,793	124	6,39,218	127	6,72,670	134	33,452	...
27th August, 1887	Wardha Coal	45	9,593	213	45	8,490	189	2,68,661	292	2,84,881	312	16,220	...
20th ditto	Burma	327	34,372	105	327	41,096	126	8,58,732	129	11,39,865	172	2,81,133	...
20th ditto	Cherra-Companyganj	3	28	9	7	26	4	(*d*) 301	7	780	5	479	...
3rd September, 1887	North-Western (*e*)	1,885	4,10,218	218	2,275	3,04,368	134	1,02,02,058	265	82,27,190	178	...	19,74,868
3rd ditto	Bareilly-Pilibheet	36	1,035	29	36	1,086	30	38,812	53	34,968	48	...	3,844
27th August, 1887	Jorhat	26	705	27	26	1,060	41	14,074	26	19,827	38	5,753	...
3rd September, 1887	Bilaspur-Etawa (Katni-Umaria Section)	...	...	...	37	1,649	45	...	...	28,348	38	28,348	...
	TOTAL	3,201	6,30,813	197	3,674	5,61,229	153	1,48,12,991	226	1,33,40,233	179	...	14,72,758
	GRAND TOTAL (GUARANTEED AND STATE)	11,186	27,42,193	245	12,169	22,68,766	186	7,20,57,132	315	6,92,09,799	282	...	28,47,333
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	3,48,21,664	152	(*f*)3,32,06,984	135	...	...
	NET RECEIPTS	...	...	...	...	...	...	3,72,35,468	163	3,60,02,815	147	...	12,32,653
	Assisted Companies.												
3rd September, 1887	Bengal Central	125	8,475	68	125	9,990	80	2,41,036	94	2,44,600	96	3,564	...
3rd ditto	Rohilkhand-Kumaon	67	5,553	83	67	5,093	76	1,36,571	100	1,34,109	99	...	2,462
27th August, 1887	Dibru-Sadiya (late Assam)	78	7,199	92	78	7,970	102	1,32,336	83	1,70,333	108	37,997	...
3rd September, 1887	Bengal and North-Western	303	32,090	106	376	27,010	72	8,43,699	136	8,83,597	116	39,898	...
3rd ditto	Tarakessur	22	3,429	156	22	4,038	184	1,03,623	231	1,08,662	243	5,039	...
	TOTAL	595	56,746	95	668	54,101	81	14,57,265	120	15,41,301	114	84,036	...
	Native States.												
3rd September, 1887	Bhavnagar-Gondal	193	11,000	57	193	9,890	51	4,36,930	111	4,37,325	112	395	...
3rd ditto	Jodhpore	64	2,602	41	124	5,700	46	76,219	58	1,38,891	55	62,672	...
27th August, 1887	H. H. the Nizam's	208	32,027	154	208	21,832	105	5,33,247	125	6,13,173	145	79,926	...
3rd September 1887	Mysore	140	8,795	63	140	10,010	72	1,73,949	61	1,96,102	69	22,153	...
27th August, 1887	Morvi	24	373	15	68	1,985	29	19,180	39	63,944	46	44,764	...
27th ditto	H. H. the Gaekwar's Mehsana-Vadnagar	...	...	...	21	500	24	...	...	15,711	37	15,711	...
	TOTAL	629	54,797	87	754	49,917	66	12,39,525	96	14,65,146	96	2,25,621	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla, and Assam-Behar State Railways.
(*d*) Total Receipts from 1st July to 21st August, 1886.
(*e*) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(*f*) Calculated on percentage used for the corresponding period of 1886.

SIMLA ;
The 21st September, 1887.

JAMES RAMSAY,
Offg. Under-Secretary.

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SUPPLEMENT TO

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF AUGUST 1887 PUBLISHED IN PAGE 1321 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 24th SEPTEMBER 1887.

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Provinces.	Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Pennisetum typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Kakun, Italian Millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.
		Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.
		S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.
Mysore.	Bangalore	10 8 / ...	11 8 / 12 0	10 0 / 9 11	11 0 / 11 0	27 0 / 26 7	... / ...	35 0 / 35 0	... / ...	12 8 / 12 3	... / ...	19 0 / 18 10	84 0 / 84 0	11 0 / 11 0
	Kolar	... / ...	11 12 / 12 0	12 0 / 12 0	14 12 / 11 8	... / ...	... / ...	40 0 / 40 0	... / ...	12 0 / 12 0	... / ...	... / ...	156 0 / 144 0	10 12 / 10 4
	Tumkur	11 0 / 11 0	11 0 / 11 0	13 0 / 13 0	14 0 / 14 0	40 0 / ...	... / ...	46 0 / 46 0	... / ...	13 8 / 13 0	... / ...	20 0 / ...	340 0 / 340 0	10 0 / 10 0
	Mysore	10 0 / ...	10 8 / 10 8	11 8 / 11 8	13 4 / 14 0	... / 40 0	... / 32 0	39 0 / 39 0	12 0 / ...	12 0 / 11 12	... / ...	16 4 / 12 0	81 0 / 81 0	9 12 / 10 0
	Hassan	... / 12 0	12 0 / 12 0	14 0 / 14 0	16 0 / 16 0	31 8 / 31 8	... / ...	42 8 / 42 8	... / ...	14 0 / 14 0	... / ...	18 0 / 18 0	96 0 / 96 0	9 0 / 9 0
	Shimoga	12 10 / 12 10	13 10 / 13 10	12 10 / 12 10	15 12 / 15 12	... / ...	... / ...	52 8 / 52 8	... / ...	16 13 / 16 13	... / ...	... / ...	480 0 / 480 0	9 7 / 9 7
	Kadur	10 0 / 10 0	12 0 / 12 0	18 0 / 18 0	20 0 / 19 0	40 0 / 40 0	... / ...	48 0 / 48 0	50 0 / 50 0	14 0 / 14 0	... / ...	12 0 / 12 0	320 0 / 320 0	11 0 / 11 0
	Chitaldroog	13 0 / 13 0	14 0 / 14 0	10 8 / 11 0	14 0 / 14 0	40 0 / 40 0	24 0 / 20 0	48 0 / 48 0	50 0 / 50 0	12 0 / 12 0	... / ...	16 0 / 16 0	320 0 / 320 0	9 0 / 9 0

E. T. ATKINSON,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch.)

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 25th SEPTEMBER, 1887.

GENERAL REMARKS.—The rainfall of the past week has been confined to Bengal, Assam, Burma, and Bombay. Elsewhere there has been little or no rain.

The *kharif* harvest has begun in Bombay and the North-Western Provinces and Oudh, and prospects elsewhere are on the whole very satisfactory.

Rabi operations are now in progress throughout the country, and sowing has commenced in Bombay and the North-Western Provinces and Oudh and in some parts of the Punjab and Rajputana.

Except in parts of Tinnevelly and Madura, prospects are fair in Madras. In Mysore and Coorg more rain would be beneficial.

In some districts of Bombay and Bengal the rice crop is in want of rain. In the North-Western Provinces and Oudh the crop is being reaped; and in Burma and Assam prospects are favourable.

Cotton sowing is in progress in Bombay; in the North-Western Provinces and Oudh the crop has been injured by excessive rain in places.

The public health is on the whole good in all Provinces.

Prices are fluctuating in Mysore, elsewhere they are generally steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Sept. 28th.)		
Bellary	Average ·26	Standing crops good. Harvest *korra*, yield below average. Cholera decreasing in three and cattle-disease increasing in two taluks.
Kurnool	Average ·57	Standing crops fair, but in three taluks partially suffered from excessive rain. Small-pox in two, and cattle-disease increasing in five taluks. Cholera decreasing.
Ganjam	Average last week since revised, 2·09; this week, ·67.	Small-pox in four, fever in five, and cattle-disease decreasing in three divisions.
Kistna	Average ·22	Standing crops generally good, but require rain in parts. River 4·1 feet over Anicut. Cholera in one, and cattle-disease increasing in five taluks.
Chingleput (Madras)	Average ·34	Standing crops fair. Harvest wet and dry grains, outturn below average. Small-pox in two, cholera in two, and cattle-disease decreasing in five taluks.
Coimbatore	*Nil*	Standing crops generally good, but require rain in parts. Harvest wet and dry grains, outturn about average. Fever in one taluk.
Tanjore	Average ·01	More rain wanted. Standing crops generally good. Harvest wet and dry grains, outturn below average. Slight cholera. Cattle-disease decreasing in three taluks.
Madura	Average ·07	Standing crops withering for want of rain. Slight cattle-disease in one taluk. Water-supply deficient in all but three taluks.
Malabar	Average ·05	Rain insufficient for second crop cultivation. Standing first crop paddy ripening. Harvest paddy, outturn below average. Fever in one, slight small-pox in six, and cattle-disease decreasing in two taluks.
Travancore	. . . . .	Harvest of first crop paddy over, yield good. Fever and small-pox in parts.
		General Remarks.—General prospects fair, excepting in parts of Tinnevelly and Madura.
Bombay—(Sept. 28th)		
Karachi	. . . . .	River at Kotri on 26th, 10 feet 9 inches against 12 feet 6 inches on same date last year. *Kharif* crops slightly damaged by insects in some talukas. Fever in seven and cattle-disease in two talukas. Wheat, red rice and *bajri* in Karachi 23, 30 and 32 and in Sujawal 24, 40 and 38 pounds per rupee, respectively.
Hyderabad	. . . . .	*Kharif* crops ripening rapidly. More water required in eleven talukas; hope lies only in rainfall as river has fallen to 10 feet 9 inches on 26th as compared with 12 feet 6 inches on same date last year. Slight small-pox and cattle-disease in two and fever in ten talukas. Wheat 24, *jowari* 40, *bajri* 34, white rice 18, and red rice 28 pounds per rupee.
Ahmedabad	·09; total 24·62	Standing crops good, except in Dhandhuka, where they are withering, owing to want of rain. More rain wanted throughout the district. Fever in Dholka, Gogha and Sanand talukas. Two cases of cholera in the city, of which one was fatal. Wheat 27 and *bajri* 29 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Baroda . . .	. . . . .	Cholera in city, 12 cases, 5 deaths. It is present in parts of Naosari and Kadi divisions. Cattle-disease in Kadi and Kalol. Standing crops in good condition. *Bajri* 26, wheat 19, and rice 23 pounds per rupee.
Surat	. . . . .	Weeding progressing. Rice harvest commenced in places. Rain wanted throughout the district. Cattle healthy. Fever in Olphad, Bardoli, and Chikli. Cholera in Bardoli, Chikli, Bulsar, Pardi ar d Surat city, 33 cases, 27 deaths. *Jowari* 32 and *nagli* 43 pounds per rupee.
Nasik . . .	Rain in Igatpuri, 1·75; Sinnar, ·78; Baglan, ·50; Niphad, ·44; Yeola, ·36; and Peint, ·27.	Standing crops thriving. Land being prepared for *rabi* sowings in all the talukas, except Sinnar, where *rabi* sowings are commenced. Weeding in progress. Rain needed throughout the district. Cholera in Nasik, Sinnar, Nandgaon, Malegaon, and Baglan, total attacks 34, deaths 15. Small-pox prevalent in Sinnar, 6 attacks only. Prices steady.
Colaba (Bombay) .	Rain on 21st, 22nd, 25th and 27th; total 1·60; total to date, 90·88, being 23·52 above average.	Abnormal temperature 3° cool on 21st and 22nd, *nil* on 23rd and 24th, and 2° cool from 25th to 27th. Vapour in air slightly in defect of normal. Abnormal wind easterly on 21st and 22nd, northerly from 24th to 27th, and wind normal on 23rd.
Poona	Rain in five talukas,—maximum 1·16 in Petha Baramati and minimum ·05 in Mawal talukas.	More rain wanted in *bealt* portion of the Haveli taluka. *Kharif* crops doing well. Sowing of *rabi* in progress. Public health generally good. 249 cholera cases in the district, 129 fatal. In Poona city 1 attack, 1 death. *Bajri* 41 and *jowari* 53 pounds in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona city.
Ahmednagar . .	Rain in Jamkhed, 1·89; Rahuri, ·80; Karjat, ·70; and Parner, ·27; very slight in four and none in three talukas.	*Kharif* crops doing well, but want rain. *Rabi* sowing in progress throughout the district. Cholera attacks 133, deaths 63. Cattle-disease in Jamkhed, 42 heads of cattle reported as died during the week. *Bajri* 36 and *jowari* 57 pounds per rupee.
Sholapur . . .	Rain in Sholapur, ·78; Barsi, ·27; Madha, ·13; Pandharpur and Sangola, ·19; and Malsiras, 1·39.	*Kharif* crops doing well. Sowing of *rabi* crops in progress. Slight cholera in Barsi, Karmala, Sangola and Malsiras talukas, cases 73, fatal 31. *Jowari* 57½ and *bajri* 52½ pounds per rupee.
Dharwar . . .	Rain in Nargund, 1·30; Ron, 1·37; Gadag, ·90; Mugud, ·12; elsewhere none.	**Rice crops suffering from want of rain.** *Jowari* and minor crops good. Heavy rain generally and urgently required. Cotton sowing partly completed and partly in progress throughout the district. Slight cholera in Dharwar, Gadag, Kalghatgi, and Ron talukas. No cattle-disease. *Jowari* 58 and rice 24 pounds per rupee.
Kanara . . .	Rain in Karwar, ·34; total 124·42; Kumpta, 1·48; Sirsi, ·81; and Haliyal, ·30.	Weather fair. Rice harvest in Karwar taluka, and cardamom and betelnut harvest in Sirsi and Yellapur, respectively. Slight cattle-disease in six talukas. Common rice in Karwar 11 and district average 11½ seers per rupee.
Rajkot . . .	. . . . .	Weather hot. Fever generally prevalent. Wheat 23, *bajri* 23, and *jowari* 29 pounds per rupee. Rain much wanted
		General Remarks.—Slight rain in several districts, more wanted in most districts of the Presidency, except the Konkan. River continues low in Sind. Crops suffering from want of moisture in parts of Sind, Belgaum, Dharwar, Ahmedabad, and Wadhwan, and damaged by blight in parts of Ratnagiri, and by insects in parts of Karachi. *Kharif* reaping commenced in four districts. *Rabi* sowing in progress in nine districts. Cholera in parts of eighteen, fever in parts of fourteen, cattle-disease in parts of ten, and small-pox in parts of five districts.
Bengal—(Sept. 28th.)		
Chittagong (Sept. 27th)	1·98	Weather seasonable. Prospects of *aman* and sugarcane good. Cholera reported, public health otherwise good. Prices stationary.
Dacca	1·62	Prospects of crops good. Rivers falling. Public health generally good.
24-Pergunnahs (Calcutta).	4·24	Prospects favourable. Rain has done good to crops, but more wanted in some places in Sadr subdivision. General health good, but a few cases of cholera and fever reported from Bussirhat and Sadr subdivisions.
Khoolna . . .	2·67	Weather hot, with occasional heavy showers. Transplanting *aman* nearly finished. Prospects good. Public health fair.
Moorshedabad . .	3·77	Weather seasonable. Rain at intervals. Prospects of *aman* good. Sowing of *til* and *kalai* commenced. Sugarcane and jute progressing. Public health good. Fever prevails in Lal Bagh subdivision.
Pubna	1·50	Weather rainy. Prospects of crops good. Public health good.
Dinagepore . . .	2·22	State and prospects of late rice good. Harvesting of jute nearly finished.
Rungpore . . .	1·90	Prospects of crops good. Jute being cut. Fever prevailing.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Midnapore . . .	·55	Prospects of rice crop generally good, except in flooded parts of Ghatal and Contai subdivisions. Public health good, but a few cases of cholera and malarious fever reported.
Burdwan . . .	2·39	Timely showers keep rice prospects fair, but good rain now wanted. Prices somewhat easier. No fresh cholera. Fever prevalent.
Bhagalpur . . .	*Nil*	Harvesting early rice and *marua* closing, with good outturn. Late rice doing well.
Purneah . . .	1·17	*Aghani* rice promises well. *Bhadoi* rice and jute being harvested. Health of people and cattle very bad. Rivers falling.
Durbhanga . . .	*Nil*	*Bhadoi* harvest nearly completed. Prospects of rice continue very promising. A few heavy showers at intervals still required to secure rice crop. Public health generally good.
Chumparun . . .	4·44	Prospects of *bhadoi* crops good. Harvesting of *makai* in progress. *Aghani* looks promising, but more rain wanted. Public health fair. Prices stationary.
Patna	1·0	Reaping of *bhadoi* crops completed. Paddy growing well. Sowing of castor continues. Public health generally good.
Gya	2·28	*Bhadoi* reaped. Paddy good. Cholera and fever reported from some stations.
Hazareebagh . .	*Nil*	Weather bright and clear. Rain much wanted all over the district. *Bhadoi* being harvested, with fair outturn. General health good.
Cuttack . . .	2·80	*Beali* rice still being reaped. *Sarad* rice growing well. Cases of cholera still reported, public health otherwise good.
		General Remarks.—Rain has been fairly general over Bengal Proper and Orissa, but in Behar rain was scanty, and Hazaribagh and Ranchi have been rainless. Late rice has been much benefited by rain, but more is wanted, especially in Tipperah. Autumn harvest is rapidly being completed, and is generally yielding a fair outturn. Sugarcane is promising. Public health is generally fair, but in some districts fever is prevalent.
N.-W. Provinces and Oudh—(Sept. 28th)		
Benares (Sept. 27th)	Very little rain	Weather cooler Agricultural prospects generally good. Markets full. Prices steady. Some fever, otherwise health good.
Ballia („ 26th)	. . . . .	Weather fair. Reaping of *kharif* crops in progress. Market well supplied. Prices steady. Public health good.
Gorakhpore(„ „)	1·20 at Sadr	Harvest prospects good. Prices rising. Cholera almost disappeared.
Fyzabad („ 27th)	. . . . .	Weather clear. New *kharif* grain coming into market. *Rabi* ploughing commenced. Prices unchanged. Public health fair. Cattle-disease in parts of district.
Lucknow („ 26th)	. . . . .	Weather clear. *Hewant* crops thriving. *Rabi* sowing commenced. Supplies abundant. Prices almost stationary. Public health good. Condition of cattle fair.
Rai Barelli („ „)	. . . . .	Weather fair and cool. Outlook of crops good. Prices steady. Cholera has almost disappeared. Some cases of fever and ague reported.
Partabgarh („ 27th)	. . . . .	Sky clear. Weather seasonable. Prices almost stationary. Cattle-disease in tahsil Patti.
Allahabad („ „)	Average ·40	Weather getting colder. Early rice being harvested. *Rabi* ploughing continues. Markets full. Prices steady. Cholera still lingers, but is diminishing daily. Fever of the ordinary type prevalent.
Cawnpore („ „)	. . . . .	Crops doing well. Ploughing for *rabi* in progress. Prices steady. Cholera in places. Fever prevailing. Cattle-disease in three tahsils.
Farakhabad („ „)	. . . . .	*Urd, mung*, and cotton slightly injured by late rains. Supplies ample. Prices rising. Cholera continues.
Sitapur („ „)	. . . . .	Weather fine. *Rabi* sowing of peas, gram, &c., commenced. Prospects favourable.
Bareilly („ „)	Ample rain	Prospects most promising. Prices steady. General health good. Cholera disappearing.
Banda („ 26th)	. . . . .	Ploughing for *rabi* going on. Prices stationary. Public health good, except the usual autumnal fever.
Kumaon („ 27th)	. . . . .	Weather seasonable. Rice and millets being reaped in parts. Prices falling. General health fair. Cattle-disease on the decrease.
Agra („ 26th)	. . . . .	Good clear weather. *Bajri* being cut. Ploughing for *rabi* in progress. Prices steady. Fever prevalent. Cholera decreasing.
Jhansi („ 27th)	. . . . .	Weather clear. Ground being prepared for *rabi*. Prices almost stationary. Some fever and cattle-disease.
Meerut („ „)	. . . . .	Clear sky and westerly wind. Cold nights and mornings. Maize and rice being cut; gram being sown. Price of wheat still rising. Cholera dying out. Fever prevalent. Cattle-disease decreasing.
		General Remarks.—The weather has cleared. Crops are thriving, and general prospects are favourable. Supplies are ample, and prices continue steady. Cholera is dying out, and apart from the usual autumnal fever, the health of the people continues good. Cattle-disease is decreasing.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—(Sept. 28th)		
Hissar (Sept. 27th)		Fever prevalent. Prices stationary. *Rabi* sowings in progress. *Kharif* prospects good.
Delhi		Cholera continues. Prices almost stationary. *Kharif* crops damaged
Umballa		Cholera abating. Fever prevailing. Prices stationary. Cutting of crops commenced.
Jullundur	·90	Health good. Prices stationary. *Kharif* prospects good.
Ferozepore		Fever prevalent. Prices falling.
Amritsar	1·30	Slight fever. Prices stationary. *Kharif* crops good.
Sialkot		Health good. Prices stationary. *Kharif* crops somewhat damaged by drought.
Lahore		Cholera decreasing. Prices stationary. *Rabi* ploughings progressing.
Multan		Health good. Prices stationary. Preparations for sowings in progress. *Kharif* crops good.
Rawalpindi	·90	Health good. Prices stationary. *Kharif* prospects average.
Shahpur	Rainfall occurred	Health good. Prices almost stationary. *Kharif* crops in fair condition..
Dera Ismail Khan		Health good. Prices stationary. *Kharif* prospects fair.
Peshawar		Cholera disappearing. Slight fever. Prices almost stationary.
		General Remarks.—Rain has fallen in Jullundur, Amritsar, Rawalpindi, and Shahpur. Health is good in Jullundur, Sialkot, Multan, Rawalpindi, Shahpur, and Dera Ismail Khan. Fever is prevalent in Hissar, Umballa, and Ferozepore, and to a slight degree in Amritsar and Peshawar. Cholera continues in Delhi and is abating in Umballa, Lahore, and Peshawar. Prices stationary, except in Ferozepore, where they are falling. *Kharif* prospects generally good, but in Delhi crops have been injured by rain, and in Sialkot by drought. *Rabi* ploughings in progress in Hissar and Lahore, and preparations for sowings in progress in Multan.
Central Provinces—(Sept. 28th)		
Nagpur		Weather cloudy and close. Land being ploughed for *rabi*. Cholera abating.
Jubbulpore		No report received.
Saugor		Weather clear. Preparations for *rabi* sowings in progress. General health good. Prices steady.
Seoni		Weather fine. Land being prepared for *rabi*. Cholera decreasing. Prices unchanged.
Hoshangabad		Weather occasionally cloudy. Prospects improved by break. Slight fever. Prices unchanged.
Khandwa		Weather clear and warm. Prospects good. Harvesting of pulses in progress. Slight cholera. Prices steady.
Bilaspur	·12	Crops promising. Linseed being sown. Fever prevalent. Prices falling.
Raipur		Weather clear. Crops promising. Fever prevalent.
Sambalpur (Sept. 24th)	1·39	Weather seasonable. Crops good. Fever prevalent.
		General Remarks.—Weather clear, break beneficial. Prospects favourable. Cholera decreasing. Fever in places. Prices steady.
Burma—(Sept. 28th)		
Akyab (Sept. 24th)	11·03 (Total rainfall to date 156·70).	Some cholera in town and district. Crop prospects favourable.
Bassein	6·35 (Total rainfall to date 86·18).	Slight cattle-disease. Transplanting almost completed.
Rangoon	5·82 (Total rainfall to date 95·08).	
Amherst (Moulmein)	18·06 (Total rainfall to date 172·03).	Prospects of crops good.
Tavoy	2·64 (Total rainfall to date 169·52).	Crops very healthy.
Pegu	6·89 (Total rainfall to date 124·96).	Transplanting finished. Crops good.
Henzada	6·45 (Total rainfall to date 73·07).	Crops healthy.
Prome	1·58 (Total rainfall to date 34·44).	Slight cattle-disease.
Toungoo	4·43 (Total rainfall to date 74·95).	Crop prospects good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Thayetmyo	1·23 (Total rainfall to date 25·85).	Transplanting continues.
Shwebo	·17 (Total rainfall to date 31·28).	
Kyaukse	·18 (Total rainfall to date 21·66).	Crop prospects good.
Myingyan	·63 (Total rainfall to date 20·39).	Food-supply sufficient.
Minbu	·82 (Total rainfall to date 21·61).	Crop prospects fair.
Yamethen	1·50 (Total rainfall to date 27·66).	Cultivation progressing.
		General Remarks.—Some cholera in Akyab and Amherst. Cattle-disease in four Lower Burma districts. Crop prospects favourable. Reports from eleven Upper Burma districts. Health good. Crop prospects fair. *Kyaukki* paddy reaped in Meiktela and coming to market. Paddy scarce in Yeu and Pyinmana. Anthrax continues in latter district.
Assam—(Sept. 28th)		
Gauhati (Sept. 27th)	2·12	Weather hot. Public health fair. Malarial fever still prevalent in Sastra Barpetta and its vicinity, also in part of Polasbari, Lukí, and Chomoria tahsils. Sowing of *mati kalai* in progress.
Sylhet	1·97	Rain has done good to crops. Prospects of *aman* rice favourable. Reaping of *aus* and transplanting of *sail* over in most parts of the district. Outturn of tea satisfactory. Karimganj reports 29 deaths from cholera.
Cachar	4·88	Weather rainy for the first four days. Reaping of *aus* continues, transplanting of *sali* rice nearly finished. Prospects of tea good. Rice selling at 17 seers 12⅝ chittacks per rupee. Public health good.
Dibrugarh	2·41	Weather very hot. *Mati kalai* being sown. Public health indifferent.
Mysore and Coorg—(Sept. 28th)		
Bangalore	Rainfall scanty in the Kolar, Kadur, Shimoga, Hassan, and Chitaldroog districts; no rain in other districts.	Standing crops in good condition, but need rain. Prospects of season continue favourable. Public health good. Cholera in Bangalore, Mysore, and Gubbi taluk, Tumkur district. Fever and cattle-disease prevalent in parts of the State. Prices fluctuating.
Mysore		
Mercara	·03	The south-west monsoon rains have ceased. More rain required for the paddy crops in South and East Coorg. Prices stationary.
Berar and Hyderabad—(Sept. 28th)		
Amraoti	1·51	Weather warm. Weeding continues. *Rabi* ploughings commenced. Cholera in places. Fever prevalent. Wheat 16 and *jowari* 25 seers per rupee.
Akola		Weather clear. Crops promising. Cholera continues. Fever still prevalent. Slight cattle-disease.
Hyderabad	·71	Total since 1st January to date 22·56. Standing crops thriving. Weeding of *kharif* crops in progress. Ague and fever prevalent in all talukas. Prices—wheat 11¾, coarse rice 12, white *juar* 18¼, yellow *juar* 20¾ and *tur* 14 seers per current sicca rupee.
Central India States—(Sept. 28th)		
Indore		Weather clear and cool.
Morar (Gwalior)		Fever still prevailing.
Sutna	·55	Health good.
Neemuch		Seven deaths from cholera at Bajgarh, otherwise health good.
Goona		Health and prospects fair.
Agar		Weather clear and cool. Crops fair. Cholera disappearing, 1 fatal case of cholera during week.
Sehore		Weather clear. Cholera disappearing. Prices steady.
Nowgong	1·17	Cholera reported from Barwani. Malarious fever prevalent in Alirajpur and Jhabua. Prices steady.
Bhopawar		
Rajputana—(Sept. 28th)		
Abu (Sept. 28th)		Weather quite clear and seasonable.
Sirohi („ 25th)		Little water in tank; wells low. Health good. Crop prospects bad at present. Weather cool. Rain much wanted.
Marwar („ 24th)		Cholera much abating. Crops doing well, except in some districts. Weather clear and cooler. Prices tending to rise.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana—*contd.*		
Meywar (Sept. 24th	. . . . .	Water in tanks and wells decreasing. Crop prospects average. Health fair. Prices stationary. Weather fine. Warm days; cool nights.
Pertabgurh („ „)	. . . . .	Tanks and wells full. Health good. Prices rising.
Harowti („ „)	Deoli, ·21; Tonk, ·22; Shahpura, previous week, ·15.	Weather seasonable. Health and prospects good.
Jhallawar („ 25th)	·09	*Rabi* ploughing in progress. Cholera in one thana.
Ajmere („ 27th)	. . . . .	Weather clear and warm. *Kharif* prospects fair. *Rabi* sowings commenced. Cholera still prevalent in Kejri and other villages. Wheat 23, barley 37, and gram 38 pounds per rupee.
Jeypore („ „)	. . . . .	Weather seasonable. *Rabi* ploughings in progress.
Kerowlee („ 24th)	·05	Tanks and wells full. Fever continues. Prices steady. Break beneficial to crops.
Dholepore („ „)	. . . . .	Tanks and wells full. Crop prospects average. Fever prevails, otherwise health good. Prices stationary. Weather clear.
Bhurtpore („ 27th)	. . . . .	Prospects fair. Fever prevalent. Prices steady.
Ulwar („ „)	Slight rain in three tahsils.	*Rabi* ploughing continues. Prices stationary. Health fair. Fever prevalent. Cholera absent from city, and subsiding in districts.
Kotah . („ 24th)	. . . . .	*Rabi* ploughing commenced. Fever prevalent. Weather clear.
Kherwara („ 25th)	. . . . .	Rain needed for tanks and wells. Crops good. Health fair. Prices unchanged. Weather fine and cool.
Bickanir („ 24th)	Drops; Dungurgurh, ·40.	Prospects good. Fever in some districts. Prices stationary. Weather hot.
Nepal—**(Sept. 22nd)**		
Katmandu (Sept. 23rd)	·62	

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 28th September, 1887.

During the past week the weather has been very quiet generally, and the rains appear to have practically ended over the greater part of India. But, though the rains appear to have ceased, this phenomenon has not, up to the present time, been accompanied with those changes in pressure and wind with which the cessation of the rains is usually associated. In ordinary years as the rains cease the barometer rises briskly in Northern India, while it falls slowly in the South. Hence very uniform pressures become established, and variable winds take the place of the steady monsoon current which has previously prevailed. These variable winds are composed of the last breezes of the moist summer monsoon and of the first breezes of the dry winter monsoon, and the mixture of these two currents apparently generates the thunderstorms and showers which, in normal years, mark the cessation of the rains. In the present year this uniformity of pressure has not been developed, and the barometric distribution at the present time approximating more closely to that of the end of August than that of the end of September. Hence, though the rains seem to have ceased, the change has been unaccompanied by the usual concomitant phenomena, and a return of slight rainfall seems by no means impossible.

In the west light and rather variable winds prevailed on the 22nd, and the only rainfall recorded was a few slight showers on the West Coast and in the Carnatic. On the 23rd the wind remained light on the West Coast, but, though light, the current from the Arabian Sea was steadily extending and was spreading across the Peninsula into Bengal. The only rainfall connected with this current was a very light shower at Bellary. On the 24th westerly and north-westerly winds prevailed right down the West Coast and across the Peninsula, and the weather was everywhere fine. The Chart of the 25th showed no change in the wind direction, but slightly more rain fell than on the preceding day, though only as light local showers. Over the greater part of Western India, conditions were unaltered on the 26th, but in Sind the wind had backed, and a fresh south-westerly breeze was blowing across the Coast. The Chart of the 27th showed that the south-westerly wind in Sind still held, and also that the north-westerly wind over the Peninsula had given showers to several stations in that region. On the 28th there was practically no change.

In Bengal conditions have been less quiet. On the 22nd a feeble depression was shown over the head of the Bay. This occasioned a slight cyclonic circulation of the wind over Bengal and the North of the Bay, and gave a good deal of rain to Burma and South Bengal. The Chart of the 23rd showed no change in the position of the Bengal storm, which still occasioned a feeble cyclonic circulation of the winds and a good deal of precipitation over that region. On the 24th the storm had somewhat intensified, so that the cyclonic circulation of the winds and the rainfall were both more marked than on the preceding day. The next day showed that a brisk barometric rise had occurred within the storm area, and that the depression had almost disappeared. With the breaking up of this depression, the weather improved. The westerly wind from Central and Upper India spread into Bengal, and from the 26th to the 28th fairly fine weather prevailed all over this part of India. In Upper India the weather has been fine throughout. On the 22nd thunderstorms gave moderate rain to a few places in the Punjab, but after that date there was no rain

throughout the whole of Behar, the North-Western Provinces, the Punjab, Rajputana, and Central India during the rest of the week.

Stations.	Total Rainfall since June 1st, 1887.	Average Rainfall, June 1st to September 28th.	Difference.
Akyab ...	138·37	155·85	—17·48
Saugor Island ...	55·02	55·14	— 0·12
Calcutta ...	44·43	48·77	— 4·34
Dhubri ...	53·33	64·50	—11·17
Purneah ...	42·00	57·01	—15·01
Gya ...	35·96	35·97	— 0·01
Allahabad ...	33·40	34·85	— 0·45
Meerut ...	24·66	22·82	+ 1·84
Delhi ...	35·22	22·20	+13·02
Lahore ...	16·07	13·51	+ 2·56
Peshawar ...	3·19	5·98	— 2·79
Cochin ...	61·63	82·53	—20·90
Ratnagiri ...	109·20	98·41	+10·79
Bombay ...	90·77	67·04	+23·73
Poona ...	21·80	21·60	+ 0·20
Surat ...	37·27	40·35	— 3·08
Khandwa ...	30·88	29·94	+ 0·94
Nagpur ...	47·31	37·12	+10·19

The table of seasonal rainfall shows the same features as were recorded last week, *viz.* :—a trifling deficiency in Aracan and Bengal; an average rainfall in Behar and the North-Western Provinces; an excess in the Punjab (except the Derajat Division), on the West Coast, and in the Central Provinces.

The weather has been cooler than usual in the centre and north of India; warmer than the normal elsewhere. In the Indus Valley maxima exceeding 100° are still recorded almost daily.

The concluding table gives the total rainfall of the past week for the different Provinces:

Divisions.	No. of Stations.	Total Rainfall.
Burmah ...	6	34·50
Bengal and Assam ...	14	26·89
North-Western Provinces and Oudh ...	0	0
Punjab ...	2	0·36
Hill Stations ...	1	0·15
Ceylon ...	0	0
Malabar Coast ...	2	0·48
Bombay ...	5	2·78
Berars and Central Provinces ...	2	0·02
Guzerat and Central India ...	0	0
Sind—Rajputana ...	1	0·04
Madras ...	9	6·96

SIMLA, *30th September, 1887.*

W. L. DALLAS,
for *Meteorological Reporter to the Government of India.*

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXI OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 28th August, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 27th August, 1887. Total.	Per mile open.	Total Receipts from 1st April to 28th August, 1886. Total.	Per mile open per week.	Total Receipts from 1st April to 27th August, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
	Lines worked by Guaranteed Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
3rd September, 1887	Oudh and Rohilkhand	683	93,279	137	686	93,036	136	28,18,292	193	26,35,633	180	...	1,82,659
10th ditto	Madras	861	1,59,035	185	831	1,47,879	178	34,50,379	176	33,66,040	190	1,15,661	...
3rd ditto	South Indian	654	99,905	153	654	94,889	145	21,61,877	154	21,29,091	153	...	32,786
10th ditto	Great Indian Peninsula	1,497	5,27,630	352	1,496	3,90,055	265	1,66,42,854	519	1,72,80,691	543	6,37,837	...
10th ditto	Bombay, Baroda and Central India	461	1,64,948	358	461	1,26,000	273	59,68,672	604	52,64,878	536	...	7,03,794
	TOTAL	4,156	10,44,797	251	4,128	8,57,859	208	3,08,42,074	346	3,06,76,333	349	...	1,65,741
	State Lines worked by Guaranteed Companies.												
10th September, 1887	East Indian	1,515	7,44,730	492	1,519	7,27,528	479	1,91,16,332	589	1,82,81,720	565	...	8,34,612
10th ditto	Patna-Gya	57	7,515	132	57	8,028	141	1,94,398	159	1,85,257	130	...	12,141
10th ditto	Dildarnagar-Ghazipur	12	604	50	12	631	53	22,953	89	20,800	81	...	2,153
10th ditto	Sindia	75	5,781	77	75	9,309	124	1,49,675	93	1,68,622	106	18,947	...
10th ditto	Rajputana-Malwa (*a*)	1,664	2,95,531	178	1,664	1,95,000	117	77,04,202	216	64,27,165	181	...	12,77,037
10th ditto	Bengal-Nagpur (late Nagpur-Chhattisgarh)	149	9,796	66	149	7,757	52	5,91,808	185	5,61,387	177	...	30,421
10th ditto	Southern Mahratta (*b*)	315	28,716	91	704	47,418	62	7,22,694	107	12,60,192	87	5,37,498	...
10th ditto	Indian Midland	42	2,206	53	42	1,746	42	49,002	45	63,058	71	23,596	...
3rd ditto	Lucknow-Sitapur-Sitamau	...	...	...	85	3,022	36	...	...	78,641	45	78,641	...
	TOTAL	3,829	10,94,899	286	4,367	10,00,439	229	2,85,42,124	348	2,70,44,442	297	...	14,97,682
	State Lines worked by Government.												
10th September, 1887	Eastern Bengal (*c*)	606	1,84,565	305	645	2,06,750	320	29,41,068	226	31,19,583	227	1,78,515	...
10th ditto	Nalhati	27	1,044	39	27	1,368	51	35,676	62	40,031	70	4,355	...
10th ditto	Tirhoot	246	21,527	88	249	21,132	85	6,60,745	125	6,93,802	131	33,057	...
10th ditto	Wardha Coal	45	8,698	193	45	4,927	109	2,77,359	288	2,89,809	303	12,450	...
10th ditto	Burma	327	30,618	94	327	43,474	133	8,89,350	127	11,82,996	176	2,93,646	...
20th August, 1887	Cherra-Companyganj	...	...	...	...	(*d*)	...	(*e*) 301	7	(*f*) 780	5	479	...
10th September, 1887	North-Western (*g*)	1,885	5,29,620	281	2,275	3,18,769	140	1,07,31,678	266	85,45,959	176	...	21,85,719
10th ditto	Bareilly-Pilibheet	36	1,811	50	36	1,161	32	40,623	53	36,129	47	...	4,494
3rd ditto	Jorhat	26	955	37	26	936	36	15,029	27	20,763	38	5,734	...
10th ditto	Bilaspur-Etawa (Katni-Umaria Section)	...	...	...	37	1,206	33	...	...	29,554	38	29,554	...
	TOTAL	3,198	7,78,838	244	3,667	5,99,723	164	1,55,91,829	227	1,39,59,406	178	...	16,32,423
GRAND TOTAL (GUARANTEED AND STATE)		11,183	29,18,534	261	12,162	24,58,021	202	7,49,76,027	313	7,16,80,181	279	...	32,95,846
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	3,63,94,754	152	(*h*)3,45,31,857	134	...	...
	NET RECEIPTS	...	...	...	...	...	...	3,85,81,273	161	3,71,48,324	145	...	14,32,949
	Assisted Companies.												
10th September, 1887	Bengal Central	125	7,614	61	125	9,100	73	2,48,650	93	2,49,555	94	905	...
10th ditto	Rohilkhand-Kumaon	67	4,515	67	67	5,020	75	1,41,086	98	1,39,129	98	...	1,957
3rd ditto	Dibru-Sadiya (late Assam)	78	7,154	92	78	8,667	111	1,39,490	83	1,79,000	108	39,510	...
10th ditto	Bengal and North-Western	303	26,730	88	376	27,610	73	8,70,449	134	9,11,207	114	40,758	...
10th ditto	Tarakesar	22	3,364	153	22	4,061	185	1,06,987	227	1,12,723	241	5,736	...
	TOTAL	595	49,397	83	668	54,458	82	15,06,662	118	15,91,614	112	84,952	...
	Native States.												
10th September, 1887	Bhavnagar-Gondal	193	10,589	55	193	10,957	57	4,47,519	108	4,48,729	109	1,210	...
3rd ditto	Jodhpore	64	3,317	52	124	5,400	44	79,536	58	1,43,502	54	63,966	...
3rd ditto	H. H. the Nizam's	208	27,169	131	208	23,109	116	5,60,416	126	6,37,282	144	76,866	...
3rd ditto	Mysore	140	10,326	74	140	8,408	60	1,84,275	61	2,04,510	69	20,235	...
3rd ditto	Morvi	24	328	14	68	2,239	33	19,508	38	66,477	46	46,969	...
3rd ditto	H. H. the Gaekwar's	...	(*i*)	...	59	1,000	27	(*i*)	...	68,978	56	68,978	...
3rd ditto	H. H. the Gaekwar's Mehsana-Vadnagar	...	...	...	21	500	24	...	...	16,211	36	16,211	...
	TOTAL	629	51,729	82	813	53,213	65	12,91,254	96	15,85,689	92	2,94,435	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla, and Assam-Behar State Railways.
(*d*) Return not received.
(*e*) Total receipts from 1st July to 21st August, 1886.
(*f*) Total receipts from 1st April to 20th August, 1887.
(*g*) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(*h*) Calculated on percentage used for the corresponding period of 1886.
(*i*) Information not available.

SIMLA;
the 30th September, 1887.

JAMES RAMSAY,
Offg. Under-Secretary.

Printed and published for the GOVERNMENT OF INDIA at the GOVERNMENT CENTRAL PRESS, Simla.

SUPPLEMENT TO

The Gazette of India.

No. 41.} CALCUTTA, SATURDAY, OCTOBER 8, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE FIRST QUARTER OF 1887.

No. 1106 R. T., dated Simla, September 19th, 1887.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Public Works Department Resolution No. 902 R. T., dated 11th September 1886.
" " " " " 764 R. T., dated 29th June 1887.

Read also—

Director General of Railways' No. 773 T., dated 20th August 1887.
Abstract Returns of Accidents to trains, &c., on the open lines of railway in India for the quarter ending 31st March 1887.

OBSERVATIONS.—As compared with the corresponding quarter of the previous year, the number of accidents to trains, rolling-stock, permanent-way, &c., shows an increase of 38 or 7·12 per cent., against an increase of 812 or 6·66 per cent. in the mean mileage open, and of 138,273 or 1·19 per cent. in the train mileage of all descriptions. The above comparison excludes the figures of the Thaton-Duyinzaik and Dibru-Sadiya Railways for the corresponding quarter of 1886, as the returns for these lines were received too late for incorporation in the general abstract returns for that period.

2. The following are the Railways on which the numbers chiefly varied :—

Railways.	Accidents.				Train Mileage.	
	Increase.	Decrease.	Percentage of increase.	Percentage of decrease.	Percentage of increase.	Percentage of decrease.
	No.	No.				
Rajputana-Malwa	...	13	...	21·67	...	11·21
Southern Mahratta	14	...	140·00	...	73·66	...
North-Western	20	...	45·45	...	...	11·69
Eastern Bengal	...	13	...	24·07	8·43	...
Northern Bengal	...	15	...	44·12	...	10·04
Dacca	17	...	340·00	...	32·71	...
Madras	19	...	55·88	...	5·51	...
Great Indian Peninsula	...	13	...	26·53	4·35	...
Oudh and Rohilkhand	...	10	...	45·45	3·41	...

3. The decrease on the Rajputana-Malwa Railway, and increase of the Southern Mahratta Railway occurred chiefly under "Trains running over cattle on the line," the numbers recorded being 16 and 19 respectively, against 27 and 6.

4. On the North-Western Railway the cattle accidents and accidents due to fire in trains decreased from 22 and 16, respectively, to 7 in each case. But these decreases were more than counterbalanced by increases under several other classes of accidents, particularly under "The bursting of tubes, &c., of engines," "The failure of machinery springs, &c., of engines," and "The failure of couplings," the numbers under which are 6, 15 and 8, respectively, against *nil* during the corresponding quarter of 1886.

5. Of the decrease on the Eastern Bengal State Railway, 9 occurred under "Trains running over cattle on the line," and 7 under "Failure of couplings."

6. On the Northern Bengal, Great Indian Peninsula, and Oudh and Rohilkhand Railways, there were no variations of importance under any one class of accidents, with the exception of a decrease of 7 on the Great Indian Peninsula Railway under the head "Goods trains or parts of goods trains, engines, &c., leaving the rails."

7. On the Dacca Railway the increase is due to the cattle accidents having risen from 5 to 15, and to 5 accidents having occurred under "Goods trains or parts of Goods trains, engines, &c., leaving the rails," against *nil* recorded during the corresponding period.

8. The increase on the Madras Railway occurred chiefly under "Trains running over cattle on the line" and "Fire in trains," the numbers being 26 and 18 against 18 and 8, respectively.

9. The casualties resulting from accidents to trains, &c., were among passengers and others, 47 injured against 6 injured; and among servants, 4 killed and 6 injured against 11 injured. Of these casualties, 28 passengers and 2 guards were injured on the Great Indian Peninsula Railway in a collision that took place on the 11th March 1887 between a passenger train and a down empty special train, between Khervadi and Niphad, owing chiefly to the carelessness of the Station Master at the latter station. On the same date a down goods train collided with an up goods at Khervadi owing to the driver of the former, who was under the influence of liquor, having disregarded the signals. The driver was killed and the rolling stock damaged to the extent of R30,000.

On the Mysore Railway a driver and 2 firemen were killed, and a Permanent-way Inspector and an underguard slightly injured, in an accident that occurred on the 18th March 1887 to the engine of a down goods train, which was thrown off the line between Maddur and Maudya stations, owing to the connecting rod of the engine having fallen foul of the line.

On the East Indian Railway 9 passengers were injured in a collision that took place on the 15th January 1887 between an up mixed train (which was turned into a wrong line at Bhagalpore through the carelessness of the points Jemedar), and the down loop mail which was standing on the down platform line.

On the Madras Railway the engine and tender and a loaded wagon attached to a mixed train were derailed while entering Jalarpet station on the 26th January 1887, in consequence of the points having shifted through the negligence of the pointsman, 8 third class passengers were slightly bruised.

10. The following table exhibits the number of accidents under the various classes, and the number of persons killed and injured thereby :—

	No. of accidents.	No. of Passengers and others.		No. of servants.		Total.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	1	...	9	...	...	...	9
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	12	...	28	...	2	...	30
3. Collisions between goods trains or parts of goods trains	18	...	...	1	1	1	1
4. Collisions between light engines	2	...	...	...	1	...	1
5. Passenger trains or parts of passenger trains leaving the rails	31	...	8	...	...	...	8
6. Goods trains or parts of goods trains, engines, &c., leaving the rails	40	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	6	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	2	...	...	...	...	...	...
9. Trains running over cattle on the line	210	...		...	...	...	...
10. Trains running over obstructions on the line	30	...	2	...	...	...	2
11. Trains running through gates at level crossings	8	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...
12A. The bursting of tubes, &c., of engines	17	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	46	...	...	...	...	...	...
14. The failure of tyres	1	...	..	...	...	...	...
15. The failure of wheels	...	...	...	...	...	...	...
16. The failure of axles	5	...	...	...	...	...	...
17. The failure of brake apparatus	1	...	...	...	...	...	...
18. The failure of couplings	45	...	...	3	2	3	2
19. The failure of tunnels, bridges, viaducts, culverts, &c.	1	...	...	...	...	...	...
20. Broken rails	5	...	...	...	...	...	...
21. The flooding of portions of permanent-way	1	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...
23. Fire in trains	49	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	8	...	...	...	...	...	...
25. Other accidents	33	...	...	...	...	...	...
Total	572	...	47	4	6	4	53

11. The number of cases of "Passenger trains, or parts of passenger trains, leaving the rails" increased from 15 to 31.

On the Jorhat and Dibru-Sadiya Railways the numbers recorded under this class of accidents are 12 and 9, respectively, against 1 and 3.

12. The accidents from "Trains running over cattle on the line" also shows an increase, the number having risen from 197 to 210. On the East Indian Railway there were 16 such accidents against 9 previously recorded, and on the Southern Mahratta, Dacca and Madras Railways the numbers are, respectively, 19, 15 and 26 against 6, 5 and 18. On the Rajputana-Malwa, North-Western, Eastern Bengal, and Northern Bengal Railways the numbers have decreased by 11, 15, 9 and 4 respectively.

13. Under "Failure of couplings" the number rose from 30 to 45, due chiefly to the number of cases on the Rajputana-Malwa aud Dibru-Sadiya Railways having increased from 6 and *nil* to 12 and 13 respectively.

14. Out of 49 cases of "Fire in trains," 18 occurred on the Madras Railway and 14 on the Great Indian Peninsula Railway, and out of 33 cases of accidents, classed as "Other accidents," 17 occurred on the Bombay, Baroda and Central India Railway.

15. The numbers of cases occurring under the other classes of accidents exhibit no variations of any importance.

16. The casualties to passengers from causes other than accidents to trains were:—

	Killed.	Injured.
From falling between carriages and platforms	1	*Nil.*
Falling on to the platform, ballast, &c., when getting into or out of trains	1	1
Falling out of carriages during the travelling of trains	...	3
Other accidents	8	5
TOTAL	10	9

17. The accidents to servants in the employ of railways, or of contractors, whilst performing duties connected directly with the transit of passengers and goods, from causes other than accidents to trains were:—

	Killed.	Injured.
During shunting operations	3	7
Falling off engines, vans, &c.	2	9
Coming in contact with over-bridges, &c., during the travelling of trains	...	1
Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines	...	1
Getting on or off trains, engines, &c.	5	11
Whilst loading, unloading, or sheeting	3	24
Whilst breaking, spragging or chocking wheels	...	1

	Killed.	Injured.
Whilst working on the permanent-way or in sidings	...	4
Whilst walking along the line on the way home or to work	...	2
Whilst walking, crossing or standing on the line	6	6
Whilst passing between vehicles	2	2
Whilst attending to the machinery of engines, cleaning them, &c.	...	3
Whilst attending to gates at level crossings	...	2
Falling or being caught between vehicles and platform	1	...
Falling off ladders, scaffolds, platforms, &c.	1	5
By falling of lamps, wagon doors, timber, weights, &c.	...	6
Whilst coupling or uncoupling wagons	...	5
Miscellaneous	5	18
TOTAL	28	107

18. Of other persons killed and injured by running trains, &c., 4 were killed and 6 injured, whilst passing over the line at level crossings; 26 were killed and 6 injured whilst trespassing on the line; 8 committed suicide, and 3 were killed and 4 injured from miscellaneous causes.

The total numbers killed and injured from the above causes amount to 41 killed and 16 injured against the same number killed and 18 injured during the corresponding quarter of 1886.

19. The following table shows the total number of persons killed and injured from "Causes connected with the working of railways," as compared with the corresponding quarter of 1886.

	First quarter, 1886.		First quarter, 1887.	
	Killed.	Injured.	Killed.	Injured.
PASSENGERS.				
From causes beyond their own control	...	10	...	45
From misconduct or want or caution	10	31	10	11
SERVANTS.				
From causes beyond their own control	...	13	5	10
From misconduct or want of caution	22	122	27	103
OTHERS.				
Whilst passing at level-crossings	3	1	4	6
Trespassers, including suicides	35	15	34	6
Other persons	3	2	3	4
TOTAL	73	194	83	185
TOTAL OPEN MILEAGE	12,190		13,002	
TOTAL TRAIN MILEAGE	11,627,244		11,765,517	

20. In addition to the above 13 persons are reported to have been killed and 59 injured in yards, workshops, &c., and 152 passengers to have met death in carriages and at stations from "Causes unconnected with the working of railways."

RESOLUTION.—The attention of the officers concerned should be drawn to the increases in the number of accidents on the Jorhat, Dibru-Sadiya, East Indian, Southern Mahratta, Dacca, Madras and Rajputana-Malwa Railways noticed in paragraphs 11, 12 and 13 of the observations.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, and Assam.
The Residents at Hyderabad and Mysore.
The Agents to the Governor General for Central India, Rajputana, and Baluchistan.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Central Division.

ORDER.—Ordered that this Resolution, with the Abstract Returns, be communicated to the Local Governments, Administrations and Officers noted in the margin for information.

Ordered also, that copies be forwarded for the information of Her Majesty's Government.

Ordered further, that this Resolution, with the Abstract Returns, be published in the Supplement to the *Gazette of India*.

JAMES RAMSAY,
Offg. Under Secretary.

Document accompanying.

1. Abstract Return of Accidents for the first quarter of 1887.

Statement showing the Dates on which the Returns of Accidents on the undermentioned Railways for the First Quarter of 1887 were received from the Local Governments and Administrations.

Number.	Railways.	Date of Receipt.	Remarks.
1	Rohilkhand-Kumaun (including Bareilly-Pilibheet State Railway)	18th April 1887.	
2	Bengal and North-Western	18th " "	
3	Nágpur-Chhattísgarh	26th " "	
4	Oudh and Rohilkhand	27th " "	
5	Burma	4th May "	
6	Lucknow-Sitapur-Sihramau	4th " "	
7	Jorhát	5th " "	
8	H. H. the Nizam's	5th " "	
9	Bhávnagar-Gondal	5th " "	
10	Jodhpore	5th " "	
11	Wadhwan-Morvi	7th " "	
12	Bilaspur-Etawa	9th " "	
13	Cherra-Companyganj	13th " "	
14	Wardha Coal	19th " "	
15	Deoghur	19th " "	
16	Great Indian Peninsula	20th " "	
17	Bombay, Baroda and Central India	20th " "	
18	Rajputana-Malwa	20th " "	
19	Southern Mahratta	20th " "	
20	Mysore	20th " "	
21	H. H. the Gaekwar's	20th " "	
22	Madras	20th " "	
23	South Indian	20th " "	
24	Thatôn-Duyinzaik	21st " "	
25	North-Western	30th " "	
26	Eastern Bengal	31st " "	
27	Nalhâti	31st " "	
28	Tirhoot	31st " "	
29	Northern Bengal	31st " "	
30	Kaunia-Dharlla	31st " "	
31	Dacca	31st " "	
32	Darjeeling-Himalayan	1st June "	
33	Dibru-Sadiya	8th " "	
34	East Indian	4th July "	Tables 1 to 4.

TABLE No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported during the First Quarter of 1887, as KILLED or INJURED on the several RAILWAYS open for Traffic in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former Classes, between ACCIDENTS happening from Causes beyond their own Control, and ACCIDENTS happening otherwise.

Mean Mileage open.	RAILWAYS.		PASSENGERS.						RAILWAY SERVANTS, OR SERVANTS OF CONTRACTORS.						OTHER PERSONS.								TOTAL ALL CLASSES.	
			From Causes beyond their own Control.		From their own Misconduct or Want of Caution.		Total.		From Causes beyond their own Control.		From their own Misconduct or Want of Caution.		Total.		Whilst passing over Railways at Level-Crossings.		Trespassers and Suicides.		Miscellaneous not included in preceding Columns.		Total.			
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	STATE IMPERIAL.																							
(b) 1,675 / 1,723	East Indian	1886	...	4	2	10	2	14	...	3	3	35	3	38	...	...	8	2	2	1	10	3	15	55
		1887	...	9	3	4(a)	3	13(a)	1	2	6	19	7	21	1	1	13	1	...	...	14	2	24	36
(c) 1,664½ / 1,664½	Rajputana-Malwa	1886	...	...	1	3	1	3	...	...	2	8	2	8	...	...	1	1	1	...	2	1	5	12
		1887	...	...	1	...	1	...	...	...	2	4	2	4	...	...	...	...	...	...	...	...	3	4
316 / 520½	Southern-Mahratta	1886	...	...	...	1	...	1	...	...	1	1	1	1	...	...	1	2	...	...	1	2	2	4
		1887	...	...	...	...	...	...	...	...	...	2	...	2	1	...	...	1	...	...	1	1	1	3
(b) 1,885 / 1,975	North-Western	1886	...	...	4	5	4	5	...	...	4	14	4	14	...	...	7	2	...	...	7	2	15	21
		1887	...	...	2	2	2	2	...	...	5	13	5	13	...	...	4	...	...	...	4	...	11	15
359 / 359	Eastern-Bengal	1886	...	...	...	2	...	2	...	...	2	6	2	6	...	...	3	2	...	...	3	2	5	10
		1887	...	...	...	...	...	...	...	...	...	5	...	5	...	...	3	1	...	...	3	1	3	6
45 / 45	Wardha Coal	1886	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		1887	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
... / 37	Bilaspur-Etawa	1886	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		1887	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL																							
... / 53	Lucknow-Sitapur-Sihramau	1886	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		1887	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
27½ / 27½	Nalhâti	1886	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		1887	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
226 / 246	Tirhoot	1886	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...
		1887	...	...	...	...	...	...	...	1	...	2	...	3	...	...	1	1	...	...	1	1	1	4
249 / 249	Northern Bengal	1886	...	...	1	...	1	...	...	...	1	...	1	...	...	...	2	...	...	...	2	...	4	...
		1887	...	...	...	...	...	...	...	...	...	2	...	2	...	...	1	...	...	...	1	...	1	2
37 / 37	Kaunia-Dharlla	1886	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		1887	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
86 / 86	Dacca	1886	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		1887	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...
149 /	Bilaspur-Chhattisgarh	1886	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	1	...	...	...	1	...	2
		1887	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
327 / 327	Burma	1886	...	...	...	3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
		1887	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30 / 30	Jorhât	1886	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		1887	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
... / 5½	Cherra-Companyganj	1886	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		1887	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	GUARANTEED COMPANIES.																							
(d) 861 / 830	Madras	1886	...	...	...	1	...	1	...	1	1	7	1	8	1	...	1	1	...	...	2	1	3	10
		1887	...	8	...	...	...	8	...	1	4	9	4	10	...	4	2	...	...	...	2	4	6	22
654 / 654	South Indian	1886	...	2	...	...	...	2	...	...	1	6	1	6	1	...	...	1	...	1	1	2	2	10
		1887	...	...	...	1	...	1	...	...	2	6	2	6	...	...	1	...	...	...	1	...	3	7
(b) 1,504 / 1,503½	Great Indian Peninsula	1886	...	...	2	1	2	1	...	...	1	26	1	26	...	...	2	...	...	...	2	...	5	27
		1887	...	28	1	2	1	30	...	2	7	26	7	28	1	1	1	...	1	...	3	1	11	59
461 / 461	Bombay, Baroda and Central India	1886	...	...	...	2	...	2	...	...	2	9	2	9	1	1	1	...	...	...	2	1	4	12
		1887	...	...	2	2	2	2	...	...	...	8	...	8	...	..	1	...	2	1	3	1	5	11
608 / 689	Oudh and Rohilkhand	1886	...	3	...	2	...	5	...	...	1	7	1	7	...	...	4	2	...	...	4	2	5	14
		1887	...	...	...	...	...	...	...	...	1	4	1	4	...	...	3	2	...	...	3	2	4	6
	ASSISTED COMPANIES.																							
51 / 51	Darjeeling-Himalayan	1886	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...
		1887	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1
4 / 4½	Deoghur	1886	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...
		1887	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
303 / 376	Bengal and North-Western	1886	...	...	...	...	...	...	...	4	1	2	1	6	...	...	4	1	...	...	4	1	5	7
		1887	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	..	...	...	1	..	1	...
(e) 91 / 91	Rohilkhand-Kumaun	1886	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...
		1887	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
* / 8	Thatôn-Duyinzaik	1886	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		1887	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
* / 78	Dibru-Sadiya	1886	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		1887	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	1	...	1	1	1
	NATIVE STATES.																							
59 / 59	H. H. the Gaekwar's	1886	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...
		1887	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
121 / 208	H. H. the Nizam's	1886	...	1	...	...	...	1	...	5	...	...	...	5	...	...	...	..	...	...	...	...	...	6
		1887	...	...	...	...	...	...	...	1	...	...	...	1	...	...	2	...	...	1	2	1	2	2
140 / 139½	Mysore	1886	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
		1887	...	...	...	...	...	...	3	2	...	...	3	2	...	...	...	...	...	...	..	...	3	2
193¼ / 193	Bhávnagar-Gondal	1886	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		1887	...	...	...	...	...	...	...	1	...	1	...	2	...	...	...	...	...	...	...	...	...	2
64 / 70	Jodhpore	1886	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		1887	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
... / 52¼	Wadhwán-Morvi	1886	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		1887	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12,190 / 13,002	TOTAL	1886	...	10	10	31	10	41	...	13	22	122	22	135	3	1	35	15	3	2	41	18	73	194
		1887	...	45	10	(a)11	10	(a) 56	5	10	27	103	32	113	4	6	34	6	3	4	41	16	83	185

* Return not received.
(a) One was not a passenger, but a cartman.
(b) Includes Branch lines worked.
(c) Includes Cawnpore-Achnera Line.
(d) 32 miles transferred to the Southern Mahratta Railway Company.
(e) Includes Bareilly-Pilibheet State Railway.

TABLE No. 2.

NUMBER of PERSONS reported during the First Quarter of 1887, as KILLED or INJURED on the several RAILWAYS open for Traffic in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable, the Nature and Causes of the Accidents occasioning the Death or Injury.

PASSENGERS.

RAILWAYS.	From accidents to trains, &c. See Table No. 4.		From Causes other than Accidents to Trains, &c.: 1.—From falling between carriages and platforms.		2.—Falling on to the platform, ballast, &c., when getting into or out of trains.		3.—Whilst crossing the line at Stations.		4.—By closing of carriage doors.		5.—Falling out of carriages during the travelling of trains.		6.—Other accidents.		TOTAL.		TOTAL PASSENGERS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
STATE IMPERIAL.																		
East Indian	...	10(a)	1	...	...	...	...	...	...	...	...	1	2	2	3	3	3	13(a)
Rajputana-Malwa	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1	...
Southern Mahratta	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
North-Western	...	...	...	...	1	1	...	...	...	...	...	1	1	...	2	2	2	2
Eastern Bengal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bilaspur-Etawa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
STATE PROVINCIAL.																		
Lucknow-Sitapur-Sihramau	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tirhoot	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Northern Bengal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kaunia-Dharlla	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dacca	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágpur-Chhattísgarh	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1	...
Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GUARANTEED COMPANIES.																		
Madras	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
South Indian	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
Great Indian Peninsula	...	29	...	...	...	...	...	...	...	...	...	...	1	1	1	1	1	30
Bombay, Baroda, and Central India	...	...	...	...	...	...	...	...	...	...	...	...	2	2	2	2	2	2
Oudh and Rohilkhand	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
ASSISTED COMPANIES.																		
Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal and North-Western	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rohilkhand-Kumaun	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Thatôn-Duyinzaik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
NATIVE STATES.																		
H. H. the Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
H. H. the Nizam's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bhávnagar-Gondal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wadhwan-Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL 1887	...	47(a)	1	...	1	1	...	...	...	...	...	3	8	5	10	9	10	56
TOTAL 1886	...	6	..	6	1	4	2	1	...	...	5	18	2	6	10	35	10	41

SERVANTS.

RAILWAYS.	From accidents to trains, &c. See Table No. 4.		From Causes other than Accidents to Trains, &c.: 1.—During shunting operations.		2.—Falling off engines, vans, wagons, &c.		3.—Coming in contact with over-bridges, &c., during the travelling of trains.		4.—Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines.		5.—Getting on or off trains, engines, &c.		6.—Whilst loading, unloading, or sheeting.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
STATE IMPERIAL.														
East Indian	...	...	...	1	1	2	...	...	...	...	1	1	...	6
Rajputana-Malwa	...	...	...	...	1	...	...	...	...	...	1	1	...	1
Southern Mahratta	...	...	...	...	...	...	...	...	...	...	...	...	...	1
North-Western	...	...	...	2	...	2	...	1	...	...	...	1	2	3
Eastern Bengal	...	1	...	...	...	...	...	...	...	...	...	...	...	2
Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bilaspur-Etawa	...	...	...	...	...	...	...	...	...	...	...	...	...	...
STATE PROVINCIAL.														
Lucknow-Sitapur-Sihramau	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tirhoot	...	...	...	1	...	...	...	...	...	...	...	...	...	...
Northern Bengal	...	...	...	...	...	1	...	...	...	...	...	...	...	...
Kaunia-Dharlla	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dacca	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágpur-Chhattísgarh	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GUARANTEED COMPANIES.														
Madras	...	...	...	...	...	1	...	...	...	...	2	1	...	2
South Indian	...	...	1	...	...	...	...	...	...	...	...	...	...	3
Great Indian Peninsula	1	3	1	1	...	2	...	...	...	...	1	3	...	3
Bombay, Baroda, and Central India	...	...	...	1	...	...	...	...	...	...	...	2	...	3
Oudh and Rohilkhand	...	...	1	1	...	1	...	...	...	...	...	2	...	...
ASSISTED COMPANIES.														
Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal and North-Western	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rohilkhand-Kumaun	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Thatôn-Duyinzaik	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	1	...
NATIVE STATES.														
H. H. the Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	...	...
H. H. the Nizam's	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	3	2	...	...	...	...	...	...	...	...	...	...	...	...
Bhávnagar-Gondal	...	...	...	...	...	...	...	...	...	1	...	...	...	...
Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wadhwan-Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL 1887	4	6	3	7	2	9	...	1	...	1	5	11	3	24
TOTAL 1886	...	11	3	13	...	11	...	2	...	3	6	12	2	16

SERVANTS (continued). Causes other than Accidents to Trains, &c.

RAILWAYS.	7.—Whilst braking, spragging, or chocking wheels.		8.—Whilst working at cranes or capstans.		9.—Whilst working on the permanent-way or in sidings.		10.—Whilst walking along the line on the way home, or to work.		11.—Whilst walking, crossing, or standing on the line.		12.—Whilst passing between vehicles.		13.—Whilst attending to the machinery of engines, cleaning them, &c.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
STATE IMPERIAL.														
East Indian	...	...	...	...	...	...	...	...	2	2	1	...	...	...
Rajputana-Malwa	...	...	...	...	...	1	...	...	...	1	...	...	...	...
Southern Mahratta	...	...	...	...	...	...	...	...	...	...	...	...	...	...
North-Western	...	...	...	...	...	...	...	...	...	1	...	...	...	...
Eastern Bengal	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bilaspur-Etawa	...	...	...	...	...	...	...	...	...	...	...	...	...	...
STATE PROVINCIAL.														
Lucknow-Sitapur-Sihramau	...	...	...	...	...	...	...	...	...	...	...	...	...	1
Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tirhoot	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Northern Bengal	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kaunia-Dharlla	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dacca	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágpur-Chhattísgarh	...	...	...	...	...	...	...	...	...	...	...	1	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GUARANTEED COMPANIES.														
Madras	...	...	...	...	...	...	...	1	2	...	...	...	...	...
South Indian	...	...	...	...	...	1	...	...	...	1	...	...	...	...
Great Indian Peninsula	...	1	...	...	...	1	...	1	2	1	1	1	...	2
Bombay, Baroda, and Central India	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oudh and Rohilkhand	...	...	...	...	...	...	...	...	...	...	...	...	...	...
ASSISTED COMPANIES.														
Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal and North-Western	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rohilkhand-Kumaun	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Thatôn-Duyinzaik	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...
NATIVE STATES.														
H. H. the Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	...	...
H. H. the Nizam's	...	...	...	...	...	1	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bhávnagar-Gondal	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wadhwan-Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL 1887	...	1	...	...	...	4	...	2	6	6	2	2	...	3
TOTAL 1886	...	1	...	2	1	6	1	1	4	9	1	2	..	3

SERVANTS (continued). Causes other than Accidents to Trains, &c.

RAILWAYS.	14.—Whilst attending to gates at level-crossings.		15.—Falling or being caught between vehicles and platforms.		16.—Falling off ladders, scaffolds, platforms, &c.		17.—By falling of lamps, wagon-doors, timber, weights, &c.		18.—Whilst coupling or uncoupling wagons.		19.—Miscellaneous.		TOTAL.		TOTAL SERVANTS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
STATE IMPERIAL.																
East Indian	...	1	1	...	...	1	...	2	...	...	1	5	7	21	7	21
Rajputana-Malwa	...	...	...	...	...	...	...	...	...	...	...	...	2	4	2	4
Southern Mahratta	...	...	...	...	...	...	...	...	...	...	...	1	...	2	...	2
North-Western	...	...	...	...	...	...	...	...	...	2	3	1	5	13	5	13
Eastern Bengal	...	...	...	...	...	1	...	...	...	...	...	1	...	4	...	5
Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bilaspur-Etawa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
STATE PROVINCIAL.																
Lucknow-Sitapur-Sihramau	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tirhoot	...	1	...	...	...	...	...	1	...	...	...	...	...	3	...	3
Northern Bengal	...	...	...	...	...	1	...	...	...	...	...	...	...	2	...	2
Kaunia-Dharlla	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dacca	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágpur-Chhattísgarh	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Burma	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GUARANTEED COMPANIES.																
Madras	...	...	...	...	...	1	...	3	...	...	...	1	4	10	4	10
South Indian	...	...	...	...	1	1	...	...	...	...	...	...	2	6	2	6
Great Indian Peninsula	...	...	...	...	...	...	...	...	...	2	1	7	6	25	7	28
Bombay, Baroda, and Central India	...	...	...	...	...	...	...	...	...	...	...	2	...	8	...	8
Oudh and Rohilkhand	...	...	...	...	...	...	...	...	...	...	...	...	1	4	1	4
ASSISTED COMPANIES.																
Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal and North-Western	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rohilkhand-Kumaun	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Thatôn-Duyinzaik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...
NATIVE STATES.																
H. H. the Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
H. H. the Nizam's	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	2
Bhávnagar-Gondal	...	...	...	...	...	...	...	...	...	1	...	...	...	2	...	2
Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wadhwan-Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL 1887	...	2	1	...	1	5	...	6	..	5	5	18	28	107	32	113
TOTAL 1886	...	...	...	...	...	4	1	5	1	12	2	22	22	124	22	135

OTHERS.

RAILWAYS.	Whilst passing over the line at level-crossings.		Trespassers.		Suicides.		Miscellaneous.		TOTAL OTHERS.		TOTAL ALL CLASSES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
STATE IMPERIAL.												
East Indian	1	1	9	1	4	...	...	...	14	2	24	36
Rajputana-Malwa	...	...	...	...	...	...	...	...	..	...	3	4
Southern Mahratta	1	...	...	1	...	...	...	...	1	1	1	3
North-Western	...	...	2	...	2	...	...	...	4	...	11	15
Eastern Bengal	...	...	3	1	...	...	...	...	3	1	3	6
Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...
Bilaspur-Etawa	...	...	...	...	...	...	...	...	...	...	...	...
STATE PROVINCIAL.												
Lucknow-Sitapur-Sihramau	...	...	...	...	...	...	...	...	...	...	...	1
Nalháti	...	...	...	...	...	...	...	...	...	...	...	...
Tirhoot	...	...	1	1	...	...	...	...	1	1	1	4
Northern Bengal	...	...	1	...	...	...	...	...	1	...	1	2
Kaunia-Dharlla	...	...	...	...	...	...	...	...	...	...	...	...
Dacca	...	...	1	...	...	...	...	...	1	...	1	...
Nágpur-Chhattísgarh	...	...	...	...	...	...	...	...	...	...	...	1
Burma	...	...	...	...	...	...	...	...	...	...	1	...
Jorhát	...	...	...	...	...	...	...	...	...	...	...	...
Cherra-Companyganj	1	...	...	...	...	...	...	...	1	...	1	...
GUARANTEED COMPANIES.												
Madras	...	4	1	...	1	...	...	...	2	4	6	22
South Indian	...	...	1	...	...	...	...	...	1	...	3	7
Great Indian Peninsula	1	1	1	...	...	...	1	...	3	1	11	59
Bombay, Baroda, and Central India	...	...	1	...	...	...	2	1	3	1	5	11
Oudh and Rohilkhand	...	...	2	2	1	...	...	...	3	2	4	6
ASSISTED COMPANIES.												
Darjeeling-Himalayan	...	...	...	...	...	...	...	1	...	1	...	1
Deoghur	...	...	...	...	...	...	...	...	...	...	...	...
Bengal and North-Western	...	...	1	...	...	...	...	...	1	...	1	...
Rohilkhand-Kumaun	...	...	...	...	...	...	...	...	...	...	...	...
Thatôn-Duyinzaik	...	...	...	...	...	...	...	...	...	...	...	...
Dibru-Sadiya	...	...	...	...	...	...	...	1	...	1	1	1
NATIVE STATES.												
H. H. the Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...
H. H. the Nizam's	...	...	2	...	...	...	...	1	2	1	2	2
Mysore	...	...	...	...	...	...	...	...	...	...	3	2
Bhávnagar-Gondal	...	...	...	...	...	...	...	...	...	...	...	2
Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...
Wadhwan-Morvi	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL 1887	4	6	26	6	8	...	3	4	41	16	83	185
TOTAL 1886	3	1	29	14	6	1	3	2	4	18	78	[illegible]

(a) One was not a passenger.

TABLE No. 3.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1887, as having occurred on the several RAILWAYS open for Traffic in INDIA, distinguishing the different Classes of Accidents, and the Number of Passengers and others, and of Railway Servants, KILLED or INJURED in each Class of Accident.

SEE ALSO TABLE No. 4.

STATE IMPERIAL.

	EAST INDIAN.							RAJPUTANA-MALWA.							SOUTHERN MAHRATTA.							NORTH-WESTERN.							EASTERN BENGAL.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	1	...	9	...	...	...	9	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	..	...	...
3. Collisions between goods trains, or parts of goods trains	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	1	...	...	...	1	...	1
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	3	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	1	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	16	...	...	...	...	...	...	16	...	...	...	...	...	...	19	...	...	...	...	...	...	7	...	...	...	...	...	...	19	...	...	...	...	...	...
10. Ditto over obstructions on the line	7	..	(a)1	...	...	...	(a)1	3	...	...	..	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	3	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	..	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c, of engines	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	6	...	...	...	...	...	...	1	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	15	...	...	...	...	...	...	3	...	...	...	...	...	...
14. Ditto of tyres	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
18. Ditto of couplings	1	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	...	...	...	...	...	2	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	1	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	7	...	...	...	...	...	...	1	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	3	...	...	...	...	...	...
TOTAL ALL CLASSES	38	..	(b)10	...	...	...	(b)10	47	...	...	...	...	...	...	24	...	...	...	...	...	...	64	...	...	...	...	...	...	41	...	...	...	1	...	1
Number of Passenger miles	256,128,597							110,841,620							13,175,520							134,744,802							41,511,890						
„ of Servants employed	24,480							5,927							4,395							21,163							5,945						
Train mileage of all descriptions	2,389,947							1,332,000							238,572							1,400,717							364,611						

(a) This man was not a passenger, but a cartman.

(b) One was not a passenger. See note (a).

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1887, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE IMPERIAL—*concld.* | STATE PROVINCIAL.

	WARDHA COAL.							BILASPUR-ETAWA.							LUCKNOW-SITAPUR-SIHRAMAU.							NALHATI.							TIRHOOT.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	..	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12 (a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	..	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	1	...	...	...	..	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...	2	...	...	...	...	...	...	5	...	...	...	...	...	...
Number of Passenger miles	873,857							185,768							2,029,158							853,807							18,755,786						
„ of Servants employed	(a) 469							385							305							139							2,640						
Train mileage of all descriptions	26,616							12,806							25,196							11,442							144,204						

(a) Includes 21 servants employed on Colliery.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1887, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE PROVINCIAL—*contd.*

	NORTHERN BENGAL							KAUNIA-DHARLLA.							DACCA.							NAGPUR-CHHATTISGARH.							BURMA.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	..	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	2	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	2	...	...	...	...	...	...	4	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	6	...	...	...	...	...	...	3	...	...	...	...	...	...	15	...	...	...	...	...	...	3	...	...	...	...	...	...	1	...	...	...	...	...	...
10. Ditto over obstructions on the line	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12 (a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	3	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	2	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	19	...	...	...	...	...	...	3	...	...	...	...	...	...	22	...	...	...	...	...	...	15	...	...	...	...	...	...	14	...	...	...	...	...	...
Number of Passenger miles				11,853,560							530,600							3,909,120							4,918,850							25,416,759			
„ of Servants employed				1,813							182							795							2,586							2,832			
Train mileage of all descriptions				175,637							7,430							43,772							107,035							289,601			

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1887, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE PROVINCIAL—*concld.* | GUARANTEED COMPANIES.

	JORHAT.							CHERRA-CHERRAPUNJEE.							MADRAS.							SOUTH INDIAN.							GREAT INDIAN PENINSULA.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	28	...	2	...	30
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	1	...	1	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
5. Passenger trains, or parts of passenger trains, leaving the rails	12	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	8	...	...	...	8	...	...	...	...	...	...	...	1	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	..	1	...	...	...	...	...	...	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26	...	...	...	...	...	...	28	...	...	...	...	...	...	15	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	1	...	...	...	1
11. Ditto through gates at level-crossings	...	...	...	..	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	7	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	...	...	...	...	...	...	3	...	...	...	...	...	...	14	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	21	...	...	...	...	...	...	...	...	...	...	...	...	...	53	...	8	...	...	...	8	42	...	...	...	...	...	...	36	...	29	1	3	1	32
Number of Passenger miles				(a)							17,848							73,902,194							58,399,146							118,023,691			
„ of Servants employed				105							(b)							6,033							8,026							25,040			
Train mileage of all descriptions				5,134							4,663							565,281							492,415							2,444,139			

(a) Correct figures not available.
(b) Figures not available.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1887, &c.—*continued.*

SEE ALSO TABLE No. 4.

	GUARANTEED COMPANIES.—*concld.*														ASSISTED COMPANIES.													
	BOMBAY, BARODA, AND CENTRAL INDIA.							OUDH AND ROHILKHAND.							DARJEELING-HIMALAYAN.							DEOGHUR.							BENGAL AND NORTH-WESTERN.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...
9. Ditto over cattle on the line	2	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...
10. Ditto over obstructions on the line	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...
11. Ditto through gates at level-crossings	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.	...	...	...
16. Ditto of axles	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	27	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...
Number of Passenger miles	59,659,246							46,470,706							186,413							281,570							13,536,888						
„ of Servants employed	6,324							6,419							451							52							2,943						
Train mileage of all descriptions	486,536							667,717							25,393							3,479							183,619						

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1887, &c.—*continued.*

SEE ALSO TABLE No. 4.

	ASSISTED COMPANIES—*concld.*																				NATIVE STATES.															
	ROHILKHAND-KUMAUN.							TIRHOOT-DUYINZAIK.							DIBRU-SADIYA.							H. H. THE GAEKWAR'S.							H. H. THE NIZAM'S.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...																						
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...
5. Passenger trains, or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
TOTAL ALL CLASSES	2	...	...	...	...	...	...	1	...	...	...	...	...	...	37	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	...	...	...	...	...
Number of Passenger miles	1,488,140							72,384							566,541							1,238,988							10,224,338						
„ of Servants employed	957							90							902							213							942						
Train mileage of all descriptions	24,118							2,144							24,893							15,807							102,465						

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1887, &c.—*concluded.*

SEE ALSO TABLE No. 4.

NATIVE STATES—*concluded.*

	MYSORE.							BHAVNAGAR-GONDAL.							JODHPORE.							WADHWAN-MORVI.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	5	..	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	1	...	...	3	2	3	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges, or viaducts	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	8	...	...	3	2	3	2	7	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...
Number of Passenger miles	3,439,613							8,561,415							2,621,018							822,621						
„ of Servants employed	831							657							288							248						
Train mileage of all descriptions	42,831							70,878							17,571							16,848						

	TOTAL ALL RAILWAYS.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	1	...	9	...	...	...	9
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	12	...	28	...	2	...	30
3. Collisions between goods trains, or parts of goods trains	18	...	...	1	1	1	1
4. Collisions between light engines	2	...	...	...	1	...	1
5. Passenger trains, or parts of passenger trains, leaving the rails	31	...	8	...	...	...	8
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	40	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	6	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	2	...	...	...	...	...	...
9. Trains running over cattle on the line	210	...	...	...	...	...	...
10. Ditto over obstructions on the line	30	...	(a)2	...	...	...	(a)2
11. Ditto through gates at level-crossings	8	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	17	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	46	...	...	...	...	...	...
14. The failure of tyres	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...
16. Ditto of axles	5	...	...	...	...	...	...
17. Ditto of brake apparatus	1	...	...	...	...	...	...
18. Ditto of couplings	45	...	...	3	2	3	2
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	1	...	...	...	...	...	...
20. Broken rails	5	...	...	...	...	...	...
21. The flooding of portions of permanent-way	1	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...
23. Fire in trains	49	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges, or viaducts	8	...	...	...	...	...	...
25. Other accidents	33	...	...	...	...	...	...
TOTAL ALL CLASSES	572	...	(a)47	4	6	4	(a)53
Number of Passenger miles	1,025,242,454						
„ of Servants employed	134,527						
Train mileage of all descriptions	11,765,517						

TABLE No. 4.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., on the several RAILWAYS open for Traffic in INDIA during the First Quarter of 1887, distinguishing the different Classes of ACCIDENTS, the Number of PASSENGERS and OTHERS and the Number of RAILWAY SERVANTS Killed or Injured thereby.

RAILWAYS.	1. Collisions between passenger trains, or parts of passenger trains.	2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3. Collisions between goods trains, or parts of goods trains.	4. Collisions between light engines.	5. Passenger trains, or parts of passenger trains, leaving the rails.	6. Goods trains, or parts of goods trains, engines, &c., leaving the rails.	7. Trains or engines travelling in the wrong direction through points.	8. Trains running into stations or sidings at too high a speed.	9. Trains running over cattle on the line.	10. Trains running over obstructions on the line.	11. Trains running through gates at level crossings.	12. The bursting of boilers of engines.	12 (a). The bursting of tubes, &c., of engines.	13. The failure of machinery, springs, &c., of engines.	14. The failure of tyres.	15. The failure of wheels.	16. The failure of axles.	17. The failure of brake apparatus.	18. The failure of couplings.	19. The failure of tunnels, bridges, viaducts, culverts, &c.	20. Broken rails.
STATE IMPERIAL.																					
East Indian	1	...	7	...	1	1	1	...	16	7	...	...	...	...	1	...	...	...	1	1	...
Rajputana-Malwa	...	...	...	...	...	...	...	...	16	3	1	...	1	1	...	...	2	...	12	...	4
Southern Mahratta	...	...	...	...	...	...	...	...	19	...	2	...	1	1	...	...	...	...	...	...	...
North-Western	...	2	5	...	1	5	1	...	7	2	...	...	6	15	...	...	...	...	8	...	...
Eastern Bengal	...	1	1	...	...	3	2	...	19	3	...	...	1	3	...	...	1	...	2	...	...
Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bilaspur-Etawa	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
STATE PROVINCIAL.																					
Lucknow-Sitapur-Sihramau	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Nalhâti	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...
Tirhoot	...	1	...	...	...	2	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...
Northern Bengal	...	1	...	1	1	2	...	...	6	3	...	...	...	2	...	...	...	...	2	...	...
Kaunia-Dharlla	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...
Dacca	...	...	...	...	...	5	...	...	15	...	1	...	...	...	...	...	...	...	1	...	...
Nágpur-Chhattísgarh	...	...	...	...	...	2	...	...	3	...	...	...	4	5	...	...	...	...	1	...	...
Burma	...	...	...	...	...	4	1	...	1	3	2	...	...	3	...	...	...	...	...	...	...
Jorhát	...	...	...	...	12	...	...	...	...	...	...	...	...	7	...	...	...	...	...	...	...
Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GUARANTEED COMPANIES.																					
Madras	...	...	1	...	2	2	...	...	26	2	...	...	...	1	...	...	...	...	...	...	..
South Indian	...	1	1	...	...	1	...	...	28	1	...	...	1	2	...	...	2	1	...	...	...
Great Indian Peninsula	...	1	1	1	1	1	...	...	15	1	1	...	...	...	...	...	...	...	...	...	...
Bombay, Baroda and Central India	...	...	...	...	1	1	...	...	2	1	1	...	...	...	...	...	...	...	...	...	...
Oudh and Rohilkhand	...	4	...	...	...	...	...	1	7	...	...	...	...	...	...	...	...	...	1	...	...
ASSISTED COMPANIES.																					
Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal and North-Western	...	...	...	...	1	...	...	...	3	2	...	...	...	...	...	...	...	...	...	...	...
Rohilkhand-Kumaun	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...
Thatôn-Duyinzaik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dibru-Sadiya	...	...	...	...	9	8	...	...	4	...	...	...	...	2	...	...	...	...	13	...	1
NATIVE STATES.																					
H. H. the Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
H. H. the Nizam's	...	...	2	...	...	1	...	...	6	1	...	...	...	4	...	...	...	...	2	...	...
Mysore	...	...	...	...	1	...	...	...	5	...	...	...	...	...	...	...	...	...	1	...	...
Bhávnagar-Gondal	...	...	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...
Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wadhwan-Morvi	...	...	...	...	1	1	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...
TOTAL 1887	1	12	18	2	31	40	6	2	210	30	8	...	17	46	1	...	5	1	45	1	5
TOTAL 1886	2	11	16	1	15	45	9	5	197	24	10	...	9	42	1	...	7	1	30	1	7

RAILWAYS.	21. The flooding of portions of permanent-way.	22. Slips in cuttings or embankments.	23. Fire in trains.	24. Fire at stations, or involving injury to bridges or viaducts.	25. Other accidents.	Total all Classes.	NUMBER OF PASSENGERS AND OTHERS. Killed.	NUMBER OF PASSENGERS AND OTHERS. Injured.	NUMBER OF SERVANTS. Killed.	NUMBER OF SERVANTS. Injured.	TOTAL ALL CLASSES. Killed.	TOTAL ALL CLASSES. Injured.	Mean miles of Railway open.	Number of Passengers carried.	Train mileage of all descriptions.	Passenger mileage.	PER MILE OPEN. Number of Passengers carried.	PER MILE OPEN. Train mileage of all descriptions.	PER MILE OPEN. Passenger mileage.	TOTAL PASSENGERS. PER MILLION OF PASSENGERS. Killed.	TOTAL PASSENGERS. PER MILLION OF PASSENGERS. Injured.	TOTAL PASSENGERS. PER MILLION OF PASSENGER MILES. Killed.	TOTAL PASSENGERS. PER MILLION OF PASSENGER MILES. Injured.
East Indian	...	...	1	...	...	38	...	(a) 10	...	...	...	(a) 10	1,723	3,862,831	2,389,947	256,128,597	2,242	1,387	148,653	...	2·356	...	0·03
Rajputana-Malwa	...	...	2	1	4	47	...	...	...	...	...	...	1,664½	2,095,261	1,332,000	110,841,620	1,258	800	66,592	...	...	...	...
Southern Mahratta	...	...	1	...	...	24	...	...	...	...	...	...	520¼	308,234	238,572	13,175,520	592	459	25,325	...	...	...	...
North-Western	...	...	7	1	4	64	...	...	...	...	...	...	1,975	2,295,175	1,400,717	134,744,802	1,162	709	68,225	...	...	...	...
Eastern Bengal	...	...	1	1	3	41	...	...	...	1	...	1	359	1,463,243	364,611	41,511,890	4,076	1,016	115,632	...	...	...	...
Wardha Coal	...	...	...	...	1	1	...	...	...	...	...	...	45	33,080	26,616	873,857	735	591	19,419	...	...	..	...
Bilaspur-Etawa	...	...	...	...	...	1	...	...	...	...	...	...	37	6,882	12,806	185,768	186	346	5,021	...	...	...	...
Lucknow-Sitapur-Sihramau	...	...	...	...	...	2	...	...	...	...	...	...	53	73,106	25,196	2,029,158	1,379	475	38,286	...	...	...	...
Nalhâti	...	...	...	...	...	2	...	...	...	...	...	...	27¼	42,652	11,442	853,807	1,565	530	31,335	...	...	...	...
Tirhoot	...	...	...	...	...	5	...	...	...	...	...	...	246	479,455	144,204	18,755,786	1,949	586	76,243	...	...	...	...
Northern Bengal	...	...	...	1	...	19	...	...	...	...	...	...	249	245,970	175,637	11,853,560	988	705	47,605	...	...	...	...
Kaunia-Dharlla	...	...	...	...	...	3	...	...	...	...	...	...	37	29,500	7,430	530,600	797	201	14,341	...	...	...	...
Dacca	...	...	...	...	...	22	...	...	...	...	...	...	86	170,978	43,772	3,909,120	1,988	509	45,455	...	...	...	...
Nágpur-Chhattísgarh	...	...	...	...	...	15	...	...	...	...	...	...	149	192,094	107,035	4,918,850	1,289	718	33,012	...	...	...	...
Burma	...	...	...	...	...	14	...	...	...	...	...	...	327	885,762	289,601	25,416,759	2,709	886	77,727	...	...	...	...
Jorhát	...	...	...	...	2	21	...	...	...	...	...	...	(b)30	...	5,134	...	...	171	...	...	...	...	...
Cherra-Companyganj	...	..	...	...	...	...	...	...	...	...	...	...	5½	3,471	4,663	17,848	631	848	3,245	...	...	...	...
Madras	...	...	18	1	...	53	...	8	...	...	...	8	830	1,746,489	565,281	73,902,194	2,104	681	89,039	...	4·581	...	0·108
South Indian	1	...	3	...	...	42	...	...	...	...	...	...	(c)654	(c)1,549,416	(c)492,415	(c)58,399,146	2,369	753	89,295	...	...	...	...
Great Indian Peninsula	...	...	14	...	...	36	...	29	1	3	1	32	1,503¾	2,123,822	2,444,139	118,023,691	1,412	1,625	78,486	...	13·654	...	0·246
Bombay, Baroda and Central India	...	...	...	3	17	27	...	...	...	...	...	...	461	2,338,841	486,536	59,659,246	5,073	1,055	129,413	..	...	...	...
Oudh and Rohilkhand	...	...	...	...	...	12	...	...	...	...	...	...	689	888,867	667,717	46,470,706	1,290	969	67,446	...	...	...	...
Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	51	6,081	25,893	186,413	118	498	3,655	...	...	...	...
Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	4¾	58,783	3,479	281,570	12,375	732	59,278	...	...	...	...
Bengal and North-Western	...	...	...	...	...	6	...	...	...	...	...	...	376	382,954	183,619	13,536,888	1,018	488	36,002	...	...	...	...
Rohilkhand-Kumaun	...	...	...	...	...	2	...	...	...	...	...	...	91	49,574	24,118	1,486,140	545	265	16,353	...	...	...	...
Thatôn-Duyinzaik	...	...	...	...	...	1	...	...	...	...	...	...	8	9,048	2,144	72,384	1,131	268	9,048	...	...	...	...
Dibru-Sadiya	...	...	...	...	1	37	...	...	...	...	...	...	78	19,841	24,893	566,541	254	319	7,263	...	...	...	...
H. H. the Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	59	62,393	15,807	1,238,988	1,057	268	21,000	...	...	...	...
H. H. the Nizam's	...	...	1	..	1	18	...	...	...	...	...	...	208	187,185	102,465	10,224,338	900	493	49,155	...	...	...	...
Mysore	...	..	1	...	...	8	...	...	3	2	3	2	139¾	102,502	42,831	3,439,613	733	306	24,613	...	...	...	...
Bhávnagar-Gondal	...	...	...	...	...	7	...	...	...	...	...	...	193	221,231	70,878	8,561,415	1,146	367	44,360	...	...	...	...
Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	70	60,850	17,571	2,621,018	869	251	37,443	...	...	...	...
Wadhwan-Morvi	...	...	...	...	...	4	...	...	...	..	...	...	52½	26,076	16,848	822,621	499	322	15,744	...	...	..	...
TOTAL 1887	1	...	49	8	33	572	...	(a)47	4	6	4	(a)53	13,002	22,021,592	11,765,517	1,025,242,454	1,697	905	79,035	...	2·089	...	0·045
TOTAL 1886	2	..	55	12	32	534	...	6	...	11	...	17	12,190	19,906,467	11,627,244	902,834,051	1,640	958	74,559	...	0·361	...	0·007

(a) One was not a passenger, see Table No. III under East Indian Railway. (b) Of this 12 miles opened for Coaching Traffic. (c) Excludes Pondicherry Railway.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF SEPTEMBER 1887.

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Provinces.	Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum (*Sorghum vulgare*). Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). Past fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or Thúr Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar or Thúr Cadjan Pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras.	Ganjam	10 5	10 5	...	...	14 10	14 10	15 8	15 8	...	...	...	...	29 5	29 5	...	...	...	...	...	...	...	...	215 13	215 13	13 13	13 13
	Vizagapatam	12 0	12 0	...	...	9 0	9 0	10 3	10 3	18 14	21 10	25 11	20 13	20 3	20 3	...	...	...	...	...	...	...	...	93 5	93 5	12 14	12 14
	Godavery	9 14	10 6	...	...	13 14	13 14	15 0	15 0	19 3	19 3	24 10	19 6	21 13	25 8	...	...	...	...	...	...	...	...	243 0	243 0	12 8	12 8
	Kistna	8 14	8 14	...	...	14 13	14 13	16 8	16 8	21 2	19 0	...	...	29 13	31 5	...	...	...	...	...	...	...	...	145 13	145 13	15 0	15 0
	Nellore	9 8	9 0	...	...	12 14	12 14	15 0	14 0	25 0	26 14	...	...	29 2	29 2	...	...	...	...	...	...	...	...	93 5	93 5	14 5	14 13
	Cuddapah	11 13	11 13	...	...	13 3	13 3	14 14	14 14	25 5	25 5	...	...	30 0	30 0	...	...	...	...	...	...	...	...	140 0	140 0	14 6	14 6
	Anantapur	11 8	11 8	...	...	12 13	12 13	15 2	15 2	33 0	31 14	22 10	22 10	33 0	33 0	...	...	...	...	...	...	...	...	77 13	77 13	13 2	13 2
	Bellary	13 14	14 14	...	...	12 5	12 5	13 8	13 8	27 13	27 13	25 6	25 6	34 0	34 0	...	...	...	...	...	...	...	...	97 3	97 3	13 2	13 2
	Kurnool	11 2	11 6	...	...	12 2	12 2	12 14	12 14	32 14	35 10	27 8	25 0	...	...	...	...	...	...	...	...	...	...	114 6	114 6	13 11	13 11
	Madras	10 10	10 10	...	...	11 3	11 3	13 0	13 0	23 0	23 0	23 2	23 2	28 2	28 2	...	...	...	...	...	...	...	...	86 5	86 5	14 10	14 10
	Chingleput	...	...	...	...	15 0	15 0	15 14	15 14	...	...	21 2	21 2	26 11	26 11	...	...	...	...	...	...	...	...	106 14	106 14	14 0	14 0
	North Arcot	9 11	9 11	...	...	12 8	13 2	15 0	13 8	...	...	...	...	35 14	35 14	...	...	...	...	...	...	...	...	194 6	140 0	13 5	13 5
	South Arcot	9 0	9 6	...	...	13 14	13 14	14 14	14 14	23 8	...	29 5	26 3	26 3	25 6	...	...	...	...	...	...	...	...	201 11	201 11	14 6	14 6
	Tanjore	11 0	11 0	...	...	14 14	14 8	...	...	...	...	26 2	26 2	27 3	27 3	...	...	...	...	...	...	...	...	166 3	166 3	14 11	14 11
	Trichinopoly	...	...	...	...	14 0	13 11	14 8	14 2	22 6	...	25 6	22 14	27 8	26 3	...	...	...	...	...	...	...	...	174 8	174 8	14 10	14 10
	Madura	10 2	10 14	...	...	13 6	12 10	13 14	13 2	25 14	24 5	23 8	23 5	29 8	29 8	...	...	...	...	...	...	...	...	131 3	126 6	15 6	15 0
	Tinnevelly	9 14	9 14	...	...	11 8	11 14	12 0	12 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	70 0	70 0	16 8	16 8
	Coimbatore	13 2	13 2	...	...	13 8	13 8	14 8	14 8	22 10	22 10	25 6	25 6	27 14	27 14	...	...	...	...	...	...	...	...	97 3	97 3	13 11	12 11
	Nilgiris	11 6	10 11	...	...	11 3	11 3	12 0	12 0	21 10	23 2	18 3	19 10	20 14	21 10	...	...	...	...	...	...	...	...	161 13	161 13	11 0	9 3
	Salem	11 14	12 13	...	...	13 10	13 2	15 0	15 0	30 14	30 0	28 11	30 3	32 8	30 13	...	...	...	...	...	...	...	...	186 10	186 10	15 5	14 10
	South Canara	7 6	7 6	...	...	13 10	13 10	14 10	16 0	...	...	...	...	25 0	25 0	...	...	...	...	...	...	...	...	128 13	128 5	16 3	16 3
	Malabar	8 10	9 0	...	...	13 13	13 13	14 10	14 10	...	...	...	...	22 10	22 10	...	...	...	...	...	...	...	...	155 8	155 8	14 6	14 6
Bombay.	Bombay	10 6	10 0	14 10	15 5	7 2	7 2	10 13	10 13	16 15	16 3	13 3	13 9	14 3	12 10	14 5	13 3	14 1	14 13	18 5	18 5	8 7	8 7	67 1	67 1	14 6	14 6
	Daskrohi	...	12 0	...	20 0	...	6 8	...	11 0	...	13 0	...	15 0	...	...	...	20 0	...	16 0	...	...	...	10 0	...	80 0	...	16 0
	Kaira	13 5	11 0	21 5	21 5	8 14	8 14	10 0	10 0	10 10	14 8	13 13	13 14	19 13	19 15	...	...	13 5	14 8	...	...	10 10	10 10	80 0	80 0	16 0	16 0
	Surat	12 0	12 0	14 0	14 0	8 0	8 0	10 0	10 0	14 8	14 8	14 0	14 0	...	...	...	...	14 0	14 0	...	...	10 0	10 0	80 0	80 0	16 0	16 0
	Broach	12 0	12 0	...	...	8 0	8 0	11 0	11 0	16 0	16 0	14 0	14 0	...	...	...	...	13 0	13 0	...	...	11 0	11 0	120 0	120 0	14 2½	14 2½
	Tanna (Salsette)	9 12	9 12	...	...	8 3	8 3	10 0	10 0	16 13	16 13	14 6	14 6	...	...	...	...	13 3	13 3	...	...	8 3	8 0	71 2	71 2	15 5	15 4
	Colába (Alibag)	8 9	8 9	...	...	7 4	7 4	11 4	11 4	...	...	13 0	13 0	...	...	...	...	12 7	12 7	...	...	8 2	8 2	90 0	90 0	13 1	13 1
	Khandesh (Dhulia)	13 8	13 8	...	...	7 8	7 8	9 6	9 6	20 4	18 15	16 12	16 12	...	...	15 0	15 0	13 8	13 8	...	...	10 8	10 8	100 0	120 0	12 4	12 4
	Násik	13 12	13 12	...	...	10 8	10 8	12 0	12 0	25 0	25 0	17 14	17 14	25 0	25 0	...	...	17 14	17 14	...	...	9 8	9 10	106 8	106 0	15 0	15 0
	Ahmedanagar	12 8	12 11	...	...	8 6	8 0	9 6	9 1	24 14	25 2	17 8	18 0	...	...	...	...	19 1	18 15	...	...	16 1	15 6	91 6	86 2	14 7	14 8
	Poona (City)	11 8	11 8	9 0	9 0	8 9	8 9	9 13	9 13	23 15	21 12	18 6	17 4	16 6	16 6	...	...	17 4	17 4	...	...	13 8	14 10	60 13	60 13	13 6	13 6
	Sholápur	...	14 8	...	19 8	...	10 1	...	10 15	...	26 7	...	23 4	...	...	...	21 2	...	20 1	...	...	...	15 2	...	77 6	...	13 0
	Bijapur	15 6	15 6	13 2	13 2	7 1	7 1	9 12	9 12	27 0	27 0	28 10	28 10	...	...	...	...	18 11	18 11	...	...	18 9	18 9	80 0	80 0	11 13	12 1
	Satara	12 1	14 0	...	...	9 9	...	10 12	...	20 0	...	20 10	...	...	...	...	...	19 8	...	...	...	15 2	...	93 3	...	14 3	...
	Belgaum	14 0	14 0	...	...	10 0	10 8	10 8	11 0	23 0	24 0	23 0	24 0	32 0	32 0	...	...	17 0	17 0	...	...	16 0	16 0	64 0	64 0	13 0	13 0
	Dharwar (Hubli)	16 0	16 0	...	...	10 0	10 0	11 0	11 0	25 0	25 0	23 0	23 0	38 0	38 0	...	...	17 0	17 0	...	...	12 0	12 0	80 0	80 0	9 0	9 0
	Ratnágiri	8 9	9 4	...	...	8 9	9 4	10 9	11 5	15 10	15 10	14 11	14 11	16 7	17 10	...	...	14 0	15 6	...	...	10 14	10 14	120 0	120 0	12 15	13 9
	Karwar	10 8	11 0	...	...	7 0	10 4	10 8	16 8	16 0	...	...	16 0	18 0	16 0	12 0	12 0	13 0	14 0	...	...	11 8	11 8	213 5½	213 5½	11 0	11 0
	Panch Mahals (Godhra)	8 7	8 7	...	...	8 0	8 0	11 3	11 2	...	...	12 4	13 5	...	...	...	...	12 1	13 3	17 4	19 0	10 4	10 4	160 0	160 0	15 4	11 5
Bombay.	Aden	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Asirgarh Cantonment	13 8	13 8	...	...	9 0	...	10 8	10 8	17 0	18 0	20 0	21 0	...	...	19 0	19 0	17 0	17 0	...	...	10 0	10 0	160 0	160 0	11 0	11 0
	Baroda Camp (Sadar Bazar)	8 9	8 9	14 4½	14 4½	6 15	6 15	9 2	9 2	14 4½	13 11	12 9	13 2½	16 0	16 0	...	...	12 0	12 0	...	...	10 13½	10 13½	80 0	80 0	13 2½	13 2½
	Disa Cantonment	12 8	12 14	...	...	8 0	...	9 2	9 2	19 8	18 8	17 11	19 2	...	...	...	...	16 7	16 2	...	...	10 8	10 4	150 0	150 0	14 0	14 0
	Nimach Cantonment	13 0	13 2	16 8	18 0	8 0	8 0	10 0	10 0	22 4	24 0	15 0	15 0	...	...	...	...	16 12	17 12	22 0	23 0	13 0	13 0	160 0	180 0	14 0	14 0
	Nasirabad Cantonment	13 0	12 14½	17 10	17 8	7 0	7 0	8 0	8 0	18 0	18 0	14 2¾	14 8	...	...	10 0	10 0	18 1½	17 8	18 0	18 0	12 8	12 8	90 0	90 0	15 8	15 9½
	Rajkot Station	11 12	11 8	...	...	6 8	6 8	9 0	9 0	14 4	14 0	11 12	11 8	...	...	...	...	11 12	11 8	...	...	7 8	7 8	80 0	80 0	40 0	40 0
	Upper Sind Frontier	12 4	12 4	16 0	16 0	10 0	10 0	15 0	15 0	23 0	23 0	20 0	19 0	...	...	...	...	14 5	14 5	...	...	11 5	13 5	160 0	160 0	12 8*	12 8*
	Karachi	11 0	11 0	17 0	18 0	8 0	8 0	14 0	14 0	19 0	20 0	15 0	15 0	†	†	†	†	14 0	14 0	14 0	14 0	8 0	8 0	85 0	85 0	16 0	16 0
	Haidarabad (Gidu Bunder)	12 8	13 8	13 10	14 8	10 8	10 8	16 8	18 8	17 8	18 8	18 8	17 8	...	...	...	...	12 8	12 8	...	...	...	...	140 0	120 0	12 8	12 8
	Shikarpur	11 14	11 14	15 0	14 8	10 0	10 0	13 8	15 0	20 0	20 0	22 0	22 0	...	...	...	...	14 2	14 4	...	...	10 8	10 8	160 0	160 0	14 1	14 2
	Sukkur	15 0	14 8	20 0	21 0	10 0	10 8	15 0	15 0	22 0	23 0	21 0	21 8	...	...	...	...	17 0	17 0	...	...	11 8	11 0	120 0	125 0	15 0	14 0
	Thar & Parkar (Umarkot)	13 0	14 7	...	...	...	...	15 0	15 7	...	...	18 0	18 11	...	...	...	...	...	...	...	...	...	...	160 0	160 0	14 2	14 12
	Western Districts.																										
	Burdwan	15 0	15 0	§	‡	17 4	17 0	24 0	23 4	...	...	...	...	...	...	...	...	26 0	24 3	§	‡	30 0	27 9	120 0	120 0	13 12*a*	13 12
	Bankoora	15 0	15 0	20 0	20 0	18 0	17 8	23 2	22 8	...	...	...	...	...	...	...	...	19 8	19 8	30 0	30 0	20 0	20 0	280 0	280 0	12 0*b*	12 0
	Beerbhoom	16 8	16 8	...	...	17 4	16 8	22 8	22 8	...	...	...	...	...	...	...	...	24 0	24 0	...	...	13 8	13 8	160 0	160 0	12 12*c*	12 12
	Midnapore	15 0	15 0	...	...	18 8	19 0	24 0	23 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	13 0	13 0	120 0	155 0	13 0*d*	13 0
	Hooghly	14 0	14 0	...	...	10 0	10 0	16 0	16 0	...	...	...	...	...	...	...	...	21 0	21 0	...	...	13 0	13 8	120 0	120 0	13 8*e*	13 8
	Howrah	...	†	...	...	13 5	13 4	18 8	18 8	...	...	...	...	...	...	...	...	21 0	21 12	...	...	14 4	14 8	100 0	100 0	12 13	12 13
	Central Districts.																										
	Calcutta	‖	14 4	‖	19 14	‖	8 12	‖	16 4	‖	19 12	‖	16 8	‖	‖	‖	15 8	‖	20 0	‖	17 8	‖	18 0	‖	80 0	‖	13 0
	24-Perguunahs	14 0	14 0	26 8	26 8	8 8	8 0	16 6	16 13	...	...	...	...	...	...	20 0	20 0	22 8	21 0	26 8	26 8	19 0	19 0	90 0	90 0	12 8*e1*	13 0
	Nuddea	16 6	16 0	36 0	36 0	16 0	15 4	20 8	17 10	...	...	...	...	...	...	...	...	29 0	29 0	...	...	20 0	20 0	...	...	11 10½*e2*	11 10½
	Khoolna	...	...	...	...	17 0	17 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	10 8*f*	10 8
	Jessore	15 0	15 4	...	...	16 0	16 0	23 0	22 0	...	...	...	...	...	...	...	...	23 0	21 0	...	...	20 0	20 0	100 0	100 0	10 12*g*	10 12
	Moorshedabad	16 0	15 0	...	...	16 0	15 0	24 0	20 0	...	...	...	...	...	...	...	...	32 0	30 0	40 0	40 0	20 0	20 0	190 0	190 0	12 0*h*	12 0
	Dinagepore	14 8	12 8	22 8	22 8	16 0	15 8	20 8	19 8	...	...	...	...	...	...	...	...	22 0	21 0	...	...	11 0	11 0	160 0	160 0	12 8*i*	12 8
	Rajshahye	18 0	18 0	45 0	45 0	16 8	16 8	20 4	19 14	...	...	...	...	...	...	...	...	28 8	30 0	...	...	16 8	16 8	240 0	240 0	12 0*j*	12 0
	Rungpore	18 12	18 12	...	...	14 8	14 8	20 0	20 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	8 10	8 10	120 0	120 0	10 5*k*	10 5
	Bogra	15 0	17 4	...	...	18 0	15 12	24 0	22 8	...	...	...	...	...	...	...	...	19 8	19 8	...	...	...	...	90 0	90 0	12 0	12 0
	Pubna	18 0	18 6	...	...	8 0	8 0	22 8	22 8	...	...	...	...	...	...	...	...	28 8	29 4	...	...	18 12	18 12	200 0	200 0	12 0*l*	12 0
	Darjeeling	...	9 0	13 0	13 0	5 0	5 0	12 0	13 0	...	...	...	...	12 0	12 0	...	...	11 0	11 0	24 0	16 0	8 0	8 0	120 0	120 0	9 0*m*	9 0
	Jalpálguri	13 0	12 0	20 0	20 0	13 0	13 0	18 0	20 0	...	...	...	...	...	...	...	...	20 0	16 0	...	20 0	11 0	12 0	120 0	128 0	11 0*n*	11 0
	Eastern Districts.																										
	Dacca	14 8	14 8	26 0	26 0	17 0	17 0	19 0	20 0	...	...	...	...	...	...	...	...	19 0	20 0	...	...	18 8	18 0	120 0	120 0	12 8*o*	12 8
	Fureedpore	14 0	14 0	24 0	24 0	19 0	19 0	22 0	22 0	...	...	...	...	...	...	...	...	22 0	22 0	...	...	20 0	20 0	160 0	160 0	12 0*p*	12 0
	Backergunge	...	...	...	...	17 0	16 0	20 0	19 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	13 0	12 0	120 0	120 0	13 0*q*	12 8
	Mymensingh	12 0	11 12	...	...	12 8	12 8	18 0	16 12	...	...	...	...	...	...	...	...	18 0	16 0	...	...	12 8	16 0	...	...	12 0*r*	12 0
	Chittagong	10 0	10 0	...	...	13 0	13 0	19 0	16 14	...	...	...	...	...	...	...	...	17 0	16 0	...	...	11 0	10 8	75 0	80 0	8 0*s*	8 0
	Noakholly	...	...	...	...	18 0	18 0	20 0	20 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	...	...	9 0*t*	9 0
	Tipperah	11 12	12 4	...	...	17 13	16 7½	25 4	25 1	...	...	...	...	...	...	...	...	17 13	17 14	...	...	9 8	10 10	...	...	12 0*u*	12 0
	Chittagong Hill Tracts	...	...	...	...	...	13 5	...	14 8½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	...	8 0	8 0
	Hill Tipperah	12 0	12 0	...	...	12 0	12 0	17 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	...	...	11 0	11 0
	Behar.																										
	Patna	19 0	19 0	28 0	28 0	11 8	11 8	21 8	21 8	26 0	26 0	26 0	26 0	26 0	26 0	24 0	24 0	30 0	30 0	40 0	40 0	26 0	26 0	120 0	120 0	11 12	11 12
	Gya	16 0	16 0	34 0	32 0	9 8	9 8	18 8	18 0	...	...	...	...	...	...	17 0	17 0	27 0	27 8	...	...	21 0	21 0	150 0	150 0	11 0	11 0
	Shahabad	16 0	16 0	28 0	27 0	9 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	28 0	27 0	...	...	16 0	15 0	120 0	120 0	12 8*v*	12 8

* In common use. † Not procurable. ‡ Not in the market. § No sale. ‖ Return not received.

a In sub-divisions retail prices of salt per rupee were:—Culna 12 seers, Cutwa 13 seers, and Raneegunge 12-8 seers.
b At Bishenpore retail price of salt 12 seers per rupee.
c At Rampore Haut retail price of salt 12-8 seers per rupee.
d In Tumlook retail price of salt 11 seers per rupee.
e In sub-divisions retail prices of salt per rupee were:—Serampore 12-8 seers, and Jehanabad 13-8 seers.
e1 In sub-divisions retail prices of salt per rupee were:—Baraset 12 seers, Bussirhat 13 seers, Diamond Harbour (Mugrahat) 10-8 seers, Barrackpore 12-12 seers, and Dum-Dum 11 seers.
e2 In sub-divisions retail prices of salt per rupee were:—Kooshtea 13-5 seers, Meherpore and Chooadanga 12 seers and Ranaghat 10-14 seers.
f In Bagirhat retail price of salt 11 seers per rupee.
g In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, Magoora 10-10 seers, and Bongong 13 seers.
h In sub-divisions retail prices of salt per rupee were:—Lalbagh 13 seers, Jungipore and Kandi 12-8 seers.
i In Thakurgaon retail price of salt 10 seers per rupee.
j In Nattore and Nowgong retail price of salt 12 seers per rupee.
k In sub-divisions retail prices of salt per rupee were:—Gaibanda 9-12 seers, Kurigram 11-9 seers.
l In Serajgunge retail price of salt 12-8 seers per rupee.
m At Silliguri retail price of salt 11 seers per rupee.
n Retail price of salt (at Fallacotta) in Alipore sub-division 10 seers per rupee.
o In Manickgunge retail price of salt 11 seers per rupee.
p In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers, and Madaripore 12-8 seers.
q In sub-divisions retail prices of salt per rupee were:—Patuakhali 9-9 seers, Bhola 10-8 seers.
r In sub-divisions retail prices of salt per rupee were:—Kishoregunge 12-5 seers, Attea 12 seers, Jamalpore 10-10 seers, Sherpore 10 seers and Netrokona 10 seers.
s In Cox's Bazar retail price of salt 8 seers per rupee.
t At Panchga in Fenny sub-division retail price of salt 9 seers per rupee.
u In Chandpore sub-division retail price of salt 11-8 seers per rupee.
v In sub-divisions retail prices of salt per rupee were:—Sasseram 12 seers, Bhabooah 10-12 seers, and Buxar 12-8 seers.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF SEPTEMBER 1887—*continued.*

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

1	2	3		4		5		6		7		8		9		10		11		12		13		14		15	
Provinces.	Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhár or Thur Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
		Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S.. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*	***Behar*—contd.**																										
	Durbhunga	18 10	17 9	33 0	38 7	14 4	13 0	17 8	17 9	...	...	...	...	40 10	33 0	...	...	28 10	29 10	38 7	38 7	20 13	22 0	176 0	176 0	12 0w	12 0
	Mozufferpore	21 0	20 0	30 0	30 0	12 0	12 0	22 0	20 0	...	...	...	...	30 0	30 0	...	...	31 0	30 0	40 0 (new)	28 0	20 0	20 0	120 0	120 0	12 0 w1	12 0
	Sarun	18 0	16 0	29 0	29 0	8 8	8 8	21 0	21 0	...	...	...	‡	28 0	28 0	15 0	16 0	26 0	26 0	31 0	29 0	24 0	25 0	160 0	140 0	12 0x	12 0
	Chumparun	22 0	22 0	36 0	38 0	8 0	7 8	17 0	17 0	...	...	...	...	...	...	...	...	30 0	31 0	32 0	32 0	22 0	...	160 0	160 0	12 0y	12 0
	Monghyr	22 0	22 0	33 9	31 8	13 14	12 9	16 13	16 13	...	...	...	...	...	...	21 0	21 0	31 8	30 7	34 10	36 12	24 2	22 0	126 0	105 0	12 0z	12 9
	Bhagalpur	...	20 13	...	35 5	...	16 6	...	20 3	...	...	...	...	...	...	...	...	...	30 5	...	35 5	...	21 7	...	151 8	...	12 10
	Purnea	16 0	16 0	32 0	...	16 0	16 0	17 0	17 0	...	...	...	...	20 8	22 8	25 0	25 0	20 0	20 0	...	...	18 0	18 0	160 0	160 0	10 8z1	10 8
	Maldah	18 0	16 0	...	...	13 0	13 0	23 0	23 0	...	...	...	...	...	...	...	...	20 0	28 0	...	...	...	...	120 0	120 0	12 0	12 0
	Sonthal Pergunnahs	14 0	15 0	...	...	16 0	10 0	25 0	25 0	...	...	...	...	...	...	...	...	21 0	22 0	60 0	38 0	26 0	26 0	200 0	200 0	11 8z2	11 0
	Orissa.																										
	Cuttack	...	13 2	...	...	...	10 8	...	18 6	...	...	...	...	...	...	...	...	...	17 1	...	...	...	17 1	...	80 0	...	14 0
	Pooree	11 13	10 8	...	...	13 2	13 2	21 0	21 0	...	...	...	...	...	...	...	...	13 2	13 2	...	...	14 7	14 7	70 0	70 0	14 723	14 7
	Balasore	13 0	13 0	13 0	13 0	15 0	15 0	25 0	25 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	160 0	160 0	10 824	10 8
	Chota Nagpore.																										
	South-Western Frontier Agency.																										
	Hazáribágh	16 0	16 8	20 0	20 0	10 0	10 0	18 0	17 0	†	†	†	†	34 0	36 0	†	†	23 0	23 8	30 0	25 0	21 0	21 8	320 0	320 0	10 0z5	10 8
	Lohardugga	20 0	20 0	24 0	24 0	16 0	16 0	22 0	20 0	...	...	...	...	36 0	36 0	...	...	20 0	20 0	40 0	...	28 0	28 0	120 0	120 0	10 0	9 12
	Singbhoom	20 0	20 0	32 0	32 0	20 0	20 0	24 0	24 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	320 0	320 0	9 0	9 0
	Manbhoom	16 0	16 0	...	32 0	18 0	19 0	28 0	28 0	...	...	...	...	...	...	...	...	17 0	16 0	48 0	...	22 0	22 0	...	240 0	10 1026	10 10
Assam.	Sylhet	13 0	11 10	...	...	12 4	12 4	19 11	19 11	...	...	...	...	...	...	...	...	21 0	20 8	...	...	13 0	13 4	108 0	108 0	12 0	12 0
	Cáchár	8 0	8 0	...	...	8 14½	10 0	16 0	16 13⅜	...	...	...	...	...	...	...	...	17 12⅝	16 0	...	...	12 4½	11 6½	80 0	64 0	11 6⅝	11 6⅝
	Goálpará	20 0	20 0	...	...	8 0	8 0	20 0	20 0	...	...	...	...	...	...	...	...	15 0	11 0	...	...	11 0	11 0	80 0	80 0	11 0	11 0
	Gáro Hills	8 0	8 0	...	...	6 0	6 0	15 0	15 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	9 0	9 0	160 0	160 0	8 0	8 0
	Kámrup	10 0	10 0	...	...	8 0	8 0	18 8	18 8	...	...	...	...	...	...	...	...	14 0	14 0	...	...	11 8	11 8	160 0	160 0	11 4	11 4
	Darrang	7 0	7 0	...	...	11 0	12 0	12 0	13 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	10 0	10 0	150 0	150 0	10 0	10 0
	Nowgong	10 0	10 0	...	...	8 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	10 0	10 0	120 0	120 0	10 0	10 0
	Sibsagar	...	...	...	...	13 0	12 0	16 0	14 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	10 0	10 0	120 0	120 0	9 0	9 8
	Lakhimpur	9 0	7 0	...	...	8 0	8 0	15 0	13 0	...	...	...	...	...	...	...	...	15 0	15 0	8 0	8 0	11 0	11 0	160 0	160 0	10 4	10 0
	Khasi and Jaintiá Hills	...	...	...	...	6 8	6 0	9 8	10 0	...	...	...	...	...	...	...	...	9 8	10 0	16 0	16 0	7 0	8 0	100 0	100 0	8 0	8 0
	Nágá Hills	...	...	...	...	...	...	8 0	8 0	...	...	...	...	...	...	...	...	3 8	3 6	...	...	4 0	3 8	64 0	60 0	3 8	3 8
N.-W. Provinces.	Debra Dun	14 0	14 0	20 8	21 8	6 8	6 8	10 0	10 0	12 0	12 0	12 0	12 0	20 0	18 0	...	...	17 0	17 0	16 0	12 0	16 0	16 0	160 0	160 0	11 0	11 0
	Saháranpur	16 2	15 9½	19 5½	21 8	8 9½	8 9½	11 13	11 13	10 12	12 14½	10 12	10 12	23 10½	21 8	32 4	21 8	19 5½	18 13	10 12	19 5½	21 8	19 5½	129 0	129 0	12 14½	12 14½
	Muzaffarnagar	16 8	17 0	22 0	24 6	6 9	6 9	11 0	12 2	19 12	19 12	16 8	15 6	16 8	16 8	15 6	15 6	20 4	20 4	22 0	22 0	15 6	15 6	132 0	132 0	12 2	12 10
	Meerut	15 4	15 12	22 0	22 8	6 0	6 0	14 0	14 0	18 0	18 0	16 0	16 0	18 0	18 0	18 0	18 0	20 0	21 0	22 0	22 0	23 0	25 0	100 0	100 0	13 8	13 8
	Bulandshahr	15 12	16 8	23 0	25 0	6 0	7 0	10 0	11 0	18 0	18 0	16 0	16 0	...	...	16 0	17 0	22 0	24 0	22 0	22 0	17 8	18 0	160 0	160 0	12 12	13 8
	Aligarh	14 8	16 0	20 8	23 0	6 0	6 0	11 8	12 0	19 8	19 0	15 8	15 8	...	...	16 0	16 0	21 0	22 8	28 0	26 0	27 0	30 0	140 0	140 0	14 0	13 0
	Kumaun	14 8	12 0	14 0	14 0	11 0	10 0	12 0	10 8	...	...	...	...	18 0	17 0	20 0	20 0	13 0	13 0	16 0	15 0	11 0	10 0	200 0	200 0	8 0	8 0
	Garhwál	14 8	14 8	21 0	21 0	7 8	7 8	12 0	11 12	25 0	25 0	...	...	...	...	...	...	10 8	10 10	...	...	8 8	8 8	180 0	180 0	7 8	7 8
	Bijnor	15 8	15 8	23 4	24 12	10 2	10 2	10 11	11 4	...	...	...	...	...	...	...	...	...	...	19 11	20 0	...	...	135 0	135 0	12 2	12 2
	Moradabad	16 4	16 8	22 8	22 8	10 4	9 4	12 0	11 12	23 0	...	21 4	20 8	...	...	...	...	27 8	14 8	20 12	21 12	24 4	...	126 4	125 0	13 6	13 6
	Budaun	15 14	17 1½	24 0	24 9½	6 0	6 0	12 0	12 9½	...	...	...	...	...	...	...	...	24 0	...	23 6½	23 6½	28 12½	24 0	28 3	20 12½	192 0	192 0
	Bareilly	14 6	14 6	21 4	21 4	6 4	6 4	11 14	11 14	21 4	20 0	16 4	17 8	22 8	...	21 14	15 0	19 6	20 0	23 12	23 12	25 0	26 4	137 8	137 8	12 9½	12 9½
	Sháhjahánpur	16 8	16 8	22 8	22 8	10 0	10 0	17 0	14 8	...	...	...	...	...	...	29 0	30 0	20 8	21 8	...	...	22 8	22 8	140 0	140 0	12 8	12 13
	Taráí Pergunnahs	17 8	17 8	23 12	25 0	8 12	8 12	12 8	12 8	25 0	15 0	20 0	15 0	...	...	30 0	15 0	17 8	18 12	27 8	25 0	20 0	21 4	100 0	100 0	11 4	11 4
	Muttra	13 8	15 0	17 8	19 0	8 0	7 0	12 0	12 0	18 0	16 0	16 0	16 0	...	...	...	...	17 0	18 0	20 0	20 0	23 8	25 0	120 0	120 0	13 0	13 0
	Agra	13 12	14 4	16 12	18 8	5 0	5 0	11 8	11 0	17 8	18 0	17 0	16 0	...	...	14 0	14 0	19 4	19 8	21 8	...	15 0	15 0	100 0	100 0	13 8	13 0
	Farukhabad	13 8	15 4	19 0	18 8	6 8	6 8	12 0	10 12	...	...	...	...	...	...	...	...	21 0	20 8	21 0	...	21 8	23 0	140 0	140 0	11 12	12 4
	Mainpuri	13 12	14 12	17 4	19 6	4 8	4 8	9 8	9 8	...	...	...	...	35 0	35 0	16 0	16 0	18 6	20 0	...	...	19 13	21 12	160 0	160 0	13 8	12 12
	Etáwah	13 8	14 4	17 4	16 0	10 8	10 0	12 0	12 0	14 0	15 0	14 0	15 0	16 0	116 0	16 0	16 0	19 8	20 0	24 0	24 4	22 8	22 0	120 0	120 0	12 0	12 8
	Etah	14 12	15 4	19 8	21 0	7 0	7 8	13 0	11 0	...	...	15 8	15 12	...	...	16 0	16 0	23 8	22 8	...	...	14 12	17 0	140 0	140 0	12 8	12 4
	Jalaun	17 0	19 0	24 0	24 0	9 0	9 0	10 0	10 0	25 0	25 0	23 0	23 0	...	...	15 0	15 0	24 0	26 0	22 0	22 0	28 0	28 0	140 0	140 0	11 0	11 0
	Jhánsi	15 3½	16 7	23 8	24 8	6 12	7 8	● 0	12 0	20 14½	20 8	20 7½	20 4	...	...	...	...	22 0⅔	23 15½	...	...	22 8	24 8	200 0	200 0	12 0	12 0
	Lalitpur	15 8	16 8	23 0	23 0	10 0	10 0	11 0	11 0	20 0	20 0	20 0	20 0	32 0	32 0	32 0	32 0	21 0	22 0	26 0	24 0	11 0	11 0	160 0	160 0	10 0	10 0
	Cawnpore	15 4	16 0	20 0	21 0	10 0	10 0	12 0	14 0	20 0	21 0	21 0	21 0	...	...	24 0	25 0	21 0	22 12	§	§	25 0	26 0	150 0	150 0	14 0	14 8
	Fatehpur	13 2	13 8	17 12	18 8	11 4	11 4	12 4	12 4	...	...	...	...	...	...	...	...	19 12	20 8	...	...	26 0	26 0	160 0	160 0	11 8	11 8
	Bánda	19 0	21 8	25 8	25 8	8 0	8 0	11 0	12 8	23 0	24 8	19 0	19 0	30 0	30 0	21 0	20 0	28 0	28 8	...	...	20 0	22 0	160 0	160 0	12 0	12 0
	Allahabad	13 0	13 8	20 0	21 8	8 0	8 0	13 0	13 0	15 8	17 0	14 8	17 0	...	...	16 0	13 0	24 6	26 8	...	...	20 0	19 0	120 0	120 0	12 0	11 11½
	Hamírpur	20 8	19 12	...	...	8 0	8 0	12 8	12 6	23 0	23 0	23 0	23 0	...	...	...	...	26 4	26 2	...	...	34 8	34 8	140 0	140 0	12 6	12 6
	Jaunpur	*	14 0	*	19 10	*	7 0	*	12 12	*	...	...	22 8	*	140 0	*	10 0										
	Gorakhpur	15 5	15 5	25 3	23 13	10 6½	10 6½	16 3	17 1½	...	...	...	...	28 13	...	25 3	23 6½	26 1½	27 0	...	...	20 12	20 12	140 0	140 0	12 13	12 13
	Basti	19 0	19 0	22 0	22 0	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	26 0	26 0	...	...	23 0	23 0	140 0	140 0	11 0	11 0
	Azamgarh	15 2	14 12	20 0	20 10	10 5	10 5	16 4	16 4	...	...	...	...	...	...	...	...	25 1	22 8	...	...	14 0	13 10	177 8	177 8	11 2	11 2
	Mirzapur	14 0	14 8	20 0	21 0	8 0	8 0	15 0	15 0	19 0	18 0	19 0	18 0	24 0	24 0	20 0	20 0	22 0	22 0	24 0	24 0	25 0	25 0	70 0	80 0	11 0	11 0
	Benares	14 10	14 10	18 11	20 1●	10 13½	10 13½	16 4	16 13	19 0	19 8	16 4	17 5½	†	†	23 14	22 12	22 4	22 8	22 12	20 10	22 12	23 5	140 0	140 0	11 13	11 13
	Gházipur	18 0	16 12	21 14	22 8½	7 1½	16 12	15 7	...	19 5	21 4	21 4	37 5½	36 1	18 0	18 0	...	27 0½	21 0½	...	...	23 3	23 3	128 12	128 12	10 15½	10 15½
	Balia	16 12	16 12	25 12	25 12	'0 4	10 4	18 0	18 0	...	...	...	...	...	...	18 0	18 0	25 12	29 8	25 12	...	23 4	23 4	100 0	100 0	11 8	11 8
	Pilibhít	15 0	15 8	23 12	23 12	12 0	12 8	13 12	13 12	...	20 0	...	...	...	...	...	...	20 ●	20 0	...	...	...	23 12	140 0	140 0	11 4	11 4
Oudh.	Sultánpur	15 0	15 0	21 0	20 8	9 0	9 0	14 0	13 6	13 0	13 0	16 0	16 0	40 0	40 0	20 0	20 0	22 0	22 0	13 0	13 0	23 0	23 0	160 0	160 0	12 0	12 0
	Partábgarh	15 8	15 12	21 0	21 0	12 8	12 8	13 8	13 8	...	...	...	...	...	...	...	...	23 0	23 3	...	...	19 0	18 3	180 0	180 0	11 8	11 4
	Fyzabad	15 0	15 0	22 8	22 8	10 0	10 0	15 0	15 0	11 0	11 0	16 0	16 0	15 0	12 0	15 0	14 0	24 0	23 12	20 0	20 0	21 8	21 8	100 0	100 0	11 8	11 8
	Kheri	16 0	16 0	26 0	26 0	8 0	8 0	14 0	14 0	22 0	22 0	22 0	24 0	40 0	40 0	24 0	24 0	20 0	20 0	24 0	24 0	18 0	18 0	120 0	120 0	12 0	12 0
	Lucknow	15 3	15 8	20 5½	20 3	6 0	6 0	13 4	12 8	22 0	22 0	16 8	20 0	...	...	32 0	20 0	20 12	21 0	35 0	23 0	22 8	23 0	140 0	120 0	11 8	11 8
	Bára Banki	16 0	15 0	20 0	19 0	8 0	8 0	10 0	12 0	20 0	20 0	16 0	16 0	30 0	20 0	20 0	16 0	20 0	19 0	20 0	20 0	23 0	22 0	120 0	120 0	11 8	11 0
	Bahraich	17 0	16 0	27 0	27 0	13 0	13 0	17 0	17 0	25 0	25 0	21 0	20 0	...	...	...	...	26 0	26 0	26 0	26 0	25 0	25 0	160 0	160 0	12 0	12 0
	Rai Bareli	15 4	15 8	20 0	21 0	7 0	7 0	15 8	13 8	...	...	...	...	30 0	...	29 0	16 0	21 8	21 0	24 0	...	27 0	28 0	180 0	180 0	12 0	11 8
	Sitapur	16 8	17 0	23 0	24 0	8 0	8 0	15 0	14 0	...	...	...	...	...	...	35 0	32 0	22 0	23 0	...	24 0	24 0	24 0	160 0	160 0	12 8	12 8
	Gonda	18 0	17 12	23 12	24 8	14 0	13 8	14 8	14 4	18 12	20 0	16 8	16 4	28 0	28 0	16 8	16 8	23 6	24 0	21 6	22 4	26 4	26 8	200 0	200 0	12 4	12 4
	Unáo	14 8	15 0	18 0	18 0	9 0	9 0	13 8	13 0	16 0	16 0	18 0	18 0	...	...	22 0	22 0	19 8	21 8	18 0	18 0	17 0	118 0	160 0	160 0	13 0	12 0
	Hardoi	17 0	17 8	21 0	23 0	7 0	7 0	13 0	13 0	...	...	...	...	...	...	32 c	...	23 0	23 0	...	...	28 0	28 0	120 0	120 0	12 0	12 0
Punjab.	Hissar	16 0	16 0	21 0	22 0	...	...	10 0	10 0	24 0	24 0	21 0	22 0	...	...	...	...	27 0	27 0	20 0	20 0	...	...	100 0	100 0	13 0	12 8
	Rohtak	14 0	14 0	20 0	20 0	...	...	11 0	11 0	20 0	16 0	19 0	18 0	...	...	...	...	26 0	27 0	16 0	16 0	...	...	120 0	120 0	12 0	12 0
	Gurgaon	16 0●	17 0	20 0	22 0	...	...	11 0	11 0	20 0	20 0	19 0	19 0	...	...	...	...	22 0	22 0	20 0	21 0	23 0	23 0	140 0	140 0	13 0	13 0
	Delhi	14 0	16 0	19 0	22 0	...	...	14 0	14 0	17 0	18 0	17 0	17 0	...	...	14 0	16 0	21 0	22 0	17 0	19 0	25 0	25 0	70 0	80 0	12 0	12 0
	Karnál	16 0	17 0	21 0	21 0	...	...	12 0	12 0	20 0	20 0	16 0	16 0	20 0	20 0	16 0	16 0	22 0	23 0	20 0	20 0	20 0	20 0	140 0	140 0	12 4	12 4
	Umballa	18 0	18 0	22 0	20 0	...	...	12 0	12 0	20 0	20 0	12 0	10 0	20 0	20 0	16 0	16 0	21 0	21 0	24 0	20 0	20 0	20 0	140 0	140 0	14 12	13 12
	Simla	12 0	12 0	13 0	15 0	...	...	8 0	8 0	13 0	13 0	10 0	10 0	16 0	17 0	10 0	10 0	11 0	13 0	13 0	13 0	11 0	11 0	70 0	70 0	9 8	9 12
	Kángra	16 0	16 0	23 0	24 0	...	...	12 0	12 0	13 0	13 0	10 0	10 0	20 0	20 0	10 0	12 0	16 0	16 0	17 0	17 0	12 0	13 0	120 0	120 0	11 0	11 0
	Hoshiarpur	17 0	17 0	21 0	21 0	...	...	10 0	10 0	19 0	18 0	14 0	14 0	12 0	13 0	16 0	16 0	19 0	19 0	18 0	18 0	12 0	10 0	110 0	100 0	15 0	15 0
	Jullundur	17 0	17 0	22 0	20 0	...	...	8 0	8 0	20 0	16 0	14 0	13 0	...	...	20 0	20 0	20 0	19 0	22 0	20 0	...	...	110 0	110 0	14 8	14 0
	Ludhiána	18 0	18 0	25 0	23 0	...	...	13 0	13 0	20 0	18 0	20 0	13 0	...	...	14 0	16 0	22 0	22 0	20 0	18 0	16 0	13 0	120 0	120 0	16 0	16 0
	Ferozepore	17 0	17 0	23 0	22 0	...	...	11 0	11 0	18 0	20 0	...	...	...	...	16 0	18 0	22 0	21 0	16 0	...	13 0	13 0	90 0	90 0	14 8	14 8
	Mooltan	14 0	13 0	17 0	17 0	10 0	10 0	18 0	17 0	15 0	15 0	...	...	...	...	16 0	16 0	17 0	17 0	16 0	16 0	...	...	100 0	100 0	15 0	14 0
	Jhang	15 0	14 0	19 0	19 0	10 0	10 0	16 0	8 0	8 0	6 0	12 0	10 0	16 0	8 0	17 0	16 0	15 0	8 0	10 0	10 0	20 0	20 0	200 0	200 0	13 0	14 0
	Montgomery	16 0	16 0	18 0	18 0	10 0	11 0	10 0	...	...	...	...	...	...	...	16 0	16 0	19 0	19 0	10 0	...	12 0	12 0	200 0	200 0	12 0	12 0
	Lahore	17 0	16 0	22 0	22 0	...	...	11 0	11 0	22 0	19 0	17 0	12 0	...	...	18 0	16 0	21 0	20 0	20 0	17 0	12 0	12 0	100 0	100 0	14 0	14 0
	Amritsar	17 0	16 0	21 0	22 0	...	...	11 0	11 0	23 0	19 0	12 0	12 0	12 0	12 0	20 0	16 0	20 0	20 0	21 0	23 0	16 0	16 0	90 0	100 0	15 0	15 0
	Gurdáspur	18 0	18 0	28 0	28 0	...	...	14 0	14 0	12 0	10 0	12 0	12 0	...	...	10 0	10 0	20 0	20 0	14 0	10 0	8 0	8 0	120 0	120 0	14 0	15 0
	Siálkot	16 0	16 0	23 0	23 0	...	...	10 0	11 0	20 0	14 0	13 0	13 0	19 0	20 0	20 0	16 0	20 0	19 0	20 0	15 0	12 0	12 0	130 0	130 0	15 0	15 0

* No return received. † Not procurable. ‡ Not grown. § No sales in the market.

w In sub-divisions retail prices of salt per rupee were:—Madhubani 11 seers and Tajpore 12 seers.

w1 In sub-divisions retail prices of salt per rupee were:—Seetamarhee 10 seers and Hajeepore 12-4 seers.

x In sub-divisions retail prices of salt per rupee were:—Sewan 11-8 seers and Gopalgunge 12-2 seers.

y In Bettiah sub-division retail price of salt 11-8 seers per rupee.

z In sub-divisions retail prices of salt per rupee were:—Begusarai 11 seers and Jamui 11-8 seers.

z1 In Arrareah and Kishengunge sub-divisions retail price of salt 10 seers per rupee.

z2 In sub-divisions retail prices of salt per rupee were:—Deoghur 13 seers, Godda 11 seers and Pakour and Rajmehal 12 seers.

z3 In Khorda sub-division retail price of salt 14 seers per rupee.

z4 In Bhuddruck sub-divisions retail price of salt 9-8 seers per rupee.

z5 At Kharagdiha in Giridih sub-division retail price of salt 11 seers per rupee.

z6 In Govindpur retail price of salt 12 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF SEPTEMBER 1887—*continued*.

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Provinces	Districts	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum (*Sorghum vulgare*). Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). Past fortnight.	Kangni or Kakun, Italian millet (*setaria italica*). Present fortnight.	Kangni or Kakun, Italian millet (*setaria italica*). Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—*contd.*	Gujrát	16 0	16 0	21 0	22 0	...	...	12 0	12 0	16 0	14 0	16 0	14 0	...	...	12 0	12 0	20 0	19 0	16 0	16 0	11 0	12 0	120 0	120 0	16 0	16 0
	Gujránwála	17 0	17 0	23 0	23 0	...	...	12 0	12 0	16 0	16 0	10 0	10 0	25 0	25 0	10 0	10 0	19 0	19 0	20 0	18 0	8 0	8 0	120 0	120 0	15 0	15 0
	Shahpur	14 0	13 0	18 0	18 0	...	...	10 0	10 0	16 0	13 0	16 0	14 0	20 0	20 0	18 0	16 0	18 0	16 0	16 0	15 0	10 0	10 0	240 0	240 0	16 0	16 0
	Jhelum	16 0	16 0	21 0	21 0	...	...	12 0	11 0	...	15 0	...	16 0	...	...	...	...	...	19 0	17 0	17 0	...	13 0	140 0	140 0	16 0	16 0
	Ráwalpindi	15 0	15 0	21 0	21 0	...	...	9 0	9 0	23 0	19 0	18 0	16 0	...	...	13 0	12 0	20 0	19 0	16 0	16 0	22 0	21 0	90 0	90 0	15 12	15 8
	Hazára	14 0	14 0	21 0	22 0	...	...	12 0	10 0	...	...	12 0	12 0	...	...	...	8 0	15 0	15 0	15 0	15 0	...	...	120 0	120 0	12 0	12 0
	Pesháwar	14 0	14 0	21 0	21 0	...	...	11 0	10 0	14 0	12 0	14 0	14 0	...	...	19 0	18 0	18 0	16 0	18 0	18 0	20 0	19 0	100 0	100 0	37 0	38 0
	Kohát	12 0	12 0	17 0	19 0	...	...	13 0	13 0	14 0	12 0	15 0	14 0	...	...	16 0	12 0	14 0	14 0	15 0	15 0	...	...	100 0	100 0	50 0	55 0
	Bannu	13 0	14 0	17 0	20 0	...	...	10 0	9 0	15 0	15 0	13 0	13 0	8 0	8 0	8 0	8 0	14 0	15 0	14 0	18 0	11 0	11 0	60 0	60 0	40 0	40 0
	D. I. Khán	12 0	12 0	15 0	15 0	...	...	9 0	9 0	15 0	15 0	15 0	15 0	15 0	15 0	5 0	5 0	15 0	15 0	12 0	12 0	12 0	12 0	113 0	113 0	36 0	35 0
	D. G. Khán	13 0	14 0	15 0	16 0	...	...	9 0	9 0	17 0	18 0	15 0	15 0	10 0	10 0	10 0	10 0	15 0	16 0	15 0	15 0	...	...	100 0	125 0	21 0	21 4
	Muzaffargarh	13 0	14 0	16 0	17 0	...	...	16 0	12 0	12 0	12 0	11 0	12 0	..	...	...	...	14 0	15 0	...	18 0	11 0	11 0	100 0	100 0	13 0	13 0
Central Provinces.	Saugor	17 6	17 6	...	...	7 15	7 15	9 4	9 4	...	...	...	...	...	...	...	...	22 12	22 12	...	...	13 0	13 0	160 0	160 0	8 0	8 6
	Damoh	20 0	20 0	...	...	11 7	10 0	12 5	11 7	...	...	...	...	...	...	...	...	26 11	26 11	...	...	12 13	12 13	200 0	200 0	10 11	10 11
	Jubbulpore	16 8	16 8	...	...	10 0	9 12	13 8	13 0	...	19 0	...	...	...	...	...	...	19 0	21 0	...	...	16 0	15 0	120 0	120 0	11 0	11 0
	Mandla	22 8	22 8	...	...	11 0	11 0	13 0	14 0	...	...	...	...	...	...	...	...	30 0	32 8	...	...	16 0	13 0	256 0	256 0	10 8	10 8
	Seoni	20 6	20 6	...	...	10 11	8 15	13 3	11 12	...	...	...	...	...	...	...	...	20 6	20 6	...	...	12 7	12 7	200 0	200 0	10 11	10 11
	Narsinghpur	16 0	16 0	...	...	9 3	9 3	10 8	10 8	...	...	...	...	...	...	...	...	21 11	21 11	...	...	13 7	13 7	140 0	140 0	10 11	10 11
	Hoshangabad	17 2	16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20 0	21 13	...	...	15 0	13 14	200 0	200 0	10 14	10 14
	Nimár	14 3	15 1	...	...	7 8	7 8	11 7	11 14	19 1	19 1	...	...	...	...	...	...	14 3	16 2	...	...	12 3	12 3	120 0	120 0	12 9	12 9
	Betul	16 1	16 12	...	...	8 12	8 12	10 0	10 0	20 3	20 3	...	...	...	...	...	...	18 9	21 0	...	...	9 12	9 12	320 0	320 0	11 6	11 6
	Chhindwára	19 14	15 3	...	...	8 0	7 4	10 0	10 0	20 9	20 9	...	...	...	...	...	...	22 13	25 5	...	...	12 0	12 0	160 0	160 0	9 2	9 2
	Wardha	16 0	16 0	...	...	8 0	8 0	11 7	11 7	21 13	21 13	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	124 0	124 0	10 11	...
	Nágpur	18 2	16 4	...	...	8 12	...	13 2	...	20 15	19 11	...	...	...	...	...	...	18 2	17 13	...	...	13 2	13 2	109 0	109 0	10 14	10 14
	Chánda	15 0	16 3	...	...	...	...	10 11	12 4	17 0	20 0	...	...	...	...	...	...	13 12	14 8	...	...	10 0	10 8	615 0	615 0	10 8	10 8
	Bhandára	16 4	16 4	...	...	8 12	10 0	13 0	12 8	...	...	...	...	...	...	...	...	15 0	16 8	...	...	11 4	11 4	180 0	180 0	10 8	10 8
	Bálaghát	18 6	18 6	...	...	14 7	14 7	20 6	20 6	...	...	...	...	...	...	...	...	16 13	16 13	...	...	13 12	13 12	144 0	144 0	10 0	10 0
	Raipur	21 0	21 0	...	...	9 0	9 0	16 10	16 10	...	...	...	...	...	...	...	...	21 0	21 0	...	...	21 0	21 0	64 0	64 0	9 0	9 0
	Bilaspur	26 10	26 4	...	...	15 12	15 12	24 12	21 6	...	...	...	...	...	...	...	...	33 8	35 8	...	...	24 1	24 1	100 0	100 0	6 8	6 8
	Sambalpur	17 8	19 4	...	...	14 14	14 0	16 10	16 10	...	...	...	...	...	...	...	...	18 0	18 12	...	...	11 0	12 0	160 0	160 0	10 8	10 1
Lower Burma.	*Arakan Division.*																										
	Akyab	...	...	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	120 0	150 0	20 0	20 0
	Kyoukpyu	...	...	...	...	15 13	16 4	17 5	17 14	...	...	...	...	...	...	...	...	5 0	5 0	*	§	...	...	50 0	50 0	42 0	42 0
	Sandoway	...	...	...	...	26 13	26 13	30 13	30 13	...	...	...	...	...	...	...	...	...	...	24 0	18 0	...	...	409 11	409 11	22 13	22 13
	Pegu Division.																										
	Rangoon Town	11 2	11 2	...	...	10 6	10 6	12 6	12 6	...	...	...	...	...	...	...	...	15 2	15 2	22 2	22 2	...	...	250 0	250 0	20 2	20 2
	Pegu	...	...	...	...	8 14	8 14	11 3	10 15	...	...	...	...	...	...	...	...	11 2	11 2	...	...	...	...	135 0	150 0	26 15	26 15
	Tharrawaddy	...	...	...	...	11 14	11 14	14 5	14 5	...	...	...	...	...	...	...	...	11 1	11 1	...	...	...	...	535 11	535 11	29 12	29 12
	Prome	12 2	12 2	...	...	12 12	11 3	16 2	13 12	...	...	...	...	...	...	...	...	12 7	13 13	33 9	33 9	...	...	167 9	167 9	18 10	18 10
	Irrawaddy Division.																										
	Bassein	...	...	...	...	13 9	14 6	16 7	16 6	...	...	...	...	...	...	...	...	12 10	12 10	†	...	...	...	213 8	213 8	23 8	23 8
	Henzada	...	...	...	...	10 4	10 4	15 10	15 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	183 8	183 8	35 8	35 8
	Thongwa	...	...	...	...	9 6	9 6	10 9	10 9	...	...	...	...	...	...	...	...	12 14	12 14	...	...	...	...	246 0	246 0	39 6	35 0
	Thayetmyo	10 0	10 0	...	...	10 3	10 3	11 14	11 14	...	...	...	...	...	...	...	...	12 5	12 5	...	...	...	...	245 3	367 8	18 15	18 15
	Tenasserim Division.																										
	Moulmein Town and Amherst	9 0	9 0	...	...	11 8	11 8	12 2	12 2	...	...	...	...	...	...	...	...	12 2	10 2	12 2	12 2	...	...	220 0	220 0	30 8	30 8
	Tavoy	...	...	...	...	13 12	13 12	19 6	21 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	16 1	16 1
	Mergui	...	...	...	...	15 6	15 6	16 10	16 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	14 9	14 9
	Toungoo	...	...	...	...	9 14	9 14	11 10	11 10	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	27 0	27 0	18 12	18 12
	Shwaygyin	...	...	...	...	8 8	9 13	11 4	11 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	‡	250 0	18 14	18 14
Hyderabad Assigned Districts.	Secunderabad	No return received.																									
	Bolarum																										
	Chadarghat																										
	Amráoti	14 6	14 5	...	...	7 8	7 1	8 8	8 3	22 8	23 2	16 0	17 0	...	...	...	...	14 12	14 6	...	...	10 12	10 14	*a*	*a*	12 0	12 0
	Akola	15 0	14 0	...	...	7 0	7 0	9 8	10 0	20 0	20 0	17 0	17 0	...	...	...	...	15 0	14 0	...	...	15 0	5 0	*a*	*a*	11 0	11 0
	Ellichpur	14 0	14 0	9 0	9 0	7 0	7 0	9 0	9 0	20 0	21 0	15 0	15 0	...	...	...	...	13 0	13 0	...	...	10 0	10 0	*a*	*a*	10 0	10 0
	Buldana	16 0	16 0	...	...	8 0	8 0	10 0	10 0	21 0	23 0	18 0	20 0	...	...	...	...	16 0	16 0	...	...	10 0	10 0	*a*	*a*	10 0	10 0
	Wun	14 8	14 8	...	...	6 0	6 0	11 0	8 0	25 0	26 0	...	...	...	...	...	...	12 0	13 0	...	...	18 0	18 0	*a*	*a*	11 8	11 8
	Básim	17 12	17 11	...	...	6 10	7 1	9 10	10 0	26 4	26 0	30 0	30 0	...	...	...	...	15 5	15 10	...	...	22 0	17 4	*a*	*a*	9 10	9 10
Mysore.	Bangalore	No return received.																									
	Kolar																										
	Túmkúr																										
	Mysore																										
	Hassan																										
	Shimoga																										
	Kadur																										
	Chitaldroog																										
Coorg	Coorg	10 8	10 0	9 8	9 0	14 0	12 8	17 0	16 0	...	...	...	...	40 8	40 0	...	...	26 0	24 8	...	...	...	...	110 0	110 0	10 8	12 0
Rajpootana.	Jeypore	12 8	12 12	21 0	20 8	5 0	5 0	8 12	8 12	18 0	18 0	18 0	16 0	...	...	18 0	18 0	19-8-22-8	20 8	20 0	20 0	25 0	25 0	115 0	83 5	15 0	15 0
	Kishengurh	12 4	11 12	21 4	19 8	9 0	9 0	10 0	10 0	22 4	15 8	14 4	...	...	...	...	...	19 8	19 4	17 0	19 4	...	...	...	...	16 0	16 0
	Kerrowlee	11 12	10 11	15 10	14 1	10 0	10 0	11 4	11 4	15 0	13 12	12 8	11 4	...	...	17 8	17 8	15 0	15 0	...	...	16 4	16 4	200 0	200 0	12 8	12 13
	Ulwur	14 7	14 8	18 2	19 9	8 0	8 0	11 10	11 10	17 10	17 0	15 0	15 8	...	...	17 2	18 11	20 14	21 7	18 8	19 11	24 0	24 14	200 0	200 0	14 12	14 12
	Bhurtpore (City)	13 11	13 14	17 9	17 12	7 4	7 4	8 4	8 4	14 8	14 8	16 11	16 4	...	...	13 4	13 4	18 11	18 9	20 0	14 0	21 0	19 12	200 0	200 0	12 4	12 4
	Ajmere	11 8	12 0	18 8	18 0	3 0	3 0	8 0	8 0	19 0	18 0	15 0	15 0	...	...	...	...	19 0	18 0	16 0	17 0	...	...	70 0	70 0	14 0	14 0
	Deoli Cantonment	14 1	13 14½	16 12	16 13	5 8	5 8	9 0	9 0	20 0	21 8	17 4	18 0	...	...	...	...	15 5	15 0	...	...	...	...	230 0	230 0	13 0	13 0
	Erinpura	12 12	12 12	22 8	22 8	...	...	9 0	9 0	20 0	20 0	21 0	21 0	...	...	...	...	18 6	18 6	...	...	...	...	240 0	240 0	13 8	13 8
	Sirohee	11 8	11 0	19 0	19 0	6 0	6 0	8 0	8 0	18 0	18 0	22 0	22 0	...	...	25 0	20 0	17 0	18 0	18 0	18 0	14 0	14 0	160 0	160 0	12 0	12 0
	Abu	11 14	11 12	16 12	16 12	6 0	6 0	8 0	8 0	...	...	17 12	17 12	...	...	...	...	15 0	15 0	18 0	18 0	...	10 8	...	...	12 0	12 0
	Anadra	12 8	12 0	18 12	18 12	6 8	6 8	8 0	8 0	...	...	19 4	20 4	...	...	...	...	16 0	16 0	20 8	20 8	...	12 0	...	...	12 8	12 8
	Bálmere	9 12	9 12	...	...	5 0	5 0	7 8	7 8	...	...	22 12	22 12	...	...	...	...	11 0	11 0	...	...	...	...	260 0	260 0	13 8	13 8
	Jeysalmere	10 6	10 0	...	...	9 12	9 10	12 4	12 3	15 4	15 9	14 12	15 4	...	...	...	...	12 4	12 4	...	...	...	...	...	...	...	25 9
	Hilly Tracts of Meywar	11 4	12 0	22 0	19 0	...	...	12 8	13 0	...	...	...	...	...	...	...	...	18 0	18 0	28 0	28 0	...	...	*c*	*b*	11 8	11 0½
	Meywar (Oodeypore)	12 1¾	12 1¾	17 3	17 3	8 15	8 9½	9 6	8 15¾	17 3	17 3	11 5	10 2½	‡	*Nil*	14 1	13 4½	12 14¼	12 14¼	19 8½	18 12	10 8¾	9 6	200 0	200 0	11 5¼	10 8¾
	Bánswára (Meywar Agency)	15 4	15 10	17 8	17 8	7 15	10 0	15 8	16 4	...	...	...	...	...	...	...	...	22 3	22 8	19 4	21 4	...	...	...	...	10 5	10 15
	Partábgarh („)	15 0	14 11	20 0	20 0	10 0	10 0	12 8	12 8	20 0	20 10	...	...	...	...	...	...	15 4	16 4	16 4	20 0	25 0	10 10	...	...	18 5	18 15
	Marwar (Jodhpore)	12 4	12 4	20 0	18 12	6 4	6 9	7 8	7 8	20 0	20 0	20 0	20 0	20 0	20 0	...	...	17 8	17 8	20 0	20 0	...	...	...	...	16 4	16 4
	Bikanir	10 12	10 12	...	...	3 15	3 15	8 1	8 1	...	...	17 6	17 6	...	...	...	...	17 0	12 11	...	...	8 8	9 0	100 0	100 0	14 0	14 0
	Boondee	13 12	13 12	17 0	19 0	8 8	8 8	9 0	9 8	17 4	18 0	• ...	...	...	...	...	...	15 8	16 0	...	...	...	...	210 0	200 0	12 0	12 0
	Kotah	14 6	14 12	16 0	16 0	7 8	7 8	10 0	10 0	17 8	18 0	12 0	12 0	...	...	...	...	17 8	19 0	15 0	10 0	12 8	12 8	240 0	240 0	11 4	11 4
	Tonk	11 7	12 8	15 2	17 2½	8 6	8 7	9 6	9 6	14 15	16 5	...	...	...	...	...	...	15 0	16 9	...	...	...	...	100 0	...	11 4	10 14
	Jhallawar	14 7	14 11	17 14	17 14	7 1	7 1	8 14	8 14	21 5½	22 6	17 2	17 2	...	...	14 2½	14 2½	14 13½	16 3	22 2	22 2	10 4	10 4	175 0	175 0	10 14	10 14
	Shahpoora	16 0	15 6	23 0	21 1	9 0	9 0	12 10	12 8	22 4½	20 12	20 0	19 0	...	...	...	...	21 12	21 0	...	...	...	...	160 0	160 0	13 8	13 8
	Dholpur	13 12	13 9	17 4	17 15	9 8	9 9	...	11 13	17 5	18 4	14 9	15 4	...	...	18 0	18 0	18 8	18 7	...	...	21 8	21 7	90 0	90 0	13 2	13 3
Central India.	Indore	12 5	12 14	16 0	16 8	10 0	8 9	12 0	10 0	19 2	18 8	18 7	17 12	...	18 6	...	...	14 12	14 3	20 0	19 3	15 8	15 8	100 0	100 0	11 0	11 0
	Gwalior	11 9	12 11	16 5	18 2	7 4	7 4	9 9	9 9	14 8	16 13	13 9	15 15	§	...	10 14	11 6	15 0	16 5	§	...	19 8	19 15	126 14	135 15	11 6	11 6
	Goona	16 8	17 0	20 0	20 0	9 0	9 0	9 8	9 8	20 0	25 0	18 0	18 0	§	...	§	...	22 0	25 0	22 0	24 0	13 0	13 0	200 0	200 0	11 0	11 0
	Baghelkhand (Sutna)	19 0	19 0	26 0	30 0	8 0	8 0	15 0	15 0	§	...	§	...	§	...	...	...	26 0	26 0	§	...	32 8	31 0	140 0	140 0	12 0	12 0
Baluchistan.	Quetta	10 8	11 1	12 8	12 8	5 0	5 8	10 0	9 8	16 0	17 2	*Nil*	...	*Nil*	...	*Nil*	...	12 0	12 8	*Nil*	...	*Nil*	...	53 5	53 4	10 0	10 8

* Rı per 100 cobs. † None in the market. ‡ Rı per cart-load. † Dhall 3 annas per viss. ‡ Not procurable. § Not sold. *a* Firewood is sold by head-load, bullock-load, cart-load, and not by weight
b Eight pies per bundle. *c* Nine pies per bundle.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

E. T. ATKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF AUGUST 1887 PUBLISHED IN PAGE 1316, 1317, 1318 AND 1319 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 24th SEPTEMBER 1887.

1	2	3		4		5		6		7		8		9		10		11		12		13		14		15	
		QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.																									
PROVINCES.	DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLUM (*Sorghum vulgare*).		BAJRA OR CUMBU (*Pennisetum typhoideum*).		MARUA OR RAGI (*Eleusine coracana*).		KANGNI OR KAKUN, ITALIAN MILLET (*Setaria italica*).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (*Cicer arietinum*).		MAIZE (*Zea Mays*).		ARHAR OR THUR CADJAN PEA (*Cajanus indicus*).		FIREWOOD.		SALT.	
		Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
BOMBAY.	Satara	12 1	12 1	...	...	9 9	9 9	10 12	11 0	20 0	20 0	20 10	20 10	...	...	...	...	19 8	19 8	...	...	15 2	15 2	93 3	93 0	14 3	14 3
	Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	11 3	11 3	10 3	10 3	...	...	...	...	11 3	11 3	...	...	5 9	5 9	65 5	65 5	32 0	32 0
N.-W. PROVINCES.	Dehra Dun	14 0	...	21 8	...	6 8	...	10 0	...	12 0	...	12 0	...	18 0	...	...	...	17 0	...	12 0	...	16 0	...	160 0	...	11 0	...
	Saháranpur	15 9½	15 3	21 8	22 9	8 9½	8 10	11 13	11 14	12 14½	15 1	10 12	10 12	21 8	19 5	21 8	21 5	18 13	18 12½	19 5½	19 5	19 5½	19 5	129 0	129 0	12 14½	12 12
	Muzaffarnagar	17 0	17 0	24 6	24 6	6 9	6 9	12 2	12 2	19 12	19 12	15 6	15 6	16 8	16 8	15 6	15 6	20 4	21 0	22 0	22 0	15 6	14 5	132 0	132 0	12 10	13 0
	Meerut	15 12	15 8	22 8	23 8	6 0	6 0	14 0	14 0	18 0	14 0	16 0	16 0	18 0	18 0	18 0	18 0	21 0	21 0	22 0	18 0	25 0	25 0	100 0	100 0	13 8	13 8
	Bulandshahr	16 8	17 4	25 0	25 0	7 0	6 0	11 0	10 0	18 0	20 0	16 0	15 0	...	...	17 0	16 0	24 0	24 0	22 0	21 0	18 0	19 0	160 0	160 0	13 8	13 0
	Aligarh	16 0	16 4	23 0	23 0	6 0	6 4	12 0	12 0	19 0	19 0	15 8	15 8	...	...	16 0	16 0	22 8	23 8	26 0	26 8	30 0	30 0	140 0½	140 0	13 0	14 0
	Kumaun	12 0	13 0	14 0	14 0	10 0	10 0	10 8	10 8	...	...	...	...	17 0	17 0	20 0	20 0	13 0	13 0	15 0	...	10 0	10 0	200 0	200 0	8 0	8 0
	Garhwál	14 8	14 8	21 0	21 0	7 8	7 8	11 12	12 0	25 0	25 0	...	...	...	...	...	...	10 10	10 8	...	...	8 8	8 8	180 0	180 0	7 8	7 8
	Bijnor	15 8	15 12	24 12	25 0	10 2	10 2	11 4	11 10	...	...	...	...	...	...	...	...	20 0	19 6	...	...	...	...	135 0	135 0	12 2	12 2
	Moradabad	16 8	16 14	22 8	24 12	9 4	9 4	11 12	12 12	...	16 0	20 8	...	...	...	14 8	14 8	21 12	22 8	...	...	26 4	26 4	125 0	125 0	13 6	13 6
	Budaun	17 1½	16 12½	24 9½	25 3	6 0	6 0	12 9½	13 3	...	...	...	13 3	...	...	...	...	23 6½	23 6½	24 0	24 0	28 12½	28 3	192 0	192 0	12 9½	12 9½
	Bareilly	14 6	15 0	21 4	20 0	6 4	6 4	11 14	11 14	20 0	18 12	17 8	16 14	...	...	15 0	15 0	20 0	20 0	23 12	23 12	26 4	23 12	137 8	137 8	12 13	12 13
	Shahjahánpur	16 8	16 0	22 8	22 8	10 0	10 0	14 8	14 8	...	...	...	...	...	...	30 0	20 0	21 8	21 0	...	...	22 8	22 8	140 0	140 0	12 8	12 8
	Tarái Pergunnahs	17 8	16 14	25 0	25 0	8 12	8 12	12 8	12 8	15 0	13 12	15 0	15 0	...	...	15 0	15 0	18 12	18 12	25 0	25 0	21 4	20 0	100 0	100 0	11 4	11 4
	Muttra	15 0	14 8	19 0	19 8	7 0	7 0	12 0	12 0	16 0	16 0	16 0	16 0	...	...	...	...	18 0	19 0	20 0	20 0	25 0	25 0	120 0	120 0	13 0	13 0
	Agra	14 4	14 8	18 8	19 8	5 0	5 0	11 0	10 0	18 0	17 0	16 0	16 0	...	...	14 0	14 0	19 8	20 0	...	...	15 0	15 0	100 0	100 0	13 0	13 0
	Farukhebad	15 4	15 4	18 8	19 0	6 8	6 8	10 12	10 12	...	...	...	...	...	...	...	...	20 8	20 8	...	...	23 0	23 0	140 0	140 0	12 4	12 4
	Mainpuri	14 12	15 4	19 6	20 4	4 8	4 8	9 8	9 8	...	...	...	...	35 0	35 0	16 0	16 0	20 0	20 14	...	...	21 12	22 8	160 0	160 0	12 12	12 12
	Etáwah	14 4	15 0	16 0	17 0	10 0	6 0	12 0	12 8	15 0	17 8	15 0	17 8	16 0	16 0	16 0	16 0	20 0	21 0	24 4	25 0	22 0	24 0	120 0	120 0	12 8	12 0
	Etah	15 4	16 4	21 0	23 4	7 8	7 0	11 0	11 8	...	18 0	15 12	15 8	...	...	16 0	15 8	22 8	23 12	...	...	17 0	26 8	140 0	173 8	12 4	13 8
	Jalaun	19 0	...	24 0	...	9 0	...	10 0	...	25 0	...	23 0	...	...	...	15 0	...	26 0	...	22 0	...	28 0	...	140 0	...	11 0	...
	Jhánsi	16 7	...	24 8	...	7 8	...	12 0	...	20 8	...	20 4	...	...	...	...	...	23 15½	...	...	...	24 8	...	200 0	...	12 0	...
	Lalitpur	16 8	16 4	23 0	23 0	10 0	10 0	11 0	11 8	20 0	22 0	20 0	20 0	32 0	32 0	32 0	32 0	22 0	24 0	24 0	24 0	26 0	26 0	160 0	160 0	10 0	10 0
	Cawnpore	16 0	16 4	21 0	21 0	10 0	10 0	14 0	14 0	21 0	21 0	21 0	21 0	...	...	25 0	25 0	22 12	23 4	*	*	26 0	26 0	150 0	150 0	14 8	14 0
	Fatehpur	13 8	14 4	18 8	19 12	11 4	12 0	12 4	13 0	...	...	...	...	...	...	...	...	20 8	22 4	...	...	26 0	27 0	160 0	160 0	11 8	11 8
	Bánda	21 8	21 8	25 8	25 8	8 0	8 0	12 8	12 8	24 8	24 8	19 0	19 0	30 0	30 0	20 0	20 0	28 8	30 0	...	...	22 0	22 0	160 0	160 0	12 0	12 0
	Allahabad	13 8	13 10	21 8	22 0	8 0	8 0	13 0	13 0	17 0	16 0	17 0	16 0	...	...	13 0	16 0	26 8	27 0	...	...	19 0	19 0	120 0	120 0	11 11½	11 8
	Hamírpur	19 12	20 14	...	...	8 0	9 0	12 6	12 8	23 0	23 0	23 0	23 0	...	...	...	...	26 2	29 6	...	...	34 8	34 3	140 0	140 0	12 6	11 8
	Jaunpur	14 0	14 0	19 10	19 10	7 0	7 0	12 12	12 12	...	...	...	...	...	...	...	...	22 8	22 6	...	...	22 12	23 12	140 0	140 0	10 0	12 0
	Gorakhpur	15 5	15 5	23 13	23 13	10 6½	10 6	17 14	16 3	...	...	...	...	...	...	23 6½	25 3	27 0	27 0	...	...	20 12	17 0	140 0	140 0	12 13	12 6½
	Basti	19 0	...	22 0	...	10 0	...	13 0	...	...	...	...	...	...	...	...	...	26 0	...	...	...	23 0	...	140 0	...	11 0	...
OUDH.	Azamgarh	14 12	14 0	20 10	19 3	10 5	10 5	16 4	14 12	...	...	...	...	...	...	...	...	22 8	22 3	...	...	13 10	13 10	177 8	177 8	11 2	11 2
	Mirzapur	14 8	15 0	21 0	24 0	8 0	8 0	15 0	15 0	18 0	18 0	18 0	18 0	24 0	24 0	20 0	20 0	22 0	22 0	24 0	24 0	25 0	25 0	80 0	80 0	11 0	11 0
	Benares	14 10	13 13	20 1	19 8	10 13½	10 13½	16 13	15 7	19 8	17 5½	17 5½	16 13	†	...	22 12	22 12	22 8	21 15	20 10	19 8	23 5	22 12	140 0	110 0	11 13	11 13
	Gházipur	16 12	16 12	22 8½	22 8½	7 1½	7 1½	15 7	15 7	19 5	19 5	21 4	21 4	36 1	36 1	18 0	18 0	21 0½	27 0½	...	...	23 3	23 3	128 12	128 12	10 15½	10 15½
	Balia	16 12	18 0	25 12	27 0	10 4	9 4	18 0	18 8	...	...	...	...	...	...	...	...	29 8	29 8	...	...	23 4	23 4	100 0	100 0	11 8	12 0
	Pilibhet	15 8	15 0	23 12	23 12	12 8	12 8	13 12	13 12	20 0	10 0	...	...	...	...	...	...	20 0	19 4	...	...	23 12	23 12	140 0	140 0	11 4	11 4
	Sultánpur	15 0	15 0	20 8	20 8	9 0	9 0	13 0	13 0	13 0	13 0	16 0	16 0	40 0	40 0	20 0	20 0	22 0	22 0	13 0	13 0	23 0	23 0	160 0	160 0	12 0	12 0
	Partábgarh	15 12	16 3	21 0	22 0	12 8	13 0	13 8	14 0	...	...	...	...	...	...	...	...	23 3	23 2	...	...	18 3	18 5	180 0	180 0	11 4	11 2
	Fyzabad	15 0	14 8	22 8	22 8	10 0	10 0	15 0	15 0	11 0	11 0	16 0	16 0	12 0	12 0	14 0	14 0	23 12	23 8	20 0	20 0	21 8	21 8	100 0	100 0	11 8	11 8
	Kheri	16 0	16 0	26 0	26 0	8 0	8 0	14 0	13 0	22 0	22 0	20 0	20 0	40 0	36 0	24 0	24 0	20 0	20 8	24 0	24 0	18 0	18 0	120 0	120 0	12 0	12 0
	Lucknow	15 8	15 0	20 8	20 8	6 0	6 0	12 8	12 8	22 0	22 0	20 0	20 0	...	...	20 0	18 0	21 0	20 8	23 0	23 0	23 0	23 8	120 0	110 0	11 8	11 8
	Bára Banki	15 0	14 0	19 0	19 0	8 0	8 0	12 0	12 0	20 0	20 0	16 0	16 0	20 0	21 0	16 0	16 0	19 0	19 0	20 0	20 0	22 0	22 0	120 0	120 0	11 0	11 8
	Baraich	16 0	16 0	27 0	27 0	13 0	13 0	17 0	17 0	25 0	25 0	20 0	20 0	...	...	...	...	26 0	27 0	26 0	27 0	25 0	25 0	160 0	160 0	12 0	12 0
	Rai Bareli	15 8	15 0	21 0	19 0	7 0	7 0	13 8	13 0	...	13 0	...	15 0	...	...	16 0	16 0	21 0	21 0	...	...	28 0	25 0	180 0	180 0	11 8	11 8
	Sitapur	17 0	16 12	24 0	23 8	8 0	8 0	14 0	13 0	...	19 0	...	18 0	...	18 0	32 0	17 0	23 0	22 0	24 0	23 0	26 8	27 4	200 0	200 0	12 4	14 4
	Gonda	17 12	16 12	24 8	24 4	13 8	13 12	14 4	14 12	20 0	14 0	16 4	16 8	28 0	23 0	16 8	18 0	24 0	24 8	22 4	23 8	26 8	27 8	160 0	160 0	12 8	12 8
	Unáo	15 0	15 0	18 0	18 0	9 0	9 0	13 0	13 0	16 0	16 0	18 0	18 0	...	...	22 0	22 0	21 8	21 0	18 0	18 0	18 0	18 0	160 0	160 0	12 0	12 0
	Hardoi	17 8	17 8	23 0	22 0	7 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	23 0	22 0	...	...	28 0	27 8	120 0	120 0	12 0	12 0

* No sale in market.

† Not in bazar.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch.)

E. T. ATKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

REVIEW OF THE REPORTS ON THE ADMINISTRATION OF THE JAILS IN THE SEVERAL PROVINCES OF BRITISH INDIA FOR THE YEAR 1886

No. $\frac{23}{1609-1619}$.

Extract from the Proceedings of the Government of India, Home Department,— under date Simla, the 7th October, 1887.

READ AGAIN—

Report on the Administration of the Jails of Lower Burma for the year 1885, with the Chief Commissioner's review thereof.

Home Department Resolution thereon, No. 1062, dated the 30th July 1886.

Report on the Administration of the Jails of Coorg for the year 1885, with the Chief Commissioner's review thereof.

Home Department Resolution thereon, No. 1063, dated the 30th July 1886.

Report on the Administration of the Jails of the Punjab for the year 1885, with His Honor the Lieutenant-Governor's review thereof.

Home Department Resolution thereon, No. 1144, dated the 14th August 1886.

Report on the Administration of the Jails of the Bombay Presidency for the year 1885, with the review thereof by His Excellency the Governor in Council.

Home Department letter to the Government of Bombay, No. 1260, dated the 31st August 1886.

Report on the Administration of the Jails of the Central Provinces for the year 1885, with the Chief Commissioner's review thereof.

Home Department letter to the Chief Commissioner of the Central Provinces, No. 1302, dated the 7th September 1886.

Report on the Administration of the Jails of the Hyderabad Assigned Districts, with the Resident's review thereof.

Home Department Resolution thereon, No. 1310, dated the 9th September 1886.

Report on the Administration of the Jails of Assam for the year 1885, with the Chief Commissioner's review thereof.

Home Department letter to the Chief Commissioner of Assam, No. 1357, dated the 14th September 1886.

Report on the Administration of the Jails of the North-Western Provinces and Oudh, for the year 1885, with His Honor the Lieutenant-Governor's review thereof.

Home Department letter to the Government of the North-Western Provinces and Oudh, No. 1615, dated the 4th November 1886.

Report on the Administration of the Jails of Bengal for the year 1885, with His Honor the Lieutenant-Governor's review thereof.

Home Department letter to the Government of Bengal, No. 1637, dated the 17th November 1886.

Report on the Administration of the Jails of the Madras Presidency for the year 1885, with the Review thereof by His Excellency the Governor in Council.

Home Department letter to the Government of Madras, No. 1896, dated the 31st December 1886.

Home Department Resolution No. $\frac{3}{246-55}$, dated the 14th February 1887, reviewing the Reports on the Administration of the Jails of the several Provinces of British India for the years 1884 and 1885.

Read also—

Despatch from the Secretary of State, No. 22, dated the 14th July 1887.

The Reports on the Administration of the Jails of the several Provinces of British India for the year 1886.

RESOLUTION.

THE statistics relating to jail administration in British India for the years 1884 and 1885 were discussed in the Home Department Resolution of 14th February 1887, cited in the preamble; and the papers on the subject have been transmitted for the information of the Secretary of State. The jail reports for the different provinces for the year 1886, together with the remarks and orders recorded on them by Local Governments and Administrations, have since been received by the Government of India; and the table in the margin compares the dates on which the reports were received in the past two years. The reports for the year now under review (1886) were, on the whole, submitted with greater punctuality than in the preceding year; but there is no reason why the reports should not all be sent in on or before the prescribed date, *viz.*, 1st June. Instructions have been issued in Home Department Resolution No. $\frac{28}{1579-95}$ (Public), dated the 15th July 1887, for the abbreviation of reports and reviews. It will much conduce to brevity and conciseness if a report be prepared while the facts and figures to which it relates are still fresh in the mind of the writer. It need scarcely be added that the value and interest of a report are enhanced if it be published while the facts recorded in it are of recent occurrence.

Province.	Date of Receipt by Government of India of the Reports for	
	1885.	1886.
Madras ...	3rd Nov. 1886	14th July 1887.
Bombay ...	22nd June 1886	3rd June 1887.
Bengal ...	1st Sept. 1886	5th April 1887.
N.-W. P. and Oudh ...	3rd Sept. 1886	9th Aug. 1887.
Punjab ...	19th June 1886	3rd June 1887.
C. Provs. ...	19th June 1886	14th June 1887.
Burma ...	26th July 1886	7th June 1887.
Assam ...	31st July 1886	8th July 1887.
Coorg ...	18th June 1886	2nd June 1887.
Hyderabad ...	2nd July 1886	20th June 1887

It has hitherto been the practice of the Home Department to review the various Provincial Jail Reports separately, and to convey to each of the Governments in a separate letter the observations of the Governor-General in Council on the results of the year's administration. It was not always possible under this arrangement to compare the Jail administration of one province with that of another, and herein there was a forfeiture of the advantage resulting from a comparison of experience gained in many provinces and under varying circumstances. It has, therefore, been decided to review all the Provincial Jail Reports, together, and thus make the most of the lessons which Provincial experience teaches. To this decision effect has been given in the present Resolution.

2. The number of jails for the accommodation of prisoners in British India, including lock-ups, in 1886, was 718: the only difference between that year and 1885 in this respect being that the number of district jails was decreased by three and that of lock-ups by six. At the end of 1885, there were 75,133 prisoners of all classes in the jails, of whom 68,647 were convicts (66,019 males and 2,628 females). The number of prisoners (convicts, under-trial and civil prisoners) received during the year 1886 was 364,934, of whom 150,108 (140,843 males and 9,265 females) were received after trial and conviction. The admissions during the year of prisoners of all kinds were 13,969 in excess of those for 1885; while the convicts admitted in 1886 exceeded those admitted in 1885 by 6,634. The increase in the number of convicts admitted was distributed thus: 160 in Bombay; 3,395 in the North-Western Provinces and Oudh; 2,490 in the Punjab; 1,514 in the Central Provinces; 1,376 in Burma; 391 in Assam; and 4 in Coorg. In Madras the number of convicts admitted in 1886 was less than in the preceding year by 1,663; in Bengal there was a decrease of 855; and in the Hyderabad Assigned Districts, of 178. The increase in the number of convicts in the jails of Burma was the result of the disturbances in that province; while the same cause also accounts for a portion of the increase in Indian jails, to which 1,261 Burmese convicts were transported during the year. Apart from this source of increment the increases in admissions shewn by other provinces are in the main attributed to crime due to the rise in the price of food-grains, the result of a not altogether prosperous season; and this explanation tallies with the character of the sentences imposed by the Courts. Of the 6,634 convicts who entered the jails in 1886 in excess of those admitted in 1885, no less than 5,139 were under sentence of terms of imprisonment varying from one month to a year.

3. The daily average of prisoners in the jails was 75,978 as compared with 74,035 in 1885. Of the total number of inmates, *viz.*, 440,090, 363,353 obtained their discharge during the year, and the balance in jail on 31st December 1886 was 76,737 as compared with 75,133 at the close of 1885. The number of convicts unreleased at the end of 1885 and 1886 was 68,647 (66,019 males and 2,628 females), and 70,592 (68,117 males and 2,475 females) respectively.

4. The statistics regarding the nationality and religion of the convicts admitted into jail during the year are contained in Statement 2 appended to this Resolution. The number of European convicts increased from 690 to 899, and of Eurasians from 190 to 219. These, together with 1,061 natives, are recorded as being members of the Christian religion. The number of Muhammadan convicts rose from 37,345 to 39,665; of Hindus and Sikhs, from 88,611 to 90,748; and of Buddhists and Jains from 11,425 to 12,867. The figures relating to the two latter classes are, however, inaccurate, owing to the Inspector-General of Jails in Madras having entered as Hindus all the convicts received into the Madras jails from Burma. Contrasting the above figures with the census statistics of population according to creed, the following results, indicative of the extent to which each class contributed to the jail population, have been calculated:—

	1885.	1886.	
Muhammadans ...	8·1	... 8·8	per 10,000 of the population according to religion.
Hindus and Sikhs ...	6·2	... 6·3	
Buddhists and Jains ...	29·7	... 33·5	

5. There was a satisfactory decline in the number of juvenile offenders, from 2,115 to 2,207; and the proportion borne by convicts whose age did not exceed 16 to the total number of convicts admitted was 1·5. The decrease was most noticeable in Madras and Bengal. Although it was only in the North-Western Provinces and Oudh and the Central Provinces that there was any considerable increase, the returns suggest the inference that sufficient discrimination is not always exercised by Magistrates in the infliction of punishments on juvenile offenders; and that a sentence of imprisonment has frequently been awarded when a whipping would have been a more suitable punishment. The attention of all Local Governments and Administrations is invited to the desirability of saving juvenile offenders from the contaminating influences of jail life, whenever they can be adequately and properly punished without sending them to jail. When a sentence of imprisonment on a juvenile offender is unavoidable, he should, if possible, be sent to a reformatory for confinement. A reformatory was established in Madras shortly after the close of the year under report; and such institutions now exist in all the larger provinces except the North-Western Provinces and Oudh and the Punjab. The difficulties in the way of providing the necessary funds have hitherto interfered with their establishment in those provinces; but it is understood that the subject is at present receiving the attention of the Local Governments. Convicts whose age varied from 16 to 40 increased in number from 116,138 to 121,355; and those between 40 and 60 from 22,676 to 24,088. There were 2,458 admissions of persons over 60 years of age as compared with 2,215 in 1885.

6. Coming to the previous occupation of convicts, it will be observed that there was scarcely any variation from the figures for 1885 in the number of persons convicted who were either in the service of Government, of public bodies, or persons engaged in professions, service, commerce and trade, or miscellaneous employment. There was, however, an increase of 5,528 in the number of prisoners belonging to the agricultural classes; and of 654 in prisoners belonging to the artizan classes. This result is what might have been expected from the character of the season. In Bengal, the North-Western Provinces and Oudh, and the Punjab, the agricultural classes furnish about 60 per cent. of the total number of prisoners; but the proportion falls to about 50 per cent. in Bombay and to still less in Madras. In the latter province, prisoners classed as "Miscellaneous" are proportionately far more numerous than elsewhere; and the inference suggested is that possibly the classification in the Madras jails is susceptible of improvement.

The figures present no striking features as regards female prisoners except that in Madras the proportion of female to male criminals is greater than in any other province. For all India females formed 6·17 per cent. of the total admissions. In Madras the ratio exceeds 10 per cent.

7. The nature and length of the sentences of imprisonment under which convicts were admitted to jail in the past two years are thus shown :—

	Number.		Ratio per cent. to total admissions.	
	1885.	1886.	1885	1886.
Not exceeding one month ...	55,225	57,312	38·49	38·18
Above one month and not exceeding 3 months	29,885	30,837	20·83	20·54
Above 3 months and not exceeding 6 months	24,186	25,649	17·07	17·09
Above 6 months and not exceeding 1 year	15,917	16,854	11·09	11·23
Above 1 year and not exceeding 2 years	9,858	9,000	6·88	5·99
Above 2 years and not exceeding 5 years	4,983	5,427	3·47	3·62
Above 5 years and not exceeding 10 years	1,402	1,821	·98	1·21
Exceeding 10 years ...	49	117	·03	·09
Transportation—				
(*a*) for life	795	1,631	·55	1·09
(*b*) for a term	409	967	·29	·65
Sentenced to death	469	465	·32	·31

The number of sentences of imprisonment not exceeding a year showed a very considerable increase; but the ratio of sentences of less than a year to the total number of sentences shows very little alteration. And this fact seems to afford indication, as far as jail statistics can be relied on, that there was no exacerbation in the character of the crime which occurred in the latter as compared with the former year. More than 87 per cent. of the whole number of sentences were for terms of imprisonment not exceeding one year.

8. At the end of 1885 there were 2,279 persons under transportation for life in the jails in India, and 1,430 under sentence for a term of years. As shown, the number sentenced to transportation for life in 1886 was 1,631; and the number sentenced to a term of transportation, 967. Of these numbers, 912 and 659, respectively, were Burmese. The number actually transported to the Andamans was about 1,631 as compared with 958 in 1885; and there remained on 31st December 1886 in Indian Jails: (1) under sentence of transportation for life, 2,969; (2) under transportation for a term of years, 1,834. The new rules regulating the selection of convicts for removal to the Andamans resulted in a considerable clearance of Indian convicts under sentence of transportation from Indian jails; but this result was neutralised by the importation into Indian jails of convicts from Burma under sentence of transportation. The convicts in Indian jails under sentences of transportation at the close of the year were thus distributed:—Madras, 788; Bombay, 781; Bengal, 634; North-Western Provinces and Oudh, 1,104; the Punjab, 593; and Burma, 681. The number of male convicts sentenced to death was exactly the same—445 both in 1885 and 1886; while the number of females increased in the latter year from 15 to 18. But for the increase from 35 to 105 in Burma there would have been a material decline common to all the larger provinces in these figures for 1886. On 31st December 1886, there were 109 male and 6 female convicts in the jails under sentence of death.

9. Of the convicts admitted into jail during the year, 11,661 had been previously convicted once, 3,375 twice, and 2,557 more than twice. The total number of reconvicted prisoners was 17,593, which is slightly in excess of the figures for 1885; but the percentage of reconvicted prisoners to the total number of convicts was slightly less (11·72) in the year under review than in the previous year (12·04). This ratio was exceeded in the Hyderabad Assigned Districts (16·5), Bombay (14·1), the Punjab (13), and Burma (12·60). Excluding Coorg (6·33), the lowest ratio occurred in Assam (10·02), Madras (10·61), and the North-Western Provinces and Oudh (10·65). Of the juvenile prisoners, 208 (10 per cent.) had been previously convicted. The measures adopted for

the better identification of convicts who had been previously convicted were enumerated in paragraph 20 of the Home Department Resolution No. $\frac{3}{46-86}$, dated 14th February 1887, on the statistics of the jails for 1884 and 1885. The rules were issued so shortly before the close of the year now under review that the effect of their operation is not observable in the figures now before the Government of India. The Governor-General in Council trusts, however, that the statistics for the current year will bear satisfactory evidence of their beneficial effect in practice.

10. *Statement No. 13.*—There were 14,459 convicts who were able to read or write a little, and 4,778 who were able to read and write well. The daily average number under instruction in jail was 3,715·68, and 5,549 convicts were released during the year who had been under instruction in jail: of this number, 4,155 had been unable to read and write when they entered jail, 1,040 had been able to read and write a little, and 354 had been able to read and write well.

11. Statement No. 5 deals with the employment of the convicts while in jail. During the year under report the regulations in force respecting the employment of convicts were modified by the issue of Resolution No. 10-605—618, dated 7th May 1886. The employment of large concentrated bodies of convicts on public works is now to be carried into effect whenever it is feasible, while well-regulated intramural industrial employments are permitted on a large scale, provided they do not interfere with the operations of private enterprise in the locality save in the case of special industries, such as carpet-making. The direction of such employments, must, however, be determined by the requirements of the consuming departments of the Government. The employment of small gangs of convicts on station roads and the hiring out of convicts to municipalities is now forbidden except in Burma and Assam. By these arrangements it is hoped that Government will be able to utilise the labour which it has at its command in supplying to some extent and in a more economical manner than at present the articles for which it is itself in need; while at the same time the employment of the convicts will be rendered more punitive and reformatory in its effects.

12. During the year 1886 the average number of convicts under sentence of labour on working days was 65,810; the corresponding figure in 1885 having been 64,394. In Bengal, Assam and Bombay there were slightly fewer convicts available for labour; in the remaining provinces the number increased, chiefly in the North-Western Provinces and Oudh (by 850) and Burma (by 506). By far the largest averages of convicts under sentence of labour on working days were in the jails of the North-Western Provinces and Oudh (18,119) and Bengal (13,339). The Punjab came next with 9,829.

The average daily number of convicts sentenced to labour who were sick was 2,319 compared with 2,391 in 1885; and the average number of convalescent and infirm was 2,925 as compared with 2,753. There were thus on the average 60,566 prisoners available for labour as compared with 59,250 in 1885. The average number of convicts employed on working days with the labour in which they were employed is thus shown below for the two years:—

	1885.	1886.
On remunerative labour	1,672	1,592
As prison officers	3,184	3,133
As prison servants	7,109	6,854
On gardening	3,881	3,733
On preparing articles for use or consumption in jails, *e.g.*, wheat-grinding, manufacturing of prison clothing, &c.	6,199	6,795
On jail repairs	2,899	3,083
On additions and alterations to jail buildings—		
(i) under the Jail Superintendent ...	2,488	3,190
(ii) under the Public Works Department	394	384
On new jails—		
(i) under the Superintendent ...	2,769	2,108
(ii) under the Public Works Department...	191	149
On manufactures	24,944	25,903
By the Public Works Department ...	2,858	2,815
Hired out to municipalities or individuals or Departments other than Public Works Department	1,079	1,020

13. The revised rules regulating the employment of convicts were in force for a portion only of the year to which these figures relate; and the

arrangements under which the public consuming departments will receive their supplies of certain articles from the jails have not as yet been matured. In these circumstances the Governor-General in Council does not consider it necessary to closely examine these statistics. It will be observed, however, that the number of convicts employed as prison officers rose from 3,184 to 3,433, or to 5·21 per cent. of the daily average of convicts sentenced to labour, as compared with 4·94 per cent. in 1885. Excluding Coorg, the percentage of convicts thus employed was highest in Madras (9·84) and lowest in the Punjab (2). In the latter province proposals for extending the system have been held in abeyance pending the result of a special enquiry recently undertaken at the wish of the Government of India into the manner in which the system of employing convicts as officers in jails has been working in practice. The results of this inquiry are now before the Government of India. At the Jail Conference in 1877, one of the members, Dr. Henderson, raised the following objections to the employment of convicts in enforcing discipline: (1) that the system places the convict in a false position, inasmuch as if he permits a prisoner to escape, he cannot be punished; (2) that it tends to degrade the jail service to the level of convicts and to demoralise its members; and (3) that it implies a contract between the Government and a convict, which should not be deemed to exist. The majority of the Conference were unable to accept Dr. Henderson's views, and recommended the employment of convicts as prison warders, both because they held that the system had a great reformatory value in teaching respect and self-control, and also on the lower but important ground of financial necessity. The Government of India satisfied of the soundness of the view held by the majority gave effect to it; and has since had no sufficient reason to repent having done so. Indeed the special reports which have been called for by the Government of India from Local Governments and Administrations are universally favourable to the maintenance of the present system. An objection has recently been taken to the system, on the ground that the arguments which have in England prevailed against it are founded on the facts of human nature, and must therefore be applicable to India; and that it affords a means of intercommunication most favourable to corruption, demoralisation and the spread of crime. It may be admitted that the system is open to objection in theory, but, under the peculiar circumstances of Indian jails, it works successfully in practice. The reasons why it does work well in practice are clearly indicated by the statistics appended to this Resolution. These statistics as well as the figures examined in paragraph 7 above, demonstrate that the general character of the jail population in India differs from that of the population of the jails of the United Kingdom in the important respect of the comparative absence from Indian jails of professional criminals. The vast majority of prisoners in Indian jails not being professional criminals are free from the vices of the habitual offender; and they are not permanently degraded, because for some petty offence they happen to have fallen within the Magistrate's jurisdiction. This makes an important difference in the method that should be adopted of treating prisoners in India as compared with the United Kingdom. It is, again, impossible, both on sanitary and financial grounds, even if it were on other grounds desirable to adopt the cellular system in India; and this fact not only renders necessary a much larger staff than is required in England, but also introduces a set of considerations materially different from those on which the argument against the employment of prisoners as warders is based. Again, it is to be remembered that the continuous nature of the work and the severity of the discipline which has to be maintained among free warders are peculiarly distasteful to Natives of India, and this fact, coupled with the important circumstance that the Government of India cannot afford to offer exceptional rates of pay, renders the jail service unattractive. On the other hand, the rules under which the convict officers are selected preclude the appointment of degraded criminals and prescribe a high standard of past conduct in jail; while they hold out strong inducements to future good conduct in the special rewards which under the mark system can be obtained by warders for the proper performance of their work. The Governor-General in Council has, therefore, after a very careful reconsideration of the arguments advanced both for and against the present system, come to the conclusion that its maintenance, as a general rule, is imperatively called for on administrative as well as on financial grounds. If in any central jail where habitual criminals are assembled it be found possible to enforce the cellular system there indeed the Governor-General in Council thinks that the free warder system may

appropriately be enforced. This part of the subject is under the consideration of the Government of India.

14. Statement No. 6 contains the record of the offences committed by convicts and the punishments inflicted on them in jails during the year. The total number of offences recorded rose from 82,115 to 84,046; but in the Central Provinces, owing to a misunderstanding of the instructions in the Jail Manual for that province, warnings have not always been entered as they should have been. The number of offences punished by the criminal Courts has declined from 302 to 237. Such offences were fewer in Madras and Bombay than in any other of the larger provinces, while the diminution was most marked in the Punjab. The next division of breaches of jail rules relates to smoking or being in possession of forbidden articles. The number of such offences, which was in 1885 7,637, rose in 1886 to 9,540, the increase being most marked in the Punjab and Bengal. The number of breaches of jail rules relating to work rose from 42,587 to 45,829. The number in Bengal (21,799) was far higher than elsewhere; but it was less than in 1885 (25,792). In the Punjab the number of such offences rose from 7,143 to 12,616; in the other provinces the variations in the figures were comparatively small; the increase in Bombay being from 1,434 to 2,037; in the Central Provinces, from 1,500 to 1,999; and in Burma, from 2,075 to 3,114, while there was a decline in Madras (1,261 to 887) and Assam (516 to 414). There were 28,470 other offences against discipline compared with 31,812 in 1885, the number in Bengal though it has fallen from 20,214 in 1885 to 15,496 in the year under report, being still far in excess of any other province. In the North-Western Provinces and Oudh, the number of such offences fell from 3,012 to 2,758, while in the Punjab the number rose from 1,288 to 1,971; in the Central Provinces, from 706 to 1,111; and in Burma, from 3,189 to 3,429. The variations in other provinces were inconsiderable. The enormous number of offences against discipline in Bengal jails as compared with those of other provinces has been commented upon more than once by the Government of India, and the subject will be again discussed later in this Resolution.

15. Passing on from offences against jail rules to the punishments inflicted, we find a decrease in the number of cases of solitary confinement and reduced diet. In 5,886 cases as compared with 6,161 in 1885, solitary confinement was awarded as a punishment by Jail Superintendents. In Bengal the number of instances in which this punishment was inflicted fell from 3,333 to 2,504; while in the Punjab it rose from 808 to 1,324. In the remaining provinces the figures varied very slightly. In 7,153 cases compared with 7,825 in 1885 reduced diet was the punishment. In Bengal there were 1,015 cases of this punishment compared with 2,486 in the previous year; in the Punjab 626 cases compared with 253; in the Central Provinces 921 cases compared with 582; and in Burma 1,235 compared with 907.

If the preceding totals be satisfactory, as on the whole showing lesser necessity for recourse to the more extreme methods of punishment, the figures which exhibit the extent to which solitary confinement and reduced diet were combined are decidedly unsatisfactory. In 1886 there were 6,054 cases in which this form of punishment was inflicted as compared with 5,167 cases in 1885. It was not resorted to in Madras; but in every other province in India, except Burma and Coorg, it was more frequently inflicted than in 1885. In Bombay the number of such punishments rose from 611 to 931; in Bengal from 472 to 499; in the North-Western Provinces and Oudh from 2,007 to 2,060; in the Punjab from 539 to 1,068; and in the Central Provinces from 469 to 536. There is reason to fear that this form of punishment tends to affect prejudicially the health of convicts; and although in certain cases its adoption may be inevitable His Excellency in Council would be glad that great care should be exercised in having recourse to it, and he desires to call the attention of Local Governments to the necessity for seeing that discrimination is observed in reserving this punishment for the more serious offences against jail discipline. The number of other punishments rose from 59,788 to 61,617. In Bengal there was a satisfactory decline from 42,081 to 36,046; but the figures are still, absolutely and relatively, very large. In the Punjab there was a rise from 7,044 (including 6,861 formal warnings) to 12,521 (including 11,496 formal warnings); in the Central Provinces, from 941 to 1,525; and in Burma, from 3,492 to 4,912.

16. The following table compares the number of corporal punishments inflicted in the jails in the past three year:

Province.	Year.	Total number of prisoners punished by whipping.						Percentage of whippings according to the number of stripes to the total number of whippings.				
		From 5 to 10 stripes.	Above 10 to 15 stripes.	Above 15 to 20 stripes.	Above 20 to 25 stripes.	Above 25 to 30 stripes.	Total.	From 5 to 10 stripes.	Above 10 to 15 stripes.	Above 15 to 20 stripes.	Above 20 to 25 stripes.	Above 25 to 30 stripes.
Madras	1884	174	122	55	6	21	378	46·0	32·3	14·5	1·6	5·6
	1885	139	90	20	6	16	271	51·3	33·2	7·4	2·2	5·9
	1886	73	66	31	13	12	(a) 195	37·4	33·8	15·9	6·7	6·2
Bombay	1884	11	11	15	36	...	73	15·1	15·1	20·5	49·3	...
	1885	5	11	9	36	...	61	8·2	18·0	14·8	59·0	...
	1886	8	20	13	60	...	101	7·9	19·8	12·9	...	59·4
Bengal	1884	79	67	88	42	67	345*	23·0	19·5	25·7	12·3	19·5
	1885	93	66	98	41	49	347	26·8	19·0	28·3	11·8	14·1
	1886	78	76	113	49	80	396	19·7	19·2	28·5	12·4	20·2
North-Western Provinces and Oudh.	1884	445	225	188	69	127	1,054	42·2	21·3	17·8	6·6	12·1
	1885	320	263	177	123	117	1,000	32·0	26·3	17·7	12·3	11·7
	1886	124	194	259	68	189	834	14·9	23·3	31·0	8·1	22·7
Punjab	1884	75	97	141	56	84	453	16·6	21·4	31·1	12·4	18·5
	1885	119	58	137	29	77	420	28·4	13·8	32·6	6·9	18·3
	1886	206	79	96	48	125	(b)554	37·2	14·2	17·3	8·7	22·6
Central Provinces.	1884	49	53	112	23	117	354	13·8	15·0	31·6	6·5	33·1
	1885	57	53	92	21	77	300	19·0	17·6	30·7	7·0	25·7
	1886	53	87	133	26	74	373	14·2	23·3	35·7	7·0	19·8
Lower Burma.	1884	56†	126	250	100	77	609	9·2	20·7	41·1	16·4	12·6
	1885	19	176	137	49	107	488	3·9	36·1	28·1	10·0	21·9
	1886	9	91	161	64	104	429	2·1	21·2	37·5	14·9	24·3
Assam	1884	98	53	40	4	1	196	50·0	27·1	20·4	2·0	·5
	1885	43	44	73	6	3	169	25·4	26·0	43·2	3·6	1·8
	1886	66	52	41	8	16	183	36·1	28·4	22·4	4·4	8·7
Coorg	1884	...	...	...	...	...	‡	...	...	...	...	...
	1885	6	2	...	...	...	8	75·0	25·0	...	...	...
	1886	...	...	...	...	...	‡	...	...	...	...	...
Hyderabad Assigned Districts.	1884	15	15	2	...	...	32	46·9	46·9	6·2	...	...
	1885	5	8	1	...	...	14	35·7	57·2	7·1	...	...
	1886	4	12	4	1	...	21	19·0	57·1	19·1	4·8	...
Grand Total	1884	1,002	769	891	336	494	3,492§	28·7	22·0	25·5	9·6	14·2
	1885	806	771	744	311	446	3,078	26·2	25·0	24·2	10·1	14·5
	1886	621	677	851	337	600	3,086§	20·1	21·9	27·6	10·9	19·5

N.B.—For explanatory remarks see footnotes appended to Statement No. 12.

As shown in Statement No. 12 the total number of male prisoners in jail in 1886 was 249,142: a higher figure than has been reached since 1880. Concurrently with this increase in the male jail population, the total number of punishments inflicted on male prisoners declined from 82,480 in 1884 and 72,217 in 1885 to 70,749 in 1886; and this decline was also exhibited in the number of

corporal punishments which fell from 3,498 in 1884 to 3,094 in 1886. The number of such punishments (3,094) inflicted in 1886 shewed a slight increase (19) over those inflicted in 1885; but in 1886, the percentage of prisoners whipped on the whole male jail population fell to 1·2: the smallest percentage indicated by the statistics for the period of seven years of which it was the last. It may be added that while there was a decline in the number of total punishments inflicted on male prisoners, there was a slight increase (from 4·2 to 4·4) in the percentage of whippings to total punishments inflicted on males.

In Madras, the North-Western Provinces and Oudh, and Burma there was a decline in the number of whippings during the year under review; while in Bombay, Bengal, the Punjab, the Central Provinces, Assam, Coorg and the Hyderabad Assigned Districts there was an increase. Having regard to the larger jail population during the past year, the increase was, to some extent, to be expected; but the circumstances of the increase in the Punjab and the Central Provinces call for comment. In the former province 160 prisoners (4·56 per cent. of the total population) were flogged in the Chinawan jail, chiefly for persistently refusing to work. In the Wardha jail, in the Central Provinces, 25 out of 29 whippings were inflicted for short work; while the state of insubordination into which the Nagpur jail had fallen under its late Superintendent necessitated an increase in the number of floggings inflicted as punishments for the use of violence. The Governor-General in Council cannot but think that the management of the Chinawan jail must have been seriously defective to produce such results; and he desires that to the Superintendent of the Wardha jail an expression of his displeasure be conveyed for that officer's disregard of the strict orders of the Government of India regarding the use of the punishment of whipping in jails. The Government of India has frequently deprecated the infliction of the punishment of whipping for any except the most serious offences against jail discipline; and has advised that recourse should be had to it even in such cases only when a severe flogging is necessary. The infliction of a few stripes except in the case of juvenile offenders has been systematically discouraged. Under the Prisons Act (Act XXVII of 1870) the Superintendent of a jail is empowered to inflict the punishment of whipping in some cases in which it is not permitted in England; but it is not intended that the punishment of whipping should be inflicted for these offences except under circumstances of aggravation. It is therefore a satisfaction to notice that the cases in which from 5 to 10 stripes were awarded declined from 806 to 621 while those in which from 10 to 15 stripes were awarded fell from 771 to 677. On the other hand, there was an increase in the number of cases in which the punishment was more severe. While inculcating the necessity for a more sparing recourse to the punishment of whipping generally, the Governor-General in Council regards those figures as not unsatisfactory, inasmuch as they indicate that considerable attention has been paid to the orders on the subject in most of the jails in India. He repeats his earnest wish that all Local Governments and Administrations will maintain their efforts to reduce the punishment of whipping in jails to a minimum, and to reserve it as a last resource of discipline against contumacy. His Excellency in Council is glad to observe that only 4 cases of illness were reported as having resulted, in 1886, from the infliction of the punishment of whipping.

17. Among the punishments classed as "Other punishments" in Statement No. 6 appended to this Resolution, the most severe is the punishment of confinement in irons. Under section 52 of the Prisons Act (Act XXVI of 1870) (which does not apply to Madras, Bombay or Bengal), the Superintendent of a jail can direct the confinement of prisoners in irons for safe custody; and in case of urgent necessity the gaoler is permitted by section 53 to put a prisoner in irons or under mechanical restraint, provided that immediate notice be sent to the Superintendent. Under section 49 of the Act, a Magistrate can sentence a prisoner to be put in irons for any term not exceeding 6 months. The Bombay Prisons Act (II of 1874) authorises the confinement of prisoners in irons when this is necessary for the maintenance of discipline and security against escape. The Madras Act (V of 1869) makes no reference to the imposition of irons

or fetters on prisoners under any circumstances. In Bengal, under the local Act (V of 1865), irons may be used as a punishment for an ordinary jail offence. There is thus no uniformity in the law upon the subject; but in August 1885, the Government of India, while of opinion that there was no necessity then for undertaking legislation in order to secure uniformity, prescribed an annual statement to show how far this form of punishment is employed. The statements submitted by the various Governments and Administrations for the year 1886 show considerable variation in the practice in different provinces. In only fourteen cases were irons imposed under the orders of the Magistrate as a punishment; but in 12,269 cases (of which 12,199 were in Bengal) they were imposed by order of the Jail Superintendent for offences against discipline. On the other hand, 17,471 prisoners were confined in irons for safe custody for different periods. There were 13 such confinements in Madras and 136 in Bengal; but there were 16,045 in the Punjab, 13,384 in the North-Western Provinces and Oudh, 8,483 in Bombay, and 8,484 in Burma. The opinions of Jail authorities in Bengal and the North-Western Provinces in the matter of the use of irons exhibit no such variety as their practice would indicate. The Inspector-General of Jails, Bengal, writes: "I would draw attention to the remarkably small number of prisoners who were confined in fetters for safe custody * * I do not believe in fettering prisoners for safe custody. * * * Under a properly organised system of jail guarding, fetters are useless and rather apt to make warders lax by giving them a false idea of their power to prevent escapes." The Inspector-General of Jails in the North-Western Provinces and Oudh says: "I would explain that the practice in our jails has been to fetter all male criminal prisoners sentenced to one year and over on first arrival; and to keep them so fettered during the first half of their term, after which it is presumed that the spirit of rebellion has subsided. * * * In a vast number of cases I am of opinion that it is unnecessary to fetter the ordinary convict on arrival; at the same time, I do not judge it expedient to interfere with that discretion which must be left to the Superintendent as the person responsible for the safe custody of the prisoners." There is thus practical unanimity of opinion as to the unwisdom of fettering convicts on admission into jail between the Inspector-General of a Province in which fetters have hardly been at all used for the purpose of safe custody and of a province in which the use of them with this object seems to have been carried to an extreme point. The Governor-General in Council has, therefore, determined to consult Local Governments and Administrations with a view to imposing further restrictions on the use of fetters on newly-admitted convicts in these provinces where the use of them seems to admit of restriction without prejudice to discipline or the safe custody of convicts.

18. It will be observed that column 6 of Statement No. 6 gives the ratio per cent. of the total number of punishments which have been inflicted during the year to the daily average number of convicts. When this information was called for, it was pointed out by some authorities that if a correct inference was to be drawn as to the extent to which individuals in the various provinces became liable to punishment, the ratio should be struck not on the average daily strength, but on the total annual jail population. The Government of India is inclined to think that there is force in this objection, and the question, will be further examined; meanwhile the information now supplied may be discussed, as showing the relative proportion of punishments in the various provinces with reference to an uniform standard supplied by the average daily strength. From this point of view the ratio per cent. of the total number of punishments in all Indian jails to the average daily number of convicts in jail, recorded in Statement No. 6, was 121·69 as compared with 121·12 in 1885. The variation in different provinces was very considerable. In Bengal the ratio amounted to 299·93; and though that ratio was less than in the preceding year (354·65), it is still far greater than the ratio obtaining in other provinces. In the Punjab the ratio rose in 1886 from 93·2 to 162; in the Central Provinces from 77·44 to 103·28; and in Burma from 101·62 to 112·12. In the other provinces the ratio for 1886 varies but slightly from that for 1885; the lowest ratio in 1886 is found in the jails of the North-Western Provinces and Oudh (31·53).

19. In commenting on the statistics of the punishments in jails for 1884 and 1885, the Government of India remarked, as regards Bengal, that "the decrease in the latter year is no doubt considerable; but there is still much room for improvement; and as the attention of the Bengal authorities has now been fully directed to the matter, the Governor-General in Council trusts that a sure approach to the standard at which existing orders aim will be effected."

Adverting apparently to these observations, the Bengal Government, when reviewing the Bengal Jail Report now under notice remarked: "This figure is still far above any of those reported from other provinces for 1885, the last year for which statistics are at present available; but the Lieutenant-Governor is not prepared to admit that any other Local Government in India has established a standard in this matter to which it would be desirable to conform. The following figures are instructive in this connection—

Country or Province.	Year.	Ratio per cent. of offences to daily average number of prisoners.
Bengal	... 1886	299·9
England (local prisons) ...	... 1885-86	284·6
Ireland (local prisons) ...	... „	231·6
Ireland (convict prisons) ...	... „	219·0
England (convict prisons) ...	... „	158·6
Scotland	... „	132·3
Burma	... 1885	101·6
Punjab	... „	93·2
Coorg	... „	78·9
Central Provinces	... „	77·4
Assam	... „	67·5
Madras	... „	59·4
Bombay	... „	45·1
North-Western Provinces and Oudh	... „	36·1
Hyderabad Assigned Districts...	... „	32·6

"Conducted to a great extent on the separate system, under which convicts see very little of each other, and have therefore fewer opportunities and temptations to offend against discipline, a fairer comparison can be made between the figures for English local prisons and Irish prisons of both kinds on the one hand, and the prisons of India on the other; but, even in this case, the comparison must be made with an important reservation. In England, and the Lieutenant-Governor believes in Ireland also, all prisoners sleep in separate cells at night; their association during the day, when permitted at all, is subject to strict limitation, and every sentence to a long term of imprisonment in England begins with the discipline of 9 months' solitary confinement; whereas in Bengal prisoners are in close association throughout the day and night, and are subjected to no special preliminary discipline during the first months of confinement, when through sheer ignorance they are most likely to transgress rules. Having regard to these facts, and considering further the necessarily inferior material of the Indian warder staff, the Lieutenant-Governor cannot but conclude that, if the Bengal system errs on the side of over-registration of offences, the Jail administrations of England and Ireland are still more liable to the charge. Other provinces in India have hitherto proceeded on a different method from that followed in the United Kingdom and Bengal; but, under the new mark rules recently sanctioned by the Government of India, it will be necessary in all provinces to keep up accurate registers of all offences; and it will then, perhaps, become possible to institute some comparison between the statistics of different provinces of the Empire."

In these observations the all-important fact that there is an essential distinction between the character of the criminals respectively confined in the jails of India and in those of the United Kingdom has not received sufficient attention. The convict prisons in the United Kingdom contain, as a rule, only hardened offenders. The number of admissions into the local prisons of England and Ireland, respectively, during 1885-86, were 157,779 and 30,554; of the former, 77,068 had been previously committed to prison once or more than once, while of the latter only 13,168 had not been previously committed.

In the case of English local prisons, therefore, the inmates who may be considered as habitual criminals were about 50 per cent., and in the case of Irish local prisons about 55 per cent. of the total number of jail inmates. As shown above, of the convicts admitted to Indian jails in 1886, only 17,593, or 11·72 per cent., were identified as having been previously convicted. The percentage of reconvicted prisoners in Bengal was 11·70. A sharp distinction must therefore be drawn between the character of the jail population of the United Kingdom and of Bengal or any other province in India; and no argument can be sustained whose object is to justify measures of severe jail discipline in India because such measures are necessary in the United Kingdom.

In the passage quoted above from the Resolution of the Bengal Government the ratio per cent. of offences to the daily average number of prisoners for the jails of England, Scotland and Ireland is given; but the figures given below from the reports of the Commissioner of Prisons for 1885-86 do not support the contention of the Bengal Government. The total number of inmates of the jails of the United Kingdom in 1885-86 and of Bengal jails in 1886, and the total number of punishments are thus contrasted:

Country.	Year.	Total number of prisoners.	Total number of offences.	Total number of punishments.
England (convict prisons)	1885-86	13,772	*	17,263
Ireland (convict prisons and convicts in local prisons)	„	1,157	1,327	1,448
England (local prisons)	„	1,97,874	43,771	35,356
Scotland	„	49,820	3,187	3,187
Ireland (local prisons)	„	30,156	6,017	5,665
Bengal	„	93,012	40,512	40,504

As just remarked, no comparison is possible between the convict prisons of England or Ireland and the Bengal jails. If any comparison is possible, it is between local prisons in the United Kingdom and Bengal jails. And if such a comparison be instituted, the ratio of punishments to the total number of prisoners will be found to be far higher in Bengal than in the United Kingdom. The Governor-General in Council is therefore unable to accept the conclusion that, if the Bengal system errs on the side of over-registration of offences, the Jail administration of England and Ireland is still more liable to the charge.

21. It has been suggested that the great excess of punishment in Bengal jails, as compared with the jails of other Provinces, is due not to a more severe system of administration, but to a more careful registration of offences against jail rules. The suggestion seems to be that trivial short-comings are noted in Bengal jails which in other presidencies are ignored. The Government of India has already expressed its fear that from the persistent notice of insignificant faults on the part of people who often err more from inadvertence than design, as much harm may come as good. But a careful review of the various Provincial Reports for 1886 satisfies the Governor-General in Council that, as a matter of fact, the registration of punishments in some other provinces is not less minute than it is in Bengal. To give an example, among the 40,504 punishments recorded in the Bengal Report as having been inflicted in 1886 only 165 miscellaneous items recorded in paragraph 49 of the Report can have been simple warnings. The rest were more or less substantial punishments. In the Punjab, on the other hand, of the 16,146 punishments recorded, 11,496 were warnings. Of the 3,782 jail punishments in Bombay 504 were simple admonitions: and warnings are included among the punishments inflicted in all other larger provinces.

In discussing this important subject, the character of the population with which we have to deal must also not be left out of consideration. It may be assumed that the ordinary Bengal criminal is not more troublesome than the criminal in the North-Western Provinces and Oudh, the Punjab or Bombay. If we find the inference suggested by the Bengal statistics that he is more troublesome the idea suggests itself that there must be a difference in the method in which the Bengal jails are managed from that which prevails in the other provinces. And when we find that in the other provinces on the whole

* Not shown in the Judicial Statistics, 1885.

the discipline is not inferior to the discipline in Bengal jails, the conclusion that the system of administration in Bengal is susceptible of improvement becomes unavoidable. This conclusion is confirmed by the extraordinary variations in the extent to which punishments are inflicted even in jails within the Lower Provinces. The ratio per cent. of total punishments to average population (again taking this somewhat arbitrary but uniform standard of reference) varied from 632·22 in Alipore to 80·64 in Bankura; from 414·45 in Dacca to 85·84 in Saran; from 411·59 in Bogra to 78·66 in Durbhungah. These variations suggest that even within the limits of the Bengal Province the infliction of jail punishments requires to be regulated on a more uniform plan.

These considerations moreover borrow additional force from the fact that since the attention of the Bengal authorities was drawn to the subject of jail punishments, the number of such punishments fell from 56,558 in 1884 to 40,504 in 1886. A fall of 30 per cent. in two years, when considered in conjunction with an improvement in discipline, of which the report under notice must be held to give evidence, affords strong ground for the belief that punishments have been unnecessarily inflicted in the Bengal jails; and that there exists in the jails of that province a tendency on the part of the establishment to interfere unnecessarily, and be somewhat overbearing in their dealings, with the prisoners. The Governor-General in Council will now dismiss this portion of the subject with the remark that although he willingly recognises the many excellent points which characterise the administration of Bengal jails, he has no longer any doubt that the system of inflicting punishment in them stands in need of improvement and closer approximation to that in force in other provinces.

22. In 1885 there were 182 escapes from Indian jails. On 31st December of that year there were 701 escaped convicts who had not been recaptured. During the year under review the number of escapes and recaptures in each province was as follows:—

	Escapes.	Recaptures.
Madras	... 21	20
Bombay	... 41	27
Bengal	... 17	12
North-Western Provinces and Oudh	... 16	23
Punjab	... 17	17
Central Provinces	... 10	8
Burma	... 10	9
Assam	... 40	31
Coorg	... ...	...
Hyderabad Assigned Districts ...	... ...	...
	172	147

The number was high in Madras, Bombay, the Central Provinces and Assam, considering the number of the jail population in those provinces; and at Ahmedabad, in the Bombay Presidency, the escape of 7 prisoners was clearly connived at by the Jail authorities.

23. The working of the mark system during the year is shown in Statement No. 11. In 1885, of 9,831 convicts who became eligible for remission under the mark system, 2,193 failed to benefit by the rules. In 1886 the number of convicts eligible for remission rose to 10,300, while the number of those who failed to obtain any remission declined to 386. Somewhat less than 4 per cent. of those eligible for remission thus failed to gain it as compared with 22 per cent. in 1885; and of the 386 convicts who failed, 131 and 210 belonged to the jails of Bengal and the Punjab respectively, the provinces in which the number of punishments inflicted on convicts was higher than elsewhere. The chief increase among convicts who benefited under the rules has occurred among those sentenced to two years' imprisonment, to whom the rules were last extended. From allusions to the subject made in the reports and connected papers, it appears to the Governor-General in Council that there is some misapprehension in the minds of Jail Superintendents as to the manner in which one of the mark rules ought to be worked. In circulating the mark rules to Local

Governments, the Government of India observed: "In the Conference rules, and those Jail Manuals which follow them, no separate marks are allowed for good conduct; nor are marks granted for the performance of the ordinary daily task. The experience of some Local Governments goes, however, to show that, in view of the weak establishments entertained in Indian jails, it is very desirable to bring clearly before the convicts the advantage to be gained by a cheerful submission to discipline and an honest performance of the daily task." Provision was, therefore, made in the rules that one mark should be daily given for industry and the exact and skilful performance of the daily task; and one for thoroughly good conduct and scrupulous attention to all jail regulations. The Governor-General in Council adheres to the view that the grant of separate marks for good conduct and industry is desirable; but he desires to point out that there was never any intention to regard good conduct as so independent of industry that, as has sometimes happened, a mark for good conduct might be given to a lazy or systematically idle prisoner. Such a prisoner should get a mark neither for industry nor for good conduct. The attention of all Local Governments and Administrations is invited to the necessity for seeing that the intention of the rule should be strictly followed in future.

The Prison Conference laid down certain rules which were accepted in the main by the Government of India, under which convicts should become eligible for promotion as convict officers. It was in addition provided that no prisoner should be appointed as a convict officer, unless his appointment would promote discipline or economical jail administration; and the Government of India forbade the appointment as convict officers of persons convicted of thuggee or of unnatural offences. In the discretion vested in them, some Local Governments have imposed further conditions. It is thus apparent that there are convicts who, by reason of the nature of their crimes, or of physical infirmity, cannot, though they may have been well conducted in jail, and have complied with the other conditions necessary to qualify them for appointment as convict officers, ever hope to become convict officers. To meet their cases, the rules provide that such prisoners shall be eligible for the higher rate of marks allowed to convict officers. On recently reconsidering this portion of the rules, however, the Governor-General in Council had doubts as to the propriety of rewarding prisoners who are not convict officers in the same way as if they were; and he inclined to the opinion that the extra marks granted to convict warders should be regarded as granted for work done, and as recognition of the greater responsibility which rests upon convict warders. For this reason, and because the practice upon the point varies in different provinces, His Excellency in Council will take an early opportunity of consulting Local Governments as to the desirability of restricting extra warder marks to prisoners who are actually convict warders.

24. The financial results of the administration of jails during the year are contained in Statements Nos. 7 and 8 appended to this Resolution. The total cost of guarding and maintaining an average number of 76,038 prisoners was Rs. 47,59,878, as compared with Rs. 46,42,075, expended in 1885 on an average of 74,069 prisoners. The gross cost per head was thus Rs. 62-9-7 as compared with 62-10-9 in 1885.

The items of which the grand total of expenditure in each year was composed were the following:—

	1885.	Cost per head of average strength.	1886.	Cost per head of average strength.
	Rs.	Rs. A. P.	Rs.	Rs. A. P.
Rations ...	16,63,333	22 12 1	17,78,720	23 10 9
Establishments ...	18,25,827	24 10 5	18,48,282	24 4 11
Police guards ...	4,29,976	5 12 10	3,99,995	5 4 2
Hospital charges ...	1,40,770	1 14 5	1,40,744	1 13 7
Clothing ...	2,14,588	2 14 4	2,15,320	2 13 4
Contingencies ...	3,67,581	4 15 5	3,76,817	4 15 4

25. In Madras the average number of convicts and under-trial prisoners declined from 8,116 to 7,994; yet the total cost of rations rose from Rs. 3,00,833 to Rs. 3,26,399; and the cost per head from Rs. 37-7-4 to

Rs. 41-6-4. The high cost of rations in the Madras jails had previously attracted the attention of the Finance Committee and the Government of India. There was no general rise of prices in Madras in 1886, and no satisfactory explanation has been given of the rise in the cost of rations in that year. The Government of India has directed further inquiry into the matter; but the facts as at present before it indicate a culpable neglect of duty on the part of the jail authorities in the Madras Presidency. In Bombay, Bengal and Assam both the gross cost of rations and the cost per head of average strength declined during the year. In Burma the gross expenditure rose owing to the increase in the number of prisoners; but the cost per head was slightly reduced. In the North-Western Provinces and Oudh, the Punjab, and the Central Provinces the increase in the number of prisoners caused a considerable increase in the total cost of rations which was also augmented by a rise in prices of food in those provinces. The cost per head in each province showed a sensible increase, which amounted in the Central Provinces to as much as Rs. 5-1-5. But in the opinion both of the Government of India and the Chief Commissioner, this rise is only partially accounted for by the rise in prices. The cost per head in the North-Western Provinces and Oudh was as before lower than elsewhere (Rs. 15-2-5); and affords a strong contrast to the cost per head in Madras (Rs. 41-6-4). These figures, however, require a certain amount of modification, inasmuch as it appears from the larger number of convicts employed on gardening in the North-Western Provinces and Oudh that vegetables produced by the labour of the convicts were more extensively consumed in the jails of those provinces than elsewhere. In order to prevent any misconception on this point in future, His Excellency in Council directs that a statement shall be given in the body of the report for each province, showing the extent to which food purchased in the market was supplemented by vegetables and other products raised by the labour of the convicts, and the approximate amount of saving effected by the consumption of such articles. It is only with this information before it that the Government of India can make an accurate comparison between the cost of feeding prisoners in different provinces. In most provinces the variations in the cost of rations at different jails are such as to require attention from the Inspectors-General of Jails.

26. In Madras there has been an apparent increase under the head of establishments from Rs. 2,33,427 to Rs. 2,43,547; but this is in reality due to the substitution of warder for police guards, and is far more than compensated for by the decline in the cost of police guards. In Bengal the cost of establishments has increased from Rs. 4,42,863 to Rs. 4,67,459, or from Rs. 29-2-10 to Rs. 31-8-5 per head. This rate of cost per head is higher than in any other province in India; but there are no charges in Bengal on account of police guards at jails. The increase is in a great measure due to the increments of pay which fell due to the Superintendents, Assistant and Deputy Superintendents in the course of the year, and to the grant of extra allowances to warders stationed in unhealthy districts. The jail establishment in Bengal was organised for a strength of 20,000 prisoners, but the numbers are now far below this figure, and as there seems no probability of the higher number being reached again in the immediate future, arrangements have been made between the Government of India and the Local Government for a reduction of establishment. A saving was effected in the North-Western Provinces and Oudh by the closing of the Central Jail at Meerut; but this was partly counterbalanced by the reopening of the District Jail at that place. In the Punjab most of the increase was due to the increase in the jail population, and the rest, to pay being drawn in 1886 which fell due in 1885. A considerable reduction in the police guard was effected in Sind; and the Inspector-General of Jails in the North-Western Provinces and Oudh is endeavouring to arrange for reduction of the cost under this head in those provinces. The hospital charges varied very little from those of the previous year over India generally; and the cost per head of average strength consequently declined from Rs. 1-14-5 to Rs. 1-13-7. As, however, the year was more healthy than the previous one, the cost per head of average number sick rose from Rs. 59-0 5 to Rs. 60-1-11. The chief decline

in total cost was in Bengal; but the average cost per head of average number of sick in that province rose from Rs. 63-13-3 to Rs. 66-1-1. In the Central Provinces the total cost rose from Rs. 3,829 to Rs. 5,532; the cost per head of average strength, from Rs. 1-2-1 to Rs. 1-8-1; and the cost per head of average number sick, from Rs. 29-15-10 to Rs. 41-1-1.

27. With the increased number of prisoners the total cost of clothing naturally rose; but the cost per head of average strength declined from Rs. 2-14-4 to Rs. 2-13-4. The increases under this head in Madras and the Central Provinces have been imperfectly explained. The slight increase in the North-Western Provinces and Oudh (where the cost per head was Rs. 2-2-1) was the result of too rigid economy in the two previous years, which necessitated considerable renewals of clothing during the year under review. In Burma cotton clothing was more liberally distributed than formerly; in addition a large supply of blankets was obtained from the Bengal Jail Department; and all sick and convalescent prisoners were provided with specially warm clothing.

The charges under the head of contingencies were reduced in most provinces, but they rose over India generally from Rs. 3,67,581, or Rs. 4-15-5 per head, to Rs. 3,76,817, or Rs. 4-15-4 per head. This increase was mainly due to the rise in Burma of expenditure of this nature from Rs. 28,932 to Rs. 60,490 (or from Rs. 4-3-2 to Rs. 7-4-9 per head); and in the Central Provinces, from Rs. 19,703 (Rs. 5-13-5 per head) to Rs. 24,830 (Rs. 6-12-4 per head). The charges on account of the transfer of prisoners from the Rangoon jail, owing to the large number of convicts deported to India and the Andamans, account for Rs. 30,936 of the increase in Burma. In the Central Provinces the increase was due to an increase of expenditure on account of petty construction and repairs. This item of expenditure is one over which the strictest control is necessary; and the Governor-General in Council trusts that Local Governments and Administrations will find it possible to reduce the charges now incurred on this account.

28. The total cash earnings of the prisoners were Rs. 11,51,206-10-0 as compared with Rs. 12,92,318-8-0 in 1885. Deducting these sums from the gross expenditure in each of these years, the net cost of the Jail Department to Government was Rs. 33,49,756-8-0 in 1885, and Rs. 36,08,671-6-0 in 1886. The average net cost per head was Rs. 47-7-4 as compared with Rs. 45-3-7. The net financial result cannot, in the opinion of the Governor-General in Council, be regarded as entirely satisfactory. The net cost per head is, it is true, lower than it was in 1884, and the earnings of prisoners were considerably higher than in that year. At the same time the net cost to Government in 1886 was 2½ lakhs more than in 1885; the average net cost per head was Rs. 2-3-9 more than in that year; while the earnings of an average strength of 65,810 convicts sentenced to labour amounted to only Rs. 11,51,206 as compared with Rs. 12,92,318, earned in 1885 by an average daily strength of 64,394. In 1885 the number engaged on manufactures was 24,944 per diem, while the number in 1886 was 25,903.

The Governor-General in Council has already indicated the items of expenditure in which Local Governments and Administrations may find it possible to effect economy. It is observed that in Bombay the cash earnings rose from Rs. 1,20,528 to Rs. 1,40,930; in the Central Provinces, from Rs. 48,057 to Rs. 56,386; in Burma, from Rs. 1,63,587 to Rs. 1,84,653; and in Assam, from Rs. 14,963 to Rs. 16,103. In Bengal they declined from Rs. 3,65,202 to Rs. 2,53,338; in the North-Western Provinces and Oudh, from Rs. 2,83,719 to Rs. 2,74,237; in the Punjab, from Rs. 2,29,570 to Rs. 1,78,989; and in Madras, from Rs. 52,123 to Rs. 31,861. The number employed on manufactures declined in Bengal from 6,341 to 5,972, and in the Punjab from 4,810 to 4,764. The numbers so employed rose from 4,351 to 5,037 in the North-Western Provinces and Oudh, and from 1,534 to 1,890 in Madras. These decreases in the earnings of convicts have not been satisfactorily explained; the decrease in Madras, where the average cash earnings were smaller than anywhere else in India, while the average gross cost of maintaining and guarding prisoners was higher than anywhere except Coorg, is particularly unsatisfactory. The Governor-General in Council trusts that the results for the current year may be more encouraging.

29. In Statement No. 9 are contained the statistics which show the sickness and mortality of the prisoners of all classes in the jails during the year. The aggregate number of deaths in 1886 was 2,530 as compared with 2,670 in 1885; and this figure represents a ratio of 33·3 per mille as compared with 36·2 per mille in 1885. The deaths according to the age of convicts are thus shown:—

(1) Under 16	...	1
(2) From 16 to 40	...	1,428
(3) From 40 to 60	...	695
(4) Over 60	...	195
Total	...	*2,319

The causes of the deaths in each year are thus shown:—

	Fevers.	Bowel complaints.	Cholera.	Other causes.	Total.
1885 ...	275	748	282	1,204	2,509
1886 ...	227	733	110	1,255	2,325

The ratio per mille of average strength of deaths from cholera declined from 4·1 to 1·7; and in the jails of Madras, Bombay, the Punjab, Coorg and the Hyderabad Assigned Districts, there were in 1886 no deaths from cholera. The ratio per mille of average strength of deaths from all other causes was 31·6 as compared with 32·1 in 1885.

30. Simultaneously with the decline in the number of deaths the number of admissions into hospital fell from 72,212 to 70,365, and the number of daily sick from 2,477 to 2,432. Calculated upon the daily average strength, the ratio per mille of admissions into hospital and of daily average strength, respectively, were 927·4 and 32·1. The corresponding figures for 1885 were 978·8 and 33·5.

Turning to the results for the different provinces it will be seen that the number of deaths declined in Madras (from 162 to 148), in Bombay (from 241 to 210), in Bengal (from 887 to 548), in the Central Provinces (from 255 to 239), in Coorg (from 9 to 7), in the Hyderabad Assigned Districts (from 20 to 12). In Assam the figures were stationary, while there was a slight rise in the mortality, in the North-Western Provinces and Oudh (432 to 463), and the Punjab (284 to 307). In Burma the increase of deaths was from 295 to 510.

31. The figures exhibiting the number of admissions into hospital show somewhat different results. The number admitted into hospital fell in Bombay (4,617 to 4,082), Bengal (23,160 to 20,146), the North-Western Provinces and Oudh (15,378 to 14,319), Assam (3,181 to 2,840), Hyderabad Assigned Districts (577 to 537). The number of admissions rose in Madras (5,338 to 5,868), the Punjab (10,463 to 11,644), the Central Provinces (3,313 to 4,249), Burma (6,014 to 6,494), Coorg (171 to 186).

The daily average number of sick increased in Madras (191 to 197), the Punjab (262 to 277), the Central Provinces (128 to 135), Burma (264 to 341). It declined in Bombay (173 to 168), Bengal (774 to 649), North-Western Provinces and Oudh (561 to 550), Assam (104 to 97), and Hyderabad Assigned Districts (15 to 13).

32. These results are, in the opinion of the Governor-General in Council, so far satisfactory that they indicate a distinct decrease in the mortality among convicts during the year which would have been more marked than it was, but for the exceptional circumstances of Burma. The improvement is, as might be expected from the previous results, most noticeable in Bengal, while in the North-Western Provinces and Oudh and the Punjab, where there has been a rise in the mortality, the ratio of deaths per mille is still less than it is in any of the large provinces except Madras. The high mortality in Burma jails was the result of the conditions to which the convicts were exposed prior to admission. Of the 142,163 prisoners (*Statement No. 10*) discharged from all the jails in India during the year, 77,448 had gained weight, 26,594 had remained stationary,

* Excluding 6 deaths of which details are not given in the Reports.

and 38,121 had lost weight. The number who gained weight of the 138,567 prisoners discharged in 1885 was 74,453, and the number who had lost it, 38,508. The figures for 1886 are generally more favourable than those of 1885; but in the North-Western Provinces and Oudh the number who increased in weight fell from 21,646 to 21,558; while the number who lost it rose from 11,811 to 13,275. A similar result, though on a smaller scale, is also observable in the Central Provinces. During 1886, 172 convicts were released on account of sickness as compared with 134 in 1885. The increase occurred chiefly in Burma, where 56 convicts were released on this ground as compared with 8 in 1885.

33. While, however, the Governor-General in Council recognises that the statistics of sickness and mortality in the jails of India collectively for the year 1886 are less discouraging than those for 1885, an examination of the following table, would seem to show that there is still much to be done in the way of rendering the conditions of jail life less prejudicial to the health of convicts than they are at present.

Provinces.	DEATH-RATE PER 1,000 OF POPULATION IN 1886.							
	Cholera.		Fevers.		Bowel-Complaints.		All Causes.	
	Prisoners.	Free population.	Prisoners.	Free population.	Prisoners.	Free population.	Prisoners.	Free population.
Madras	...	0·4	·87	7·9	4·64	0·9	17·53	19·7
Bombay	...	0·01	2·07	17·10	8·87	2·23	30·44	23·17
Bengal	2·85	1·78	4·41	15·97	16·87	0·84	38·30	21·99
North-Western Provinces and Oudh.	·40	0·78	1·56	27·58	6·33	1·34	22·65	33·27
Punjab	...	0·0006	2·98	17·85	8·09	0·95	28·46	26·60
Central Provinces	6·87	1·89	3·02	20·01	31·30	2·92	65·07	33·24
Burma	4·14	1·10	1·82	7·79	22·26	0·69	61·55	15·54
Assam	13·78	4·47	3·45	14·10	21·53	3·74	63·73	27·77
Coorg	...	...	10·31	17·85	30·93	0·87	72·16	20·33
Hyderabad Assigned Districts	...	0·4	4·60	17·3	·92	6·4	11·04	36·7

It must be admitted that, while the mortality statistics for the jails given in the above table show with absolute exactness the number of deaths and the ratio which they bear to the total jail population, the record of mortality among the free population is, and must be for some time to come, defective. It is probably true that in most Provinces the death-rate among the free population is more than is stated above. On the other hand, it must be remembered that infant mortality which contributes so largely to the aggregate of mortality among the free population is entirely absent from the jails. Moreover, in the matter of food, clothing, lodging, and regularity of habit, the prisoners have a decided advantage over the free population; and if against this has to be set the effect which depression of spirits and separation from relatives and friends may be expected to exercise on the health of convicts, it cannot be denied that the balance of advantage in the matter of health should, at all events in the lower ranks of life, be in favour of the convict as against the free subject. In England the death-rate among the free population was, in 1885-86, 19 per mille; and in the jails for the same period, 7·5 per mille. If proper account be taken of all the considerations mentioned above as likely to affect the record of mortality among the free and jail population respectively, it might be anticipated that the ratio of deaths per mille of the population in the jails in India would, if not so favourable when compared with that of the free population as it is in England, at all events have been generally less than the rate which would

result from an addition to the recorded death-rate among the free population of a reasonable allowance for the imperfections of present knowledge. Judged by such a standard the Central Provinces, Assam, Lower Burma, Bengal, and Bombay exhibit a very abnormal death-rate among the jail population, while it is only in regard to Madras, the North-Western Provinces and Oudh, and the Hyderabad Assigned Districts that the table exhibits results which are not unsatisfactory.

34. Further evidence of the necessity for more careful attention to the health of convicts in jails is to be found in the statistics of mortality among convicts given in provincial reports for the different periods of imprisonment. For the purposes of these statistics, convicts are subdivided into: (1) those under 6 months in jail; (2) those in jail from 6 to 12 months; (3) those in jail from 1 to 2 years; (4) those in jail from 2 to 3 years; (5) those in jail from 3 to 7 years; and (6) those in jail over 7 years. The ratios are calculated on the daily average of the convicts which has to be ascertained by means of a monthly census. This is the only method available for ascertaining the daily average according to length of imprisonment; and though it cannot give absolutely accurate results, the figures approximate to the true ones with sufficient closeness to justify their use for purposes of comparison. An examination of these figures for 1886 shows that in only one province, *viz.*, Burma, did the ratio of mortality progressively decline during each period of detention in jail. In Assam also the ratio of mortality among convicts in jail for 6 months and under exceeded that among convicts in the second period; but with these two exceptions and Coorg and Berar, (in which provinces no deaths at all occurred during the second period) the ratio in the second period was in every instance higher than in the first. Excluding Coorg and Berar, the ratio for the third period exceeded that for the first in every province except Burma; while it exceeded that for the second period in all provinces except Bombay, Bengal, the Punjab, the Central Provinces and Burma. In the fourth period the ratio fell below that of the first period in every province except Madras, Bombay, the Punjab and the Hyderabad Assigned Districts. In Madras the ratios for the two periods were identical. In the fifth period the ratio was below that for the first period only in Madras and Burma; and in the sixth period, only in Bengal and Burma. The following table will help to illustrate the preceding remarks:—

1	2			3			4			5			6			7		
Province.	Under six months in Jail.			From six months to twelve months.			From one to two years.			From two to three years.			From three to seven years.			Above seven years.		
	Average number.	Deaths.	Ratio of deaths per mille of average number.	Average number.	Deaths.	Ratio of deaths per mille of average number.	Average number.	Deaths.	Ratio of deaths per mille of average number.	Average number.	Deaths.	Ratio of deaths per mille of average number.	Average number.	Deaths.	Ratio of deaths per mille of average number.	Average number.	Deaths.	Ratio of deaths per mille of average number.
Madras ...	1,935·05	32	16·53	1,030·11	20	19·24	931·58	27	28·98	602·18	10	16·60	1,421·03	16	11·25	832·18	20	24·03
Bombay ...	3,202	85	26·5	1,025	38	37·0	903	31	34·3	355	13	36·6	805	25	31·0	209	6	28·7
Bengal ...	6,986·38	214	30·6	2,471·41	125	50·5	2,079·08	97	46·6	1,260·71	38	30·1	373·45	30	80·3	410·32	9	21·9
North-Western Provinces and Oudh.	8,180·65	149	18·21	3,730·05	89	23·59	2,865·10	72	25·13	1,677·6	22	13·11	1,340·85	55	40·82	889·25	31	34·86
Punjab ...	4,197	81	19·30	1,090	62	31·16	1,078	59	29·32	802	30	33·63	624	52	63·11	161	10	62·11
Central Provinces	1,270·40	62	48·02	550·76	53	96·23	512·50	44	85·84	444·36	13	29·25	378·24	32	84·60	299·24	27	90·20
Burma ...	2,502	232	92·73	1,825	111	60·82	1,381	50	36·21	740	23	31·0	814	22	27·03	158	4	25·32
Assam ...	502·59	37	62·44	251·52	12	47·71	204·64	18	87·96	86·17	4	46·42	82·66	9	108·88	11·50	1	86·96
Coorg ...	23·89	6	251·15	11·10	...	...	20·03	1	49·92	16·40	...	...	10·05	...	...	4·98	...	...
Hyderabad Assigned Districts.	453·34	4	8·8	107·90	...	...	177·23	5	28·2	121·17	2	16·5	109·74	1	9·1	76·79	...	...
Total ...	29,343·30	902	30·7	13,001·85	509	39·1	11,052·25	403	36·5	6,195·69	153	25·0	6,165·02	242	39·3	3,052·26	108	35·3

35. These figures, in the opinion of the Governor-General in Council, call for very serious consideration at the hands of Local Governments and Jail

authorities; and he has in separate communications directed the attention of Local Governments and Administrations to the subject. One of the primary causes of sickness is, in the opinion of His Excellency in Council, to be found in the overcrowding which is sometimes permitted to take place in jails. In exceptional circumstances, such as those of Burma during the year under review, the capacity of the jails may be temporarily insufficient to afford proper accommodation to all the convicts; but this was not the case in the rest of India where the accommodation is far more than enough for the diminished jail population that has now to be accommodated. The Governor-General in Council, therefore, trusts that Local Governments will impress upon their Inspectors-General of Jails the urgent necessity of seeing that, as soon as a jail is becoming overcrowded, some of the convicts are drafted off to jails which are put to less pressure; and he desires to give most emphatic expression to the opinion that no question of increasing the profits of a jail can be regarded as an excuse for keeping in it even temporarily more convicts than it has been constructed to hold. While attention should invariably be given to the removal of defects in ventilation, care should be taken not to expose, especially during inclement weather, prisoners to cold and chills who in their own homes rigidly avoid such exposure when they can. To the supply of warm clothing, should the conditions of any jail at some periods of the year be less healthy than at others, special attention should be given.

36. An examination of the monthly returns of mortality in jails which are submitted to the Sanitary Commissioner with the Government of India, and which in each instance of death give the number of days for which the patient was in hospital before his death, shows that one fruitful source of mortality in jails is to be found in the neglect to send convicts to hospital so soon as they are attacked by disease. Numerous instances occurred during the year in which sufferers from pneumonia and similar diseases died after one, two, three, or four days' treatment in hospital. The Governor-General in Council is fully aware of the fact that convicts, as a rule, are averse to entering the jail hospital, and that they are in the habit of dissembling to avoid detection of disease; but in a large proportion of the jails the Superintendent is himself a medical man, and in all of them there is a competent subordinate medical staff, so that this circumstance affords no excuse for, or explanation of, the failure to detect disease in its earlier stages. His Excellency in Council trusts that instructions will now be issued which shall have the effect of fixing the responsibility of the medical officers and their subordinates in this matter, and that Local Governments and Administrations will take measures to secure that on each occasion in which neglect of such instructions is brought home to a jail official, suitable notice may be taken of the dereliction of duty.

37. The scale of diet adopted in the jails of different provinces is sufficient, but not more than sufficient, for the nourishment of the convicts from whom hard labour is exacted; and it is very essential that every precaution should be taken to ensure that each convict gets the full amount of each article of diet that is intended for him. The proper distribution of diet is a matter in which native subordinates are apt to be very careless; and unless proper supervision is exercised by the Superintendent, some of the essential constituents of a convict's dole, such for instance as oil, are liable to be purloined. It is, it appears to the Governor-General in Council, also possible that the importance of the proper cooking of the food may have sometimes been overlooked. Close attention should be directed to this matter; checks being applied both before and after cooking at unknown intervals. It often happens that the raw materials are seen to be accurate in weight, but that insufficient care is used in seeing that the cooked quantity is equivalent to the raw materials, and the cooking has been properly done. It is scarcely necessary to add that the quality of the drinking-water must be maintained above suspicion; and the instructions issued in the letter No. 16-979-87, dated 15th July 1886, for the periodical analysis of the water, should, if properly observed, secure this object.

38. In conclusion, the Governor-General in Council desires to express his opinion that the most important lessons to be learned from an examination of

the Reports and of the statistics for the jails in India during the year under review are the necessity for effecting improvement in the conditions of jail life, with the object of ensuring greater uniformity and considerateness in the methods devised to preserve discipline, and of diminishing the sickness and mortality which now occur within the jails. These objects he earnestly commends to all Local Governments and Administrations. The subject of punishments inflicted on convicts calls for particular attention in Bengal and, though to a smaller degree, in the Punjab; while the financial management of the jails in Madras and the Central Provinces needs to be carefully investigated. Finally, His Excellency in Council would express the hope that all Local Governments and Administrations will devote attention to the subject of promoting remunerative labour in jails.

ORDER.—Ordered that a copy of the above Resolution be forwarded to the Local Governments and Administrations marginally noted for information and guidance, to the Department of Finance and Commerce.

Madras.	Central Provinces.
Bombay.	Burma.
Bengal.	Assam.
North-Western Provinces and Oudh.	Coorg.
Punjab.	Hyderabad.

Ordered, also, that the Resolution be published in the Supplement to the *Gazette of India*.

A. P. MACDONNELL,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 6th OCTOBER, 1887.

GENERAL REMARKS.—Rain has fallen in varying quantities in most parts of Madras, Bombay and Bengal, and in Burma, Assam, and Mysore and Coorg. Elsewhere it has been rainless.

The harvesting of the *kharif* is progressing in Bombay, the North-Western Provinces and Oudh, and the Punjab, and has begun in Rajputana. The prospects of the crops are satisfactory, but more rain is needed in some parts.

Rabi operations continue throughout the country, and sowings are in progress in Bombay, the North-Western Provinces and Oudh, the Punjab, and Rajputana.

In Madras the prospects are pretty fair, except in parts of Tinnevelly and Madura. In Mysore and Coorg the condition of the crops is good, but more rain would be beneficial.

The rice crop is being harvested in the North-Western Provinces and Oudh and Bombay, but the crop needs more rain in parts of the latter Province and in Bengal; in Burma and Assam the prospects continue favourable.

Cotton sowing is progressing in Bombay.

The public health is satisfactory. Cholera is dying out, but fever is still prevalent in parts of the country.

Prices are rising slightly in Mysore and in two districts of the Punjab. Elsewhere they are generally steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Oct. 5th.)		
Bellary	Average ·55	Standing crops good, but early crops begin to wither in parts of two taluks. Harvest *korra*, yield below average. Cholera in four, and cattle-disease decreasing in three taluks.
Kurnool	Average ·48	Standing crops fair, but in three taluks partially suffered from excessive rain. Small-pox in two, cholera increasing, and cattle-disease decreasing in four taluks.
Ganjam	Average ·03	More rain wanted. Harvest *ragi*. Small-pox in five, fever in eight, and cattle-disease increasing in six divisions. Cholera exists.
Kistna	Average ·06	Standing crops suffering from want of sufficient rain. Harvest *cumbu*, maize, outturn about average. River 3 feet over Anicut. Slight fever. Cholera in one, and cattle-disease decreasing in four taluks.
Chingleput (Madras)	Average 2·49	Standing crops fair. Harvest *ragi*, and *cumbu*, outturn below average. Small-pox in three, cholera in one, and cattle-disease decreasing in five taluks.
Coimbatore	Average ·19	Standing crops generally fair, but require rain in parts. Harvest wet and dry grains, outturn average. Fever in one taluk.
Tanjore	Average ·39	Standing crops indifferent in most parts for want of sufficient rain. Harvest wet and dry grains, outturn below average. Cattle-disease decreasing in two taluks.
Madura	Average ·36	More rain wanted. Standing crops withering. Slight fever, Small-pox in parts and cattle-disease in one taluk. Water-supply deficient in all but two taluks.
Malabar	. . . . .	Standing first crop paddy ripening. Harvest paddy, outturn below average. Second crop cultivation retarded for want of rain. Fever in one, slight small-pox in six, and cattle-disease in two taluks.
Travancore	. . . . .	Harvest of first crop paddy over. Fever and small-pox in parts.
		General Remarks.—General prospects pretty fair, excepting in parts of Tinnevelly and Madura.
Bombay—(Oct. 5th)		
Karachi	. . . . .	River at Kotri on 3rd, 10 feet 9 inches against 10 feet 4 inches on same date last year. *Kharif* harvesting commenced in three talukas. Fever in twelve and cattle-disease in four talukas. Three cases small-pox at Manora, 2 deaths. Wheat, red rice, and *bajri* in Karachi 22, 30 and 32 and in Sehwan 26, 30 and 40 pounds per rupee, respectively.
Hyderabad	. . . . .	*Kharif* harvesting commenced. Rice crop attacked by blight in parts of Guni and Dero Mohbat talukas. River at Kotri on 3rd, 10 feet 9 inches against 10 feet 4 inches on same date last year. Slight small-pox in three, and cattle-disease in two, and usual fevers in eleven talukas. Wheat 24, *jowari* 40, *bajri* 33½, white rice 18, and red rice 28 pounds per rupee.
Ahmedabad	. . . . .	Reaping of *kharif* commenced in some talukas. Rain urgently wanted for cotton and rice crops, which are withering generally in all the talukas. Fever in Dholka, Dhandhuka, and Sanand talukas. Wheat 27 and *bajri* 30 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Baroda	. . . . .	Cholera continues in city Baroda and in parts of Naosari and Kadi divisions. Land prepared for *rabi*. Standing crops good. *Bajri* 27, wheat 19, and rice 23 pounds per rupee.
Surat	Rain in Chikli taluka, ·25; total in district, 87·76,—maximum 3·4 and minimum ·21.	Weeding progressing. Rain wanted throughout the district. Inferior rice harvest commenced in certain places. Fever in Olphad, Bardoli and Jalalpur. Cholera in Chikli, Bulsar, and Pardi, 50 cases, 34 deaths. *Jowari* 32 and 43 pounds per rupee.
Nasik	Rain in Igatpuri, ·41; Dindori, 1·71; Sinnar, 1·30; Niphad, ·78; Kalwan, ·51; Baglan, ·48; Nasik, ·31; Malegaon, ·02; and Yeola, ·16.	Standing crops healthy. Preparations for *rabi* sowings going on, but retarded for want of rain. Rain badly wanted throughout the district. Weeding in progress in Peint. Cholera in Nasik, Sinnar, Malegaon, and Baglan, total attacks 32, deaths 9. Prices steady.
Colaba (Bombay)	·10 on 29th, total 90·98, being 22·38 above average.	Average abnormal temperature 2° cool from 28th to 30th, afterwards 1° cool. Vapour in air slightly in defect of normal. Wind normal.
Poona	Copious rain throughout the district, — maximum, 6·30 in Purandhar taluka and minimum 1·22 in Petha Mulshi.	More rain is still wanted in *desh* portion of the Haveli taluka and in some parts of Indapur and Bhimthari. Crops doing well. Reaping of *bajri* has commenced in Khed taluka. Sowing of *jowari* is in progress. Public health generally good. Small-pox in Khed taluka. In the district 202 cholera cases, 104 fatal. In Poona city 2 attacks, 1 death. *Bajri* 41 and *jowari* 52 pounds in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona city.
Ahmednagar	Rain in Karjat, 3·05; Parner, 2·76; Rahuri, 2·40; Shrigonda, 1·69; Nagar, 1·62; Newasa, 1·42; Kopargaon, 1·16; Jamkhed, ·92; Akola, ·76; Sheogaon, ·53; and Sangamner, ·08.	*Kharif* crops good. Sowing of *rabi* in progress. Cholera attacks 63, deaths 28. *Bajri* 36 and *jowari* 57 pounds per rupee.
Sholapur	Maximum in Sangola, 2·85, and minimum in Sholapur, ·77.	*Kharif* crops doing well. Sowing of *rabi* crops in progress. Slight cholera in Madha, Karmala, and Sangola talukas, cases 19, fatal 8. *Jowari* 57½ and *bajri* 48½ pounds per rupee.
Dharwar	Rain in Nawalgund, 4·89; Ron, 2·69; Dharwar, 1·65; Mugud, and Nadgund, ·60; and Gadag, ·51; elsewhere none.	Rice crops suffering from want of rain. *Jowari* and minor crops good. Heavy rain urgently required, especially in western and southern talukas. Cotton sowing almost completed. Slight cholera in Gadag, Kalghatgi, and Ron talukas. No cattle-disease. *Jowari* 57 and rice 24 pounds per rupee.
Kanara	. . . . .	Rice harvest in Karwar taluka. Rain wanted above Ghat. Cattle-disease, 99 deaths in Haliyal and slight in three other talukas. Common rice in Karwar 12 and district average 11½ seers per rupee.
Rajkot	. . . . .	Weather hot. One cholera case in Nawanagar. Fever generally prevalent. Early crops middling for want of later rains. Late crops not promising. Wheat 23, *bajri* 23, and *jowari* 29 pounds per rupee.
		General Remarks.—Good rain in most districts of the Deccan and Southern Mahratta Country, but urgently required throughout Guzerat and in parts of several other districts. Crops suffering for want of rain in parts of Ahmedabad, Wadhwan, Dharwar, and Ratnagiri and from blight in parts of Hyderabad and Ratnagiri. *Kharif* harvest and *rabi* sowing in progress in several districts. Cholera in parts of seventeen, fever in parts of twelve and cattle-disease and small-pox in parts of seven districts. Cholera ceased in Khandesh.
Bengal—(Oct. 5th.)		
Chittagong (Oct. 4th)	·06	Weather seasonable. *Aman* and sugarcane thriving. Cholera reported, public health otherwise good. Prices stationary.
Dacca	*Nil*	Prospects of crops good. *Aus* paddy being harvested. Cultivation for mustard and pulses begun. Public health fair.
24-Pergunnahs (Calcutta).	·32	*Aus* harvest practically over, outturn fair. Recent rain has done some good to *aman* crop. Public health generally good, but isolated cases of fever reported.
Khoolna	·11	Weather hot. Transplanting of *aman* completed. Prospects good. Public health fair.
Moorshedabad	·59	Weather seasonable. Prospects of *aman* good. Sowing of *til* and *kalai* going on. Public health generally good.
Pubna	·14	Rivers have fallen. Prospects of crops and public health good.
Dinagepore	·41	State and prospects of late rice good. Harvesting of jute nearly finished. Cholera reported from Parbatipur station only.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Rungpore	·35	Rice backward, but progress fairly well. Prices stationary. Public health fair.
Midnapore	·25	Prospects of crops hopeful, except partly in thanas Pataspur and Bhagwanpore in Contai subdivision. More rain wanted in Ghatal subdivision. Public health good.
Burdwan	·63	Break in rains. Rain much wanted for late rice. Prices unchanged. Public health generally good.
Bhagalpur	*Nil*	Harvesting of *marua* completed, that of early rice going on, with good outturn. Late rice doing well, but rain wanted.
Purneah	*Nil*	*Bhadoi* harvest completed, fair outturn. *Aghani* promises well. Lands being prepared for cold weather crops. Public health bad. Rivers low.
Durbhanga	*Nil*	*Bhadoi* harvest completed. Rain much needed for rice crop which however continues favourable. Some fever, public health otherwise generally good.
Chumparun	*Nil*	Prospects of crops good, but rain much needed for rice. *Bhadoi* harvest almost finished. Public health fair.
Patna	*Nil*	Prospects of rice crop fair, but more rain urgently required on high lands. *Rahar* and castor doing well. Lands being prepared for other *rabi* crops. Public health good.
Gya	*Nil*	*Bhadoi* being harvested, outturn estimated at more than 12 annas. Paddy suffering much for want of rain. Public health good. Fever reported from some parts of districts.
Hazareebagh	*Nil*	Weather fine. Rain urgently wanted all over the district. Damages to paddy and other crops apprehended. *Bhadoi* being harvested, with fair outturn. Public health good.
Cuttack	Rain on 24th in certain parts of district; none fallen since.	Clouds occasionally appearing. *Beali* outturn estimated at 10 annas. *Sarad* requires rain urgently. Early *sarad* coming into ear. Public health generally good.
		General Remarks.—Weather fine, with rather high temperature throughout the week. A few showers fell in East and North Bengal districts on the 28th, but since then no rain has fallen in the Lower Provinces. Late rice crop doing well so far, but needs rain in the Chota Nagpur, Orissa, Patna, Bhagalpur and Burdwan divisions, and in the Tipperah district, especially on high lands. **Autumn harvest is nearly over and cultivation for cold weather crops has begun. Public health is generally good.**
N.-W. Provinces and Oudh—(Oct. 5th)		
Benares (Oct. 4th)		Weather fine. Average *kharif* prospects. Ploughing for *rabi* commenced. Supplies sufficient. Prices steady. Some fever, otherwise health generally good.
Ballia („ 3rd)		Sky clear. Wind westerly. Weather cool. Ploughing for *rabi* going on. Supplies ample. Prices stationary. General health good.
Gorakhpore(„ „)		Harvest prospects good. Prices stationary. Cholera almost disappeared.
Fyzabad („ 4th)		Weather fair. Reaping of *kharif* crops in progress. *Rabi* sowing commenced. Supplies abundant. Cholera still lingers. Condition of cattle fair.
Lucknow („ 3rd)		West wind. Prospects of *hewant* crops good. Gram, peas, and barley being sown, poppy sowing not yet commenced. Supplies ample. Prices continue the same, except of new *kharif* grains which are cheaper.
Rai Barelli („ „)		Weather clear. Ploughing for *rabi* in progress. Prices stationary. Some cases of cattle-disease reported.
Partabgarh („ 4th)		*Kharif* prospects fair. Prices steady. General health good.
Allahabad („ „)		Weather seasonable. Early rice being harvested. Markets full. Prices showing a tendency to fall. Cholera dying out. Fever of ordinary type prevalent.
Cawnpore („ „)		*Kharif* thriving and being cut. Ploughing for *rabi* in progress. Prices stationary. Fever prevailing. Cholera in places. Cattle-disease in three tahsils.
Farakhabad („ „)		Weather getting cool. Standing crops doing well. *Rabi* ploughing continues. Supplies ample. Prices still rising. Cholera continues. Fever and ague in places.
Sitapur („ „)		Weather fine. Outturn of *kharif* crops said to be good. Cholera is gaining ground in one tahsil.
Bareilly („ „)		Crops good. Market steady. Slight cholera.
Banda („ 3rd)		Weather clear. *Kharif* crops improving. *Sawan* and *kakun* being harvested. *Rabi* sowing commenced. Supplies abundant. Prices stationary. Fever prevalent.
Kumaon („ 4th)		Weather good. Crops good. Harvest progressing. Small-pox reported from one *patti* and *Mahamari* from Gangoli. Cattle healthy.
Agra („ 3rd)		Fine weather. *Kharif* being cut. *Rabi* ploughings continue. Prices falling slightly. Fever prevalent. Cholera much decreased.
Jhansi („ „)		Cotton flowering. *Bajri* in ear. Prices rising partly owing to demand for *rabi* seed. Fever on increase.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
N.-W. Provinces and Oudh—*contd.*		
Meerut (Oct. 4th		Weather seasonable. Sugarcane being cut and lands prepared for *rabi* sowings. Supplies sufficient. Prices steady. Fever abating.
		General Remarks.—There was no rain, and the weather is seasonable. The *kharif* is being cut. Prospects continue good. Markets are full, and prices continue steady. The general health is good, but cholera continues in places, and fever is still prevalent in Kumaon. *Mahamari* has appeared in Pargana Gangoli, some cattle-disease is reported in a few tahsils.
Punjab—(Oct. 5th)		
Hissar (Oct. 4th)		Fever prevalent. Prices stationary. *Rabi* sowings in progress. *Kharif* prospects good.
Delhi		Fever prevalent. Cholera continues. Prices stationary. *Kharif* prospects unfavourable.
Umballa		Cholera abating. Fever prevailing. Prices stationary. *Kharif* crops being harvested.
Jullundur		Health good. Prices stationary. *Kharif* prospects average.
Ferozepore		Fever prevalent. Prices stationary.
Amritsar		Seasonal fever. Prices stationary. *Kharif* crops good.
Sialkot		Health fair. Prices stationary. *Kharif* crops suffering from drought.
Lahore		Cholera decreasing. Prices stationary. *Rabi* ploughings progressing.
Multan		Health good. Prices almost stationary. Preparations for *rabi* sowings progressing. *Kharif* crops good.
Rawalpindi	·10	Health good. Prices rising. *Kharif* crops gathered in.
Shahpur		Rain much needed. Health good. Prices stationary. *Rabi* ploughings in progress.
Dera Ismail Khan		Health good. Prices stationary. *Rabi* ploughings commenced.
Peshawar	Slight rain	Fever prevalent. Cholera almost disappeared. Prices rising. *Kharif* prospects average.
		General Remarks.—Rain has fallen in Rawalpindi and Peshawar, and is much needed in Shahpur. Health is good in Jullundur, Multan, Rawalpindi, Shahpur and Dera Ismail Khan and is fair in Sialkot. Fever is prevalent in Hissar, Delhi, Umballa, Ferozepore, Peshawar and Amritsar. Cholera continues in Delhi, Umballa, Lahore and Peshawar, but is abating in Umballa and Lahore, and has almost disappeared in Peshawar. Prices are stationary, except in Rawalpindi and Peshawar, where they are rising. *Kharif* prospects are generally good, but in Delhi they are unfavourable, and in Sialkot the crops are suffering from drought. *Rabi* sowings in progress in Hissar and Multan and ploughings progressing in Shahpur, Lahore, and Dera Ismail Khan.
Central Provinces—(Oct. 5th)		
Nagpur		Weather clear. *Rabi* ploughings continue. Fever prevalent.
Jubbulpore		Weather cloudy. *Rabi* ploughings commenced. Prospects favourable. Fever prevail. Prices steady.
Saugor		Weather clear. Preparations for *rabi* continue. Fever prevalent. Prices unchanged.
[illegible]ni		Weather cloudy. *Rabi* ploughings progressing. Cholera decreasing. Prices unchanged.
[illegible]gabad		Weather clear and cool. Rice being cut. *Rabi* ploughings in progress. Fever prevalent. Prices unchanged.
		Weather clear and warm. Prospects good. Health fair. Prices steady.
		Rain wanted. Linseed being sown. Cattle-disease in parts. Prices stationary.
		Weather clear and seasonable. Linseed and pulses being sown. More rain required for rice. Fever prevalent.
(Oct. 1st)		Weather generally clear. Crops promising. A good shower would be most beneficial. Fever prevalent.
		General Remarks.—Clear weather. Prospects of crops good, but a little more rain would be beneficial in eastern districts. Fever prevalent. Prices steady.
Akyab	1·99 (Total rainfall to date 158·69).	Two deaths from cholera in town, and 29 in district. Crop prospects favourable.
Bassein	1·37 (Total rainfall to date 87·55).	Transplanting completed.
Amherst (Moulmein)	3·07 (Total rainfall to date 175·10).	Crop prospects good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Tavoy	7·47 (Total rainfall to date 176·99).	Crops very healthy.
Henzada	·35 (Total rainfall to date 73·42).	Crops healthy.
Prome	·41 (Total rainfall to date 34·85).	Ploughing and planting nearly finished.
Toungoo	·41 Total rainfall to date 75·36.	Prospects of crops good.
Thayetmyo	·23 (Total rainfall to date 26·08).	Transplanting continues.
Mandalay (Sept. 24th)	.06 (Total rainfall to date 26·56).	Transplanting of *kyaukki* crops progressing. Food-supply sufficient. Prices normal.
Minbu	*Nil* (Total rainfall to date 21·61).	Crop prospects fair. Prices normal.
Yamethen	·03 (Total rainfall to date 27·59).	Cultivation progressing.
		General Remarks.—Some cholera in Akyab town and district, otherwise health of Lower Burma satisfactory. Crops doing well. Reports from seven Upper Burma districts. Measles in Pagan, and anthrax continues in Pyinmana. Food grains scarce in Yeu. Crop prospects favourable.
Assam—(Oct. 5th)		
Gauhati (Oct. 4th)	·24	Weather hot, mornings and evenings cool. Public health fair. Malarial fever still prevalent in Sastra Barpetta and its vicinity, also in parts of Polasbari, Luki, and Chomoria tahsils. Cattle-disease reported from Mauza Rupsi. Ploughing of land for mustard commenced, sowing of *mati kalai* in progress. Prospects of crops good.
Sylhet	1·07	Habiganj report not received. Crops in other subdivisions benefited by recent rain. Seven deaths from cholera in Karimganj.
Cachar	·28	Weather hot. Prospects of crops good. Tea is again suffering from drought. Public health good. Price of rice steady.
Dibrugarh	1·86	Weather hot during day; cool at night. Public health indifferent.
Mysore and Coorg—(Oct. 5th)		
Bangalore	Civil and Military Station, ·43; Bangalore district headquarters, ·73; Mysore, ·33; Kolar, 1·00; rainfall in other districts either *nil* or very scanty.	Standing crops in good condition, but are reported to be withering for want of rain, especially in parts of the Bangalore, Mysore, Tumkur, Kolar, and Kadur districts. Prospects of season fair. Fodder becoming scarce in parts of Tumkur and Kadur districts. Public health generally good. Cholera in Bangalore and Mysore and in parts of Tumkur, Shimoga and Hassan districts. Fever and cattle-disease prevalent in parts. Prices slightly risen in Tumkur, Shimoga, Chitaldroog and Kadur districts.
Mysore		
Mercara	·70	The paddy crops have suffered from want of sufficient rain, other crops in good condition. Some cholera cases have occurred in South Coorg.
Berar and Hyderabad—(Oct. 5th)		
Amraoti		Weather clear and warm. Weeding in progress. [illegible]oeing prepared for *rabi*. Fevers prevalent. Wheat [illegible]*ari* 25 seers per rupee.
Akola	·11	Weather occasionally cloudy. *Kharif* crops [illegible]dition. *Rabi* ploughing in progress. Cholera abating. [illegible]cattle-disease in places.
Hyderabad		No report received.
Central India States—(Oct. 5th)		
Indore	Slight showers	One fatal case of cholera amongst Europe[illegible]troops.
Morar (Gwalior)		Weather clear and hot.
Sutna		Fever prevalent.
Neemuch		Health good.
Goona		Four deaths from cholera in Ramraj pargana, otherwise health good.
Agar		Health and prospects fair.
Sehore		Weather clear and cool. Crops and health fair.
Nowgong		Weather clear. Health fair. Fever prevalent in Nowgong. Prices steady.
Bhopawar		Fever prevalent in Alirajpur and Jhabna and cholera in Sagore.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana—(Oct. 5th)		
Abu (Oct. 5th)		Weather seasonable and cooler.
Sirohi („ 2nd)		Little water in tanks; wells low. Health good. Crops being cut, and very poor. Dried up for want of rain. Weather cool. Afternoons cloudy.
Marwar („ 1st)		Cholera almost subsided. Crops doing well, except in some districts. Clear nights. Weather cooler. Market light. Prices tending to rise.
Meywar („ „)		Water in tanks and wells decreasing. Crops prospects average. Health fair. Prices stationary. Weather seasonable.
Pertabgurh („ „)		Tanks and wells full. Health good. Prices fluctuating.
Harowti („ „)		Weather clear. Crops doing well. *Rabi* sowings in progress. Fever very prevalent.
Jhallawar („ 2nd)		Fever and cholera in one thana nearly disappeared. *Rabi* operations progressing.
Ajmere („ 4th)		Weather clear. Crops being reaped at places. Cholera in Kekri now said to have ceased. Wheat 23, barley 37, gram 38½ pounds per rupee.
Jeypore („ „)		Weather seasonable. Prospects fair.
Kerowlee („ 1st)		Tanks and wells full. *Bajri* being reaped. *Rabi* being cultivated. Health good. Fever continues. Prices stationary. Days hots; nights cool.
Dholepore („ „)		Tanks and wells full. *Kharif* being harvested. Fever still prevails, health otherwise good. Prices low. Weather clear.
Bhurtpore („ 4th)		Weather seasonable. Prospects fair. Fever prevalent. Prices steady.
Ulwar („ „)		*Bajri* being harvested. *Rabi* ploughings continue. Health fair. Fever prevalent. Cholera nearly gone.
Kotah („ 1st)		*Rabi* ploughing progressing. Some fever, otherwise health good. Prices rising.
Kherwara („ 2nd)		Tanks and wells low. Cutting of indian-corn commenced. Health good. Prices unchanged. Weather fine and cool, somewhat cloudy.
Bickanir („ 1st)	Slight rain in two districts.	Prospects good. Fever in some districts. Prices stationary. Weather hot.
Nepal—(Sept. 30th)		
Katmandu (Sept. 29th)	1·63	Character of the weather shows signs that the rains are ending. The year's rainfall to date is 49·78. Prospects fair as far as they go, but as already reported the rice crop will be short.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 5th October, 1887.

Very quiet weather has prevailed throughout nearly the whole of India during the past week. Over the whole of the North-Western and Central parts of the country the weather has been fine and bright with scarcely a cloud in the sky, but in Burmah, Assam, and the South of the Peninsula conditions have been less settled, and showers of rain have fallen on most days.

On September the 29th, in Western India, the wind was generally north-westerly and westerly and moderate or light in force, but on the Sind and Guzerat Coasts a fresh south-westerly and southerly wind was reported, which penetrated inland as far as Rajputana and the Punjab. The latter current, though bringing up a good deal of moisture, occasioned no rain, but the former gave slight showers to several stations, both in Bombay and in the Carnatic. On the 30th there was no change, but on the 1st October there was a slight tendency in that direction, north-easterly winds having appeared in the south of the Central Provinces and at Malegaon and Bombay. The only falls of rain reported on these two days were light local showers at one or two places in the Berars and the Deccan. On the 2nd these north-easterly winds had more or less disappeared again, and north-westerly to westerly winds were reported from the Peninsula and Central parts of the country. With this return to north-westerly winds rain became somewhat more general, and Belgaum received over 2 inches. The Chart of the 3rd showed no change beyond a slight increase in the extent of the rainfall area,—particularly in the south of the Peninsula. On the 4th and 5th similar conditions prevailed, north-westerly breezes blowing steadily over the Peninsula, and giving rain to most of the inland stations of the Bombay Presidency and to the whole of the south of the Peninsula. In Sind, Guzerat, and Cutch the wind was generally south-westerly, and the weather fine.

In Eastern India a steady change has been in progress towards cold weather conditions. During the first two days of the week slight gradients for westerly winds were reported over the Bay and Bengal, and winds from that quarter were blowing generally, but on the 1st pressure became very uniform over the Bay and the surrounding Coasts, and the winds became light and variable. Subsequently northerly (north-north-west—north-west) winds were developed on the West Coast of the Bay and southerly winds over Burmah, and these conditions lasted until the close of the week. In consequence warm dry weather has prevailed in Bengal and on the Orissa and Circars Coasts, while very general rain has fallen in Lower Burmah and Arakan.

In Upper India the weather has been very fine, with variable or north-westerly breezes.

The rain which has fallen during the week has in no way affected the relation of the seasonal fall with respect to the average. As the following table shows:

Stations.	Total Rainfall since June 1st, 1887.	Average Rainfall, June 1st to October 5th.	Difference.
Akyab ...	140·31	159 00	—18·69
Saugor Island ...	55·02	56·91	— 1·89
Calcutta ...	44·43	50·37	— 5·94
Dhubri ...	53·87	66·10	—12·23
Purneah ...	42·00	58·09	—16·09
Gya ...	35·96	36·50	— 0·54
Allahabad ...	33·40	35·53	— 2·13
Meerut ...	24·66	23·02	+ 1·64
Delhi ...	35·22	22·47	+12·75
Lahore ...	16·07	13·60	+ 2·47
Peshawar ...	3·24	6·03	— 2·79
Cochin ...	61·90	84·59	—23·05
Ratnagiri ...	109·24	100·00	+ 9·24
Bombay ...	90 87	68·28	+22·59
Poona ...	22 58	22·87	— 0·29
Surat ...	37·27	41·71	— 4·44
Khandwa ...	30·88	30·40	+ 0·48
Nagpur ...	47·31	38·17	+ 9·14

there has been an unimportant deficiency in the season's rainfall in Arakan and Lower Bengal, a moderate deficiency in the Assam Valley and North Bengal, an average rainfall in the North-Western Provinces, and an excess in the Punjab (except the Derajat Division). In Central and Southern India the table shows a slight excess of rain in Bombay and the Central Provinces, and a deficiency in Malabar.

The concluding table gives the total rainfall of the past week for the different Provinces:

Divisions.	No. of Stations.	Total Rainfall.
Burmah ...	6	9·49
Bengal and Assam ...	5	3·51
North-Western Provinces and Oudh ...	0	0
Punjab ...	2	0·28
Hill Stations ...	2	0·47
Ceylon ...	0	0
Malabar Coast ...	4	2·59
Bombay ...	6	7·74
Berar and Central Provinces ...	1	0·11
Guzerat and Central India ...	1	0·18
Sind—Rajputana ...	0	0
Madras ...	11	7·47

W. L. DALLAS,

for *Meteorological Reporter to the Government of India.*

SIMLA, *7th October, 1887.*

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

WEATHER SUMMARY FOR SEPTEMBER, 1887.

The weather during September has been of the normal character. During the most part of the month the monsoon blew strongly over the greater part of the country, and the rainfall accompanying it was fairly heavy and well distributed. As the month advanced, however, the amount of rain gradually decreased, while the area over which it fell steadily diminished, so that by the close of the month the weather was fine and bright, except over the Peninsula, in Lower Bengal, and in Burmah, in all which regions rain still fell. Although the weather showed this general improvement, it is remarkable that there occurred very little change in the wind's direction or force, fairly strong winds crossing the Indian coasts from the Arabian Sea and the Bay of Bengal, just as during the height of the monsoon. In like manner there was very little change in the barometric distribution. Instead of the uniform pressures which usually appear at this season, the barometric difference between Southern and Northern India remained at the close of the month almost as considerable as at its commencement, and probably as a consequence the cessation of the present rains was unaccompanied by the thunderstorms and unsettled, showery weather, which, in normal years, is the ordinary concomitant of that phenomenon.

The monsoon.—At the commencement of the month moderate to strong monsoon winds were blowing across the West Coast and giving rain in fairly heavy amounts to the West Coast districts and the Central Provinces, and local showers to the Peninsula. These favourable conditions continued until the 5th, when there occurred some diminution in the strength of the monsoon current and a consequent decrease in the amount and area of rainfall. As this diminution in the strength of the monsoon continued, a break in the rains commenced in the Central parts of the country, and spread to most districts of Northern, Central, and Western India. The break lasted during the 7th, 8th and partially into the 9th, but on the latter date conditions began to change, the wind increased all along the West Coast, and with it the rainfall became heavier. On the 10th a marked rise in the force of the monsoon was reported from the West Coast, together with general and heavy rain. At Bombay nearly 10 inches of rain fell between 10 A.M. of the 9th and 10 A.M. of the 10th. Moderate to strong monsoon winds prevailed from the 10th to the 17th, when the current again slackened somewhat. During that time the weather gradually changed on the West Coast, heavy rain being reported from the 10th to the 13th, and fairly clear skies from the 14th to the 17th. After the 18th, and up to the close of the month, the wind was moderate in the West, and any rainfall over the West Coast and Central districts was light and unimportant.

Over the Bay of Bengal the weather has been somewhat unsettled. On the 1st a moderate southerly current was crossing the Bengal Coasts, giving moderate rain to Burmah and Bengal, but the current was apparently wholly confined to these two Provinces, and the rainfall, which was taking place in Upper India at this time, was attributable to the Bombay branch of the monsoon. On the

2nd the current from the Bay showed a greater inclination to penetrate into Upper India, and consequently rain fell all over Northern India. These conditions continued during the 3rd, 4th, and 5th, but after the last date the current from the Bay of Bengal became exceedingly light, and rain ceased over almost the whole of Northern India. This break lasted until the 9th, when conditions slowly changed. On the 10th a slight depression began to form at the head of the Bay. This depression continued to develop during the 11th, occasioning general rain in Burmah, Orissa, and South Bengal, and on the 12th passed across the North Orissa Coast as a well formed cyclonic storm. It gave fairly heavy rain to all parts of Bengal and the North-Western Provinces. This depression filled up on the 14th, after giving general rain to the whole of Northern and Central India, except the Punjab. On the 15th a fresh but very slight depression was shown in the north-west angle of the Bay. This storm passed west-north-westward through the Central Provinces, and either owing to it or to a subsequently formed disturbance, very unsettled weather prevailed at this time in Upper India. Between the 17th and 20th rain fell at nearly all stations in Northern India, the maximum fall being reported from Umballa, where 8½ inches was measured. On the 21st the monsoon current from the Bay practically ceased to extend beyond Bengal, the air became drier throughout the whole of Northern India, and rain was almost entirely confined to Burmah, Bengal, and Assam. Westerly winds now set in over the greater part of the Gangetic Plain, and though showers still fell at some stations, the weather generally became much finer. On the 23rd fine weather prevailed, except in Lower Bengal, Assam, and Burmah, and these conditions lasted until the close of the month.

Pressure.—The mean pressure of the month was below the normal average over Burmah, Assam, Bengal, and the east of the North-Western Provinces, but above it over the west of the North-Western Provinces and the Punjab generally. In the centre and south the variations from the average were less regular. In Bombay and the west of the Central Provinces there was a marked excess, and in the south of the Carnatic an even more marked deficiency, but elsewhere the variations were slight and irregular. The only serious disturbance of pressure, which occurred during the month, was the depression which was formed at the head of the Bay on the 10th and 11th. This storm advanced on an almost due westerly course, and broke up between Nagpur and Seoni on the 14th.

Temperature.—Over the greater part of the country September was a cool month. In East Bengal and in Assam there was an excess, varying between 0·5° and 2·5°, in Sind an excess varying between 0·2° and 1·0°, and in the Carnatic an excess varying between 0·2° and 2·2°, but in all other regions the mean temperature was below the normal average. The greatest deficiency (between 2° and 3°,) was in the Punjab and the west of the North-Western Provinces.

Rainfall.—The rainfall of the month was on the whole deficient. In the east of the Punjab, in the Cis-Gangetic portions of the North-Western Provinces, in Assam, over nearly the whole of the Peninsula, except the Circars and the Carnatic and in Lower Burmah, the total rainfall was slightly above the normal, but in all other places it was short, though, generally speaking, the

deficiency was unimportant. As the rainy season of 1887 appears now to be practically over for the greater part of India, the ordinary table of rainfall has been supplemented by two columns, the first showing the normal rainfall for the four months June 1st to September 30th, the second the difference from this average of the rainfall of the present season. From these figures it will be seen that the rains of 1887 have been on the whole satisfactory. In Behar, North Bengal, Assam, Lower Bengal, Orissa, Sind, Guzerat, and Malabar the rainfall has been deficient, but except in Sind and Guzerat the amount of deficiency is unimportant when compared with the total amount received. In the Punjab, the North-Western Provinces, the Central Provinces, the Berars, Rajputana, and the whole of the Peninsula, except Malabar, the rains have been above the average.

The following table shows the amount of rain and the difference from the average, during the month of September, 1887, according to Districts as far as is indicated by the telegraphic reports :—

Districts.	Number of Stations.	Average Rainfall for September.	Difference from the average in September, 1887.	Average Rainfall, June 1st to September 30th, 1887.	Difference from the average in 1887.
Punjab, West	7	2·44	— 0·49	15·79	+ 0·81
„ East	6	4·15	+ 1·51	26·54	+ 5·56
North-Western Provinces, Trans-Gangetic ...	14	7·40	— 0·07	41·44	+ 1·65
„ „ Cis-Gangetic ...	7	5·44	+ 0·10	28·79	+ 8·65
Behar	4	7·56	— 1·38	36·01	— 4·31
Northern Bengal	3	14·88	— 2·34	70·51	— 3·44
Assam—Cachar	5	11·41	+ 1·52	58·91	— 5·08
Lower Bengal—Chutia Nagpur	7	10·42	— 1·86	51·49	— 3·58
Orissa—Northern Circars	6	8·54	— 2·74	32·81	— 5·37
Central Provinces, South	7	9·11	— 0·75	46·43	+ 14·25
Berar—Khandesh	3	5·27	— 0·75	23·93	+ 12·25
Rajputana, Central India—Saugor and Narbudda	10	10·04	— 4·37	38·93	+ 6·22
Sind—Cutch	3	0·64	— 0·64	5·42	— 3·62
Guzerat	4	4·87	— 3·81	29·75	— 7·76
Konkan	4	10·13	+ 2·60	71·15	+ 12·62
Deccan—Hyderabad	8	5·51	+ 0·75	23·65	+ 1·55
Malabar	5	10·64	+ 0·71	96·77	— 0·38
Mysore—Bellary	6	4·77	+ 1·38	14·86	+ 2·98
Carnatic	8	3·63	— 0·27	10·79	+ 1·32
Lower Burmah	7	16·47	+ 3·42	87·66	+ 1·00
Ceylon	2	6·27	— 2·34	24·91	— 5·07

SIMLA, *5th October, 1887.*

W. L. DALLAS,
for *Meteorological Reporter to the Government of India.*

E. C. BUCK,
Secretary to the Government of India.

No. 640 A. R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.

Railway.

To

THE GOVERNMENT OF MADRAS, BOMBAY, BENGAL, THE NORTH-WESTERN PROVINCES AND OUDH, AND THE PUNJAB.

THE CHIEF COMMISSIONERS, CENTRAL PROVINCES, BURMA, AND ASSAM.

THE RESIDENTS AT HYDERABAD AND MYSORE.

THE AGENTS TO THE GOVERNOR GENERAL FOR CENTRAL INDIA AND RAJPUTANA.

THE DIRECTOR GENERAL OF RAILWAYS.

THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA, LUCKNOW, AND CENTRAL DIVISION.

Simla, September 22, 1887.

The undersigned is directed to forward, for information, a tabulated statement of the Financial Statistics of the Indian State Railways for, and to end of the year 1886.

R. C. B. PEMBERTON, Colonel, R.E.,
Secy. to the Govt. of India.

No. 641 A. R.

Copy forwarded to the Department of Finance and Commerce, and to the Accountant General, Public Works Department, for information.

Also to the Publisher, *Gazette of India*, for publication in the supplement to the *Gazette of India*.

R. C. B. PEMBERTON, Colonel, R.E.,
Secy. to the Govt. of India.



Statements appended to Home Department Resolution No. $\frac{23}{1609\text{-}19}$, dated the 7th October, 1887.

No.

GENERAL SUMMARY SHOWING the DISTRIBUTION of the PRISONERS of ALL CLASSES

1		2			3			4			5		
Name of Province.		Place of confinement.			Prisoners remained at the commencement of the year.			Prisoners received during the year.			Total.		
		Central Jails.	District Jails.	Subordinate Jails and Lock-ups.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
Madras ...	1885	7	22	317	7,654	387	8,041	51,340	4,123	55,463	58,994	4,510	63,504
	1886	7	23	317	8,187	328	8,515	50,586	4,036	54,622	58,773	4,364	63,137
Bombay ...	1885	1	26*	30	6,946	374	7,320	43,526	2,827	46,353	50,472	3,201	53,673
	1886	1	25*	24	7,070	333	7,403	42,088	2,649	44,737	49,158	2,982	52,140
Bengal ...	1885	7	39	84	14,833	521	15,354	76,832	4,021	80,853	91,665	4,542	96,207
	1886	7	39	84	14,569	507	15,076	74,443	3,523	77,966	89,012	4,030	93,042
North-Western Provinces and Oudh.	1885	7	45	24	19,160	1,017	20,177	77,433	4,392	81,825	96,593	5,409	102,002
	1886	6	45	23	18,398	955	19,353	81,738	4,878	86,616	100,136	5,833	105,969
Punjab ...	1885	2	32	20	10,389	332	10,721	40,484	1,349	41,833	50,873	1,681	52,554
	1886	2	32	21	10,337	317	10,654	45,087	1,484	46,571	55,424	1,801	57,225
Central Provinces	1885	3	15	1	3,133	207	3,340	10,516	1,151	11,667	13,649	1,358	15,007
	1886	3	15		3,161	237	3,398	12,653	1,359	15,012	16,814	1,596	18,410
Burma ...	1885	2	10	3	6,716	83	6,799	20,517	636	21,153	27,233	719	27,952
	1886	3	9	3	8,084	84	8,168	26,691	648	27,339	34,775	732	35,507
Assam ...	1885	...	9	13	1,348	41	1,389	7,038	340	7,378	8,386	381	8,767
	1886	...	9	13	1,323	43	1,366	7,666	369	8,035	8,989	412	9,401
Coorg ...	1885	...	1	26	102	5	107	1,094	116	1,210	1,196	121	1,317
	1886	...	1	26	100	5	105	947	74	1,021	1,047	79	1,126
Hyderabad Assigned Districts	1885	3	6	2	978	40	1,018	3,035	195	3,230	4,013	235	4,248
	1886	3	4	2	1,070	48	1,118	2,828	187	3,015	3,898	235	4,133
Grand Total ...	1885	32	205	526	71,259	3,007	74,266	331,815	19,150	350,965	403,074	22,157	425,231
	1886	32	202	514	72,299	2,857	75,156	345,727	19,207	364,934	418,026	22,064	440,090

* Includes one extra-mural labour gang.

1.

CONFINED in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1885 and 1886.

6			7			8			
Discharged from all causes.			Remained at the end of the year.			Total daily average of prisoners in the whole Province.			Name of Province.
Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
50,807	4,182	54,989	8,187	328	8,515	7,937	375	8,312	1885 Madras.
50,807	4,002	54,809	7,966	362	8,328	7,861	353	8,214	1886 Madras.
43,402	2,868	46,270	7,070	333	7,403	6,908	347	7,255	1885 Bombay.
42,722	2,714	45,436	6,436	268	6,704	6,830	314	7,144	1886 Bombay.
77,096	4,035	81,131	14,569	507	15,076	14,642	535	15,177	1885 Bengal.
74,819	3,594	78,413	14,193	436	14,629	14,330	476	14,806	1886 Bengal.
78,195	4,454	82,649	18,398	955	19,353	18,776	997	19,773	1885 North-Western Provinces and Oudh.
80,311	4,895	85,206	19,825	938	20,763	19,262	993	20,255	1886 North-Western Provinces and Oudh.
40,559	1,364	41,923	10,314	317	10,631	10,377	339	10,716	1885 Punjab.
43,822	1,478	45,300	11,602	323	11,925	10,740	333	11,073	1886 Punjab.
10,488	1,121	11,609	3,161	237	3,398	3,148	227	3,375	1885 Central Provinces.
13,135	1,328	14,463	3,679	268	3,947	3,395	256	3,651	1886 Central Provinces.
19,149	635	19,784	8,084	84	8,168	6,822	74	6,896	1885 Burma.
27,149	656	27,805	7,626	76	7,702	8,213	78	8,291	1886 Burma.
7,063	338	7,401	1,323	43	1,366	1,337	41	1,378	1885 Assam.
7,538	376	7,914	1,451	36	1,487	1,310	42	1,352	1886 Assam.
1,096	116	1,212	100	5	105	99	7	106	1885 Coorg.
946	71	1,017	101	8	109	97	7	104	1886 Coorg.
2,943	187	3,130	1,070	48	1,118	1,009	38	1,047	1885 Hyderabad Assigned Districts.
2,794	196	2,990	1,104	39	1,143	1,044	44	1,088	1886 Hyderabad Assigned Districts.
330,798	19,300	350,098	72,276	2,857	75,133	71,055	2,980	74,035	1885 Grand Total.
344,043	19,310	363,353	73,983	2,754	76,737	73,082	2,896	75,978	1886 Grand Total.

No. 2.

STATEMENT SHOWING the RELIGION, AGE, and PREVIOUS OCCUPATION of the CONVICTS ADMITTED into the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1885 and 1886

1	2												3						4														5			6
	RELIGION.												AGE.						PREVIOUS OCCUPATIONS														TOTAL.			
	A						B		C		D		E		A		B		C		D	MALES.							FEMALES.							
	CHRISTIANS.																					A	B	C	D	E	F	G	H	I	J	K				
NAME OF PROVINCE.	European.		Eurasians.		Natives.		Mahammedans.		Hindus and Sikhs.		Buddhists and Jains.		All other classes.		Under 16.		16 to 40.		40 to 60.		Above 60.	Persons employed under Government or Municipal or other local authorities.	Professional persons.	Persons in service or performing personal Offices.	Persons engaged in agriculture and with animals.	Persons engaged in commerce and trade.	Persons employed in mechanical arts, manufactures, and engineering operations, &c.	Miscellaneous persons not classed otherwise.	Married.	Unmarried.	Widows.	Prostitutes.	TOTAL.			Name of Province.
	a		b		c																														
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	M.	F.													
Madras 1885	81	...	49	3	574	132	2,109	169	18,847	2,030	7	...	...	...	662	154	17,551	1,760	3,232	448	204	23	471	958	1,514	8,847	1,439	575	7,845	1,274	260	713	138	21,649	2,385	24,034	1885 Madras.
Madras 1886	85	...	33	2	583	75	1,909	134	17,486	2,041	...	...	...	...	436	124	16,385	1,673	3,046	419	249	34	418	924	1,158	8,084	1,469	836	7,277	1,181	199	751	124	20,116	2,255	22,371	1886 Madras.
Bombay 1885	140	3	12	1	187	18	4,663	168	8,181	705	38	2	67	...	227	36	11,652	783	1,344	164	65	4	640	175	1,472	7,108	1,039	1,183	1,666	587	47	259	94	13,238	987	14,275	1885 Bombay.
Bombay 1886	120	...	16	2	180	16	5,103	158	8,038	714	33	3	47	...	190	35	11,929	708	1,364	144	59	6	700	140	1,556	6,964	1,143	1,213	1,821	565	34	205	89	13,542	893	14,435	1886 Bombay.
Bengal 1885	287	4	88	4	89	9	11,544	465	16,977	993	195	10	827	83	315	40	22,658	1,123	6,147	345	837	60	1,223	1,292	3,029	17,174	1,686	567	5,581	666	37	714	156	29,957	1,573	31,530	1885 Bengal.
Bengal 1886	292	6	114	3	52	12	11,323	423	16,793	865	189	12	680	65	223	45	21,831	966	6,387	338	838	42	1,125	989	2,714	17,422	1,118	742	5,174	582	34	503	182	29,284	1,391	30,675	1886 Bengal.
North-Western Provinces and Oudh. 1885	18	...	13	3	13	...	4,902	277	25,963	1,870	9	1	...	...	418	65	25,012	1,615	4,888	442	500	29	666	2,596	2,379	19,025	591	353	5,203	1,335	95	628	93	30,818	2,151	32,969	1885 North-Western Provinces and Oudh.
North-Western Provinces and Oudh. 1886	21	1	23	1	27	7	5,030	336	23,751	2,151	13	3	...	...	469	68	27,193	1,860	5,352	517	551	54	726	2,538	2,523	20,980	535	333	6,230	1,519	72	785	123	33,865	2,499	36,364	1886 North-Western Provinces and Oudh.
Punjab 1885	8	...	7	1	9	...	10,991	372	4,384	174	10	...	1,074	54	208	9	13,244	406	1,910	86	221	10	455	233	2,147	8,537	538	671	3,002	437	27	111	26	15,583	601	16,184	1885 Punjab.
Punjab 1886	14	...	4	...	7	1	12,013	383	4,703	156	9	...	1,224	70	173	12	15,438	520	2,171	72	282	6	448	324	2,430	10,295	455	729	3,333	462	31	88	29	18,064	610	18,674	1886 Punjab.
Central Provinces 1885	1	...	4	...	17	1	538	43	3,885	492	12	2	1,404	199	132	42	4,832	555	826	128	61	12	164	44	585	2,892	514	503	1,144	478	50	179	30	5,851	737	6,588	1885 Central Provinces.
Central Provinces 1886	5	...	4	...	18	...	632	63	4,650	559	16	1	1,859	260	197	53	6,076	694	889	137	52	4	226	81	701	3,859	385	646	1,316	631	41	189	27	7,214	888	8,102	1886 Central Provinces.
Burma 1885	193	...	14	...	92	5	602	20	384	4	10,782	350	17	...	94	8	9,962	292	1,915	73	118	6	294	159	348	5,426	2,163	72	3,627	272	27	43	37	12,089	379	12,463	1885 Burma.
Burma 1886	254	...	11	...	44	10	522	17	384	4	12,194	383	21	...	118	9	10,596	331	2,500	70	216	4	327	173	360	6,540	2,709	113	3,208	257	42	42	73	13,430	414	13,844	1886 Burma.
Assam 1885	...	...	...	...	2	...	1,012	22	1,717	135	1	...	282	11	3	3	2,507	150	434	15	40	...	125	41	235	1,761	271	90	471	134	5	23	6	3,044	168	3,212	1885 Assam.
Assam 1886	1	...	1	...	5	5	1,123	14	1,920	136	1	1	371	21	16	3	2,951	162	432	10	28	1	157	58	320	2,217	203	72	400	130	10	30	6	3,427	176	3,603	1886 Assam.
Coorg 1885	...	...	...	...	10	...	31	4	184	19	...	1	34	2	3	...	232	23	23	3	1	...	2	...	...	77	25	...	155	16	...	9	1	259	26	285	1885 Coorg.
Coorg 1886	...	...	...	...	13	1	50	1	186	10	...	...	25	3	5	...	246	15	22	...		...	14	9	...	64	17	...	170	13	...	2	...	274	15	289	1886 Coorg.
Hyderabad Assigned Districts. 1885	...	...	...	...	1	...	339	11	1,467	115	5	...	...	...	22	4	1,522	104	237	16	22	2	91	32	101	342	74	23	1,141	85	3	31	7	1,803	126	1,929	1885 Hyderabad Assigned Districts.
Hyderabad Assigned Districts. 1886	...	...	...	...	1	...	279	12	1,341	111	3	1	3	...	25	1	1,370	106	203	15	29	2	68	20	78	342	71	11	1,037	86	1	29	8	1,627	124	1,751	1886 Hyderabad Assigned Districts.
GRAND TOTAL. 1885	688	...	173	12	984	165	35,803	1,542	81,919	6,692	11,059	366	3,705	349	2,084	361	109,232	6,906	20,956	1,720	2,069	146	4,136	5,530	11,860	71,189	7,740	4,046	29,840	5,284	551	2,710	588	134,341	9,133	143,474	1885 GRAND TOTAL.
GRAND TOTAL. 1886	892	...	211	8	935	126	38,114	1,551	83,998	6,750	12,463	404	4,230	419	1,857	350	114,315	7,040	22,366	1,722	2,395	158	4,209	5,256	11,890	76,717	8,105	4,700	29,966	5,426	464	2,714	661	140,843	9,265	150,108	1886 GRAND TOTAL.

No. 3.

STATEMENT SHOWING the CONVICTS ADMITTED into the JAILS and SUBSIDIARY JAILS of BRITISH INDIA DURING the YEARS 1885 and 1886, and THOSE REMAINING on the 31st DECEMBER of that YEAR according to the NATURE and LENGTH of SENTENCE.

1	2																							
	NUMBER ACCORDING TO LENGTH OF SENTENCE.																							
	A		B		C		D		E		F		G		H		I				J			
	Not exceeding one month.		Above one month and not exceeding three months.		Above three months and not exceeding six months.		Above six months and not exceeding one year.		Above one year and not exceeding two years.		Above two years and not exceeding five years.		Above five years and not exceeding ten years.		Exceeding ten years.		Sentenced to transportation beyond seas.				Sentenced to death.		Total.			
																	A. For life.		B. For a term.					
NAME OF PROVINCE.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	Total.	NAME OF PROVINCE.
Madras — Admission — 1885	11,804	1,850	4,419	310	2,741	128	1,061	36	643	19	547	13	232	5	6	...	93	22	37	...	66	2	21,649	2,385	24,034	1885 Admission . . . Madras.
Madras — Admission — 1886	10,940	1,762	4,333	299	2,624	118	985	31	564	19	352	8	145	4	5	...	86	8	18	...	49	6	20,116	2,255	22,371	1886 Admission . . . Madras.
Madras — Remaining on the 31st December — 1885	380	21	716	44	1,077	52	818	27	911	40	1,506	47	1,009	30	110	1	350	21	159	4	13	...	7,049	287	7,336	1885 Remaining on the 31st December. Madras.
Madras — Remaining on the 31st December — 1886	428	38	726	45	898	47	633	20	851	30	1,445	47	1,098	34	137	1	520	24	240	4	14	1	6,990	291	7,281	1886 Remaining on the 31st December. Madras.
Bombay — Admission — 1885	5,183	567	2,829	201	2,261	124	1,443	52	857	18	440	9	62	5	...	...	79	8	81	1	53	2	13,288	997	14,275	1885 Admission . . . Bombay.
Bombay — Admission — 1886	4,954	504	3,024	186	2,392	131	1,650	32	773	16	437	10	81	1	10	...	124	11	57	2	40	...	13,542	893	14,435	1886 Admission . . . Bombay.
Bombay — Remaining on the 31st December — 1885	302	25	566	31	895	44	1,067	37	1,165	32	996	72	591	24	67	...	316	27	450	17	12	...	6,427	309	6,736	1885 Remaining on the 31st December. Bombay.
Bombay — Remaining on the 31st December — 1886	203	12	437	21	871	43	981	23	1,068	23	1,130	50	461	25	101	2	361	26	384	20	1	...	5,993	250	6,243	1886 Remaining on the 31st December. Bombay.
Bengal — Admission — 1885	11,545	792	6,974	391	4,673	184	3,156	122	2,100	56	1,005	14	258	1	8	...	106	8	81	1	51	4	29,957	1,573	31,530	1885 Admission . . . Bengal.
Bengal — Admission — 1886	12,013	745	6,653	318	4,437	164	3,050	82	1,780	51	931	19	212	3	9	...	83	6	76	...	37	3	29,284	1,391	30,675	1886 Admission . . . Bengal.
Bengal — Remaining on the 31st December — 1885	573	30	1,026	62	1,887	90	2,968	93	2,837	77	2,559	61	1,615	38	162	...	345	9	135	...	4	...	13,361	460	13,821	1885 Remaining on the 31st December. Bengal.
Bengal — Remaining on the 31st December — 1886	524	18	1,093	47	1,824	77	2,174	64	2,366	70	2,269	62	1,653	29	141	...	459	14	158	3	10	...	13,081	384	13,465	1886 Remaining on the 31st December. Bengal.
North-Western Provinces and Oudh — Admission — 1885	10,971	1,037	6,668	522	5,424	295	3,832	152	2,555	72	1,195	40	361	11	12	...	206	19	104	2	90	1	30,819	2,151	32,969	1885 Admission . . . North-Western Provinces and Oudh.
North-Western Provinces and Oudh — Admission — 1886	11,676	1,339	6,642	536	5,953	322	4,721	137	2,913	96	1,246	30	247	6	6	...	182	24	105	4	74	5	33,865	2,499	36,364	1886 Admission . . . North-Western Provinces and Oudh.
North-Western Provinces and Oudh — Remaining on the 31st December — 1885	721	46	1,113	100	1,950	118	2,968	136	3,715	123	3,415	161	1,980	96	165	10	592	70	310	33	29	1	16,958	894	17,852	1885 Remaining on the 31st December. North-Western Provinces and Oudh.
North-Western Provinces and Oudh — Remaining on the 31st December — 1886	583	49	1,215	84	2,341	153	3,526	124	4,075	117	3,660	132	1,794	73	157	16	667	76	334	27	9	2	18,361	853	19,214	1886 Remaining on the 31st December. North-Western Provinces and Oudh.
Punjab — Admission — 1885	3,703	175	2,881	159	3,230	124	2,768	79	1,828	28	759	10	169	5	4	...	97	15	25	1	119	5	15,583	601	16,184	1885 Admission . . . Punjab.
Punjab — Admission — 1886	4,116	196	3,401	141	3,947	145	3,412	69	1,813	23	916	18	194	5	14	...	123	9	32	...	106	4	18,064	610	18,674	1886 Admission . . . Punjab.
Punjab — Remaining on the 31st December — 1885	259	8	577	20	1,381	42	1,667	50	2,519	38	1,699	50	879	32	91	1	261	36	127	11	40	3	9,500	291	9,791	1885 Remaining on the 31st December. Punjab.
Punjab — Remaining on the 31st December — 1886	360	12	567	26	1,568	51	2,087	41	2,593	32	1,746	42	956	32	88	...	304	42	147	10	44	3	10,460	291	10,751	1886 Remaining on the 31st December. Punjab.
Central Provinces — Admission — 1885	1,752	367	1,551	179	1,382	100	603	48	305	19	157	11	40	3	4	...	27	9	12	...	18	1	5,851	737	6,588	1885 Admission . . . Central Provinces.
Central Provinces — Admission — 1886	2,182	434	1,991	242	1,579	116	684	46	422	24	235	13	54	4	4	...	37	9	5	...	21	...	7,214	888	8,102	1886 Admission . . . Central Provinces.
Central Provinces — Remaining on the 31st December — 1885	161	35	327	25	544	36	408	33	450	29	511	35	345	18	42	1	118	9	90	2	6	...	3,002	223	3,225	1885 Remaining on the 31st December. Central Provinces.
Central Provinces — Remaining on the 31st December — 1886	201	39	453	54	599	44	528	32	529	25	526	34	368	19	52	1	136	10	97	2	5	...	3,494	261	3,755	1886 Remaining on the 31st December. Central Provinces.
Burma — Admission — 1885	2,851	246	2,029	85	2,958	26	2,101	17	1,089	3	637	1	250	1	15	...	67	...	57	...	35	...	12,089	379	12,468	1885 Admission . . . Burma.
Burma — Admission — 1886	2,637	278	1,780	76	2,833	33	1,584	15	1,119	9	1,008	2	746	...	98	...	912	...	658	1	105	...	13,430	414	13,844	1886 Admission . . . Burma.
Burma — Remaining on the 31st December — 1885	232	17	415	19	1,201	13	1,155	8	1,642	5	1,610	5	912	3	60	...	60	...	76	...	8	...	7,371	70	7,441	1885 Remaining on the 31st December. Burma.
Burma — Remaining on the 31st December — 1886	304	17	393	16	1,000	15	943	9	1,600	6	1,503	3	799	3	35	...	288	...	393	...	21	...	7,279	69	7,348	1886 Remaining on the 31st December. Burma.
Assam — Admission — 1885	1,337	124	782	25	375	6	281	7	163	2	60	3	21	...	...	...	14	1	7	...	4	...	3,044	168	3,212	1885 Admission . . . Assam.
Assam — Admission — 1886	1,658	125	725	30	408	8	246	6	245	4	109	3	15	...	...	...	5	...	9	...	7	...	3,427	176	3,603	1886 Admission . . . Assam.
Assam — Remaining on the 31st December — 1885	67	8	128	6	139	2	187	4	245	5	245	5	122	3	6	...	24	2	11	3	...	...	1,174	38	1,212	1885 Remaining on the 31st December. Assam.
Assam — Remaining on the 31st December — 1886	93	4	155	5	184	5	192	4	287	4	249	5	129	1	5	...	10	1	11	3	...	...	1,315	32	1,347	1886 Remaining on the 31st December. Assam.
Coorg — Admission — 1885	160	14	54	8	14	2	6	2	3	...	15	...					1	...	...	...	4	...	259	26	285	1885 Admission . . . Coorg.
Coorg — Admission — 1886	112	2	91	8	43	1	16	3	5	1	3	...	2	...	...	...	...	...	...	...	2	...	274	15	289	1886 Admission . . . Coorg.
Coorg — Remaining on the 31st December — 1885	68	6	9	...	4	1	4	2	5	...	22	1	13	...	...	...	7	...	...	...	...	...	132	10	142	1885 Remaining on the 31st December. Coorg.
Coorg — Remaining on the 31st December — 1886	2	...	17	...	14	1	11	3	5	1	23	...	14	...	...	...	...	...	...	...	2	...	86	5	91	1886 Remaining on the 31st December. Coorg.
Hyderabad Assigned Districts — Admission — 1885	683	64	383	35	365	14	145	6	107	1	66	1	34	2	...	...	15	3	...	...	5	...	1,803	126	1,929	1885 Admission . . . Hyderabad Assigned Districts.
Hyderabad Assigned Districts — Admission — 1886	576	63	326	30	365	20	131	4	122	1	86	1	11	1	1	...	5	4	...	...	4	...	1,627	124	1,751	1886 Admission . . . Hyderabad Assigned Districts.
Hyderabad Assigned Districts — Remaining on the 31st December — 1885	24	9	86	8	164	4	127	6	196	3	237	6	165	4	17	...	28	4	...	2	1	...	1,045	46	1,091	1885 Remaining on the 31st December. Hyderabad Assigned Districts.
Hyderabad Assigned Districts — Remaining on the 31st December — 1886	18	4	69	7	187	5	120	4	228	2	228	8	152	3	17	...	35	6	1	...	3	...	1,058	39	1,097	1886 Remaining on the 31st December. Hyderabad Assigned Districts.
[illegible] — Admission — 1885	49,989	5,236	27,970	1,915	23,483	1,003	15,396	521	9,650	213	4,881	102	1,369	33	49	...	705	85	404	5	445	15	134,341	9,133	143,474	1885 Admission . . . GRAND TOTAL.
[illegible] — Admission — 1886	51,864	5,448	28,971	1,866	24,591	1,058	16,499	495	8,756	244	5,223	104	1,797	24	147	...	1,560	71	960	7	445	18	140,843	9,265	150,108	1886 Admission . . . GRAND TOTAL.
[illegible] — Remaining on the 31st December — 1885	2,787	205	4,943	315	9,192	402	10,669	396	13,685	352	12,800	443	7,631	248	720	13	2,101	178	1,358	72	113	4	66,019	2,628	68,647	1885 Remaining on the 31st December. GRAND TOTAL.
[illegible] — Remaining on the 31st December — 1885	2,624	193	5,125	305	12,296	446	11,195	393	13,802	310	12,179	333	7,424	213	733	20	2,770	199	1,765	69	109	6	68,117	2,475	70,592	1886 Remaining on the 31st December. GRAND TOTAL.

No.

STATEMENT SHOWING the CONVICTS admitted into the JAILS of BRITISH

1	2			3								
				Number previously convicted.								
				A.		B.		C.		D.		
Name of Province.	Number admitted during the year.			Once.		Twice.		More than twice.		Total.		
	M.	F.	Total.	M.	F.	M.	F.	M.	F.	M.	F.	Total.
Madras 1885	21,649	2,385	24,034	1,333	56	382	25	299	16	2,014	97	2,111
Madras 1886	20,116	2,255	22,371	1,446	78	426	23	390	12	2,262	113	2,375
Bombay 1885	13,288	987	14,275	1,185	43	418	20	360	27	1,963	90	2,053
Bombay 1886	13,542	893	14,435	1,180	29	361	14	416	50	1,957	93	2,050
Bengal 1885	29,957	1,573	31,530	2,637	82	583	15	319	8	3,539	105	3,644
Bengal 1886	29,284	1,391	30,675	2,624	62	568	13	303	17	3,497	92	3,589
North-Western Provinces and Oudh 1885	30,818	2,151	32,969	2,154	83	766	26	594	16	3,514	125	3,639
North-Western Provinces and Oudh 1886	33,865	2,499	36,364	2,295	95	799	22	640	24	3,734	141	3,875
Punjab 1885	15,583	601	16,184	1,586	29	448	10	328	7	2,362	46	2,408
Punjab 1886	18,064	610	18,674	1,546	21	486	4	313	...	2,345	25	2,370
Central Provinces 1885	5,851	737	6,588	412	30	117	17	116	4	645	51	696
Central Provinces 1886	7,214	888	8,102	568	47	165	8	123	11	856	66	922
Burma 1885	12,089	379	12,468	1,464	6	396	2	170	...	2,030	8	2,038
Burma 1886	13,430	414	13,844	1,181	9	370	3	181	1	1,732	13	1,745
Assam 1885	3,044	168	3,212	262	3	42	1	14	...	318	4	322
Assam 1886	3,427	176	3,603	283	2	52	2	22	...	357	4	361
Coorg 1885	259	26	285	17	...	...	...	3	...	20	...	20
Coorg 1886	274	15	289	12	...	4	...	...	...	16	...	16
Hyderabad Assigned Districts 1885	1,803	126	1,929	218	6	71	...	46	1	335	7	342
Hyderabad Assigned Districts 1886	1,627	124	1,751	175	6	50	5	54	...	279	11	290
[illegible] Total 1885	134,941	9,133	143,474	11,268	338	3,223	116	2,549	79	16,740	533	17,273
[illegible] Total 1886	140,843	9,265	150,108	11,312	349	3,281	94	2,442	118	17,035	558	17,593

4.

INDIA during the YEARS 1885 and 1886 who had been PREVIOUSLY CONVICTED.

4	5							
	Juvenile prisoners under 16 years of age (Section 399 of the Criminal Procedure Code).							
	A			B				
Ratio per cent. of column 3 to column 2.	Number admitted during the year.			Number previously convicted.			Name of Province.	
M.	F.	Total.	M.	F.	Total.	M.	F.	Total.		
9·30	4·06	8·78	662	154	816	67	3	70	1885	Madras.
11·24	5·01	10·61	436	124	560	57	2	59	1886	
14·8	9·1	14·4	227	36	263	11	2	13	1885	Bombay.
14·4	10·4	14·1	190	35	225	9	...	9	1886	
11·81	6·67	11·55	315	40	355	28	...	28	1885	Bengal.
11·94	6·61	11·70	228	45	273	17	1	18	1886	
11·40	5·81	11·03	342	51	373	73	3	76	1885	North-Western Provinces & Oudh.
11·02	5·64	10·65	353	54	407	72	2	74	1886	
15	8	15	208	9	217	17	...	17	1885	Punjab.
13	4	13	173	12	185	15	...	15	1886	
11·02	6·92	10·56	125	31	156	16	...	16	1885	Central Provinces.
11·87	7·43	11·38	197	53	250	27	1	28	1886	
16·79	2·11	16·35	94	8	102	4	...	4	1885	Burma.
12·90	3·14	12·60	118	9	127	5	...	5	1886	
10·44	2·38	10·02	3	3	6	...	...	...	1885	Assam.
10·42	2·27	10·02	16	2	18	...	...	...	1886	
8·57	...	7·79	2	...	2	...	...	...	1885	Coorg.
6·79	...	6·33	5	...	5	...	...	...	1886	
18·6	5·5	17·7	18	4	22	...	...	...	1885	Hyderabad Assigned Districts.
17·1	8·8	16·5	25	1	26	...	...	...	1886	
12·46	5·89	12·04	1,976	336	2,312	216	8	224	1885	Grand Total.
12·09	6·02	11·72	1,741	335	2,076	202	6	208	1886	

No. 5.

STATEMENT SHOWING the EMPLOYMENT of the CONVICTS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1885 and 1886.

1 Name of Province.		2 Average number not sentenced to labour.	3 Average number under sentence of labour on working days.	4 Average number sick.	5 Average number convalescent and infirm.	6 A Average number employed on remunerative labour.	6 On prison duties. B Prison officers.	6 C Prison servants.	6 D Gardening.	6 E Employed in preparing article for use or consumption in Jails, e.g., wheat-grinding, manufacturing of prison-clothing, &c.	6 F Jail Repairs.
Madras	1885	215	6,689	196	163	273	613	1,025	709	1,188	317
	1886	173	6,730	191	170	321	663	977	586	1,062	314
Bombay	1885	72	6,523	168	252	286	235	560	348	699	198
	1886	69	6,449	166	257	317	256	544	329	646	245
Bengal	1885	138	13,600	757	1,045	829	821	1,435	742	583	238
	1886	142	13,339	643	1,077	558	913	1,507	757	634	267
North-Western Provinces and Oudh	1885	239	17,269	521	932	0·45	661	2,128	1,225	2,089	1,455
	1886	294	18,119	512	947	5	612	1,980	1,188	2,385	1,584
Punjab	1885	132	9,668	256	143	...	170	1,095	361	918	379
	1886	140	9,829	266	217	...	228	926	400	1,293	377
Central Provinces ...	1885	26	3,169	128	100	50	150	280	138	244	215
	1886	25	3,384	136	80	50	143	294	114	215	201
Burma	1885	90	5,287	262	48	206	419	372	183	269	57
	1886	99	5,793	315	114	337	493	404	196	351	47
Assam	1885	5	1,261	83	49	...	65	114	88	64	20
	1886	6	1,206	73	43	0·03	61	114	72	56	17
Coorg	1885	4	55	5	...	...	8	10	2	5	3
	1886	2	67	5	...	...	7	11	3	5	10
Hyderabad Assigned Districts.	1885	10	863	15	21	28	42	90	85	140	17
	1886	19	894	12	20	4	57	97	88	143	21
GRAND TOTAL ...		937	64,394	2,391	2,753	1,672·45	3,184	7,109	3,881	6,199	2,899
		969	65,810	2,319	2,925	1,592·03	3,433	6,854	3,733	6,795	3,093

6 ON WORKING DAYS. On Jail Buildings. G Additions and alterations. Under Superintendent.	G Additions and alterations. Under Public Works Department.	H New Jails. Under Superintendent.	I New Jails. Under Public Works Department.	J Manufactures.	K Public Works.	L	7 Number of prisoners hired out to Municipalities, private individuals or Departments other than the Public Works Department.	8 Ratio per cent. on column 3 of those employed on working days as: Prison officers.	Prison servants.	On manufactures (6 K).	Name of Province.
178	70	210	97	1,534	...		126	9·15	15·29	22·90	1885 Madras.
190	4	190	64	1,890	20		88	9·84	14·51	28·08	1886 Madras.
84	41	...	57	2,188	1,006		401	3·6	8·6	33·5	1885 Bombay.
164	11	...	14	2,025	1,077		398	4·0	8·4	31·4	1886 Bombay.
616	149	40	0·40	6,341	...		4	6·03	10·51	46·62	1885 Bengal.
799	162	25	26	5,972	...		0·05	6·84	11·30	44·76	1886 Bengal.
1,477	...	2,290	28	4,351	65		47	3·82	12·32	25·19	1885 North-Western Provinces and Oudh.
1,851	22	1,893	22	5,037	10		72	3·38	10·92	27·80	1886 North-Western Provinces and Oudh.
...	36	226	...	4,810	1,320		55	2	11	50	1885 Punjab.
...	59	...	...	4,764	1,336		43	2	9	48	1886 Punjab.
95	33	...	...	1,735	...		0·44	4·74	8·85	54·77	1885 Central Provinces.
129	18	...	...	2,003	1		...	4·23	8·68	59·17	1886 Central Provinces.
...	30	...	...	3,465	40		246	7·93	7·04	65·54	1885 Burma.
37	60	...	23	3,657	8		180	8·51	6·97	63·13	1886 Burma.
13	2	3	9	126	427		197	5·17	9·00	10·00	1885 Assam.
15	·45	·78	·46	130	393		229	5·04	9·49	10·79	1886 Assam.
...	2	...	...	25	...		3	14·72	19·37	45·31	1885 Coorg.
...	...	...	...	28	...		10	10·28	16·41	42·87	1886 Coorg.
25	31	...	...	369	...		...	4·9	10·4	42·7	1885 Hyderabad Assigned Districts.
5	48	...	1	397	0·63		0·36	6·3	10·8	44·4	1886 Hyderabad Assigned Districts.
2,488	394	2,769	191·40	21,944	2,858		1,079·44	4·94	11·04	38·67	1885 GRAND TOTAL.
3,190	384·45	2,108·78	149·46	25,903	2,845·63		1,020·41	5·21	10·42	39·36	1886 GRAND TOTAL.

No. 6.

STATEMENT SHOWING the OFFENCES COMMITTED by the CONVICTS and the PUNISHMENTS INFLICTED on THEM in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1885 and 1886.

1		2			3			4												5																		6	7	8
								BREACHES OF JAIL RULES.										PUNISHMENTS INFLICTED																							
																		A			B—By Jail Officers.																C			
																					a			b			c			d	e									
								Smoking or having possession of forbidden articles.			Offences relating to work.			Other offences against prison discipline.			Total.			By criminal courts.			Solitary confinement.			Reduced diet.			Solitary confinement with reduced diet.			Corporal punishment.	Other punishments.			Total punishments.	Ratio per cent. of column 5 C to column 2.	Ratio of column 5d to the total number of other jail punishments inflicted on male prisoners.	
Name of Province.		Average daily number of convicts.			Criminal offences.																																			Name of Province.
		M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.									
Madras	1885	6,030·05	328·69	7,237·74	9	...	9	1,057	8	1,065	1,253	8	1,261	1,931	58	1,989	4,250	74	4,324	9	...	9	478	13	491	1,992	44	2,036	...	...	...	271	1,5 0	17	1,517	4,324	59·49	6·81	1885
	1886	6,912·93	305·77	7,218·70	10	...	10	1,024	6	1,030	881	6	887	2,042	63	2,105	3,957	75	4,032	10	...	10	494	23	517	1,933	40	1,973	...	...	...	199	1,321	9	1,330	4,032	55·85	5·03	1886
Bombay	1885	6,293	318	6,611	25	...	25	441	4	445	1,385	49	1,434	1,001	76	1,077	2,827	129	2,956	25	...	25	40	1	41	20	6	26	597	14	611	61	2,109	108	2,217	2,981	45·1	2·2	1885
	1886	6,245	287	6,532	20	...	20	579	1	580	2,010	27	2,037	1,057	88	1,145	3,666	116	3,782	20	...	20	13	4	17	51	...	51	915	16	931	101	2,566	96	2,662	3,782	57·9	2·8	1886
Bengal	1885	13,286·16	470·79	13,756·95	67	3	70	2,698	15	2,713	25,218	574	25,792	19,561	653	20,214	47,544	1,215	48,789	68	3	71	3,184	149	3,333	2,282	204	2,486	433	39	472	317	41,231	850	42,081	48,790	354·65	0·73	1885
	1886	13,090·36	424·12	13,501·48	51	2	53	3,143	21	3,164	21,384	415	21,799	15,039	457	15,496	39,617	895	40,512	42	2	44	2,445	59	2,504	857	158	1,015	496	34	499	396	35,403	613	36,016	40,504	299·93	1·01	1886
North-Western Provinces and Oudh.	1885	17,351·25	937·25	18,288·50	33	...	33	834	1	835	2,622	113	2,735	2,892	120	3,012	6,348	234	6,582	33	...	33	382	46	428	1,307	68	1,375	1,912	95	2,007	1,090	1,747	25	1,772	6,615	36·17	18·69	1885
	1886	17,093·0	923·60	18,015·50	38	...	38	846	10	856	2,605	82	2,777	2,662	96	2,758	6,203	188	6,391	38	...	38	360	18	387	1,210	70	1,280	1,992	68	2,060	834	1,798	32	1,830	6,129	34·53	15·53	1886
Punjab	1885	9,488	309	9,797	59	...	59	644	...	644	4,564	2,578	7,142	1,254	34	1,288	6,462	2,612	9,074	69	...	69	759	49	808	239	14	253	500	33	539	417	4,528	2,516	†7,044	†9,129	93·2	7	1885
	1886	9,680	297	9,977	37	...	37	1,518	10	1,528	11,246	1,370	12,616	1,930	41	1,971	14,731	1,121	16,152	58	...	58	1,275	49	1,324	619	7	626	1,028	40	1,068	849	11,196	1,325	*12,521	*16,146	162	4	1886
Central Provinces.	1885	2,994·52	215·60	3,210·12	40	6	46	231	3	234	1,465	35	1,500	593	113	706	2,289	151	2,440	40	6	46	133	15	148	542	80	622	434	35	469	300	920	21	941	2,486	77·44	15·08	1885
	1886	3,211·61	243·62	3,455·53	35	6	41	412	6	418	1,930	60	1,990	1,018	93	1,111	3,404	165	3,569	35	6	41	140	27	173	857	64	921	493	43	536	373	1,500	25	1,525	3,569	103·28	12·45	1886
Burma	1885	6,587	66	6,653	20	...	20	1,473	4	1,477	2,075	...	2,075	3,184	5	3,189	6,732	9	6,741	27	...	27	886	...	886	900	7	907	959	2	901	493	3,492	...	3,192	6,761	101·62	7·79	1885
	1886	7,354	66	7,420	9	...	9	1,764	3	1,767	3,111	3	3,114	3,420	3	3,429	8,310	9	8,319	16	...	16	914	...	914	1,232	3	1,235	809	4	813	429	4,910	2	4,912	8,319	112·12	5·44	1886
Assam	1885	1,241·21	35·29	1,276·50	44	...	44	132	1	133	504	12	516	167	2	169	803	15	818	44	...	44	5	1	6	126	8	134	8	...	8	169	495	6	501	802	67 52	24·92	1885
	1886	1,189·51	37·27	1,226·78	32	...	32	118	2	120	402	12	414	235	3	238	787	17	804	32	...	32	13	1	14	14	3	17	10	...	10	183	535	13	548	804	65·54	30·30	1886
Coorg	1885	76·31	5·41	81·72	1	...	1	20	1	21	15	3	18	22	2	24	57	6	63	1	...	1	5	...	5	8	2	10	9	...	9	8	27	4	‡31	61	78·99	16·32	1885
	1886	81·50	5·96	87·46	...	...	...	18	...	18	8	...	8	21	...	21	47	...	47	...	...	...	7	...	7	8	...	8	3	...	3	9	20	...	20	47	54·36	23·68	1886
Hyderabad Assigned Districts.	1885	980·86	35·41	1,016·27	4	...	4	70	...	70	114	...	114	112	2	114	326	2	328	4	...	4	15	...	15	15	1	16	90	1	91	14	102	...	102	332	32·6	3·4	1885
	1886	1,005·80	42·65	1,047·94	5	...	5	58	1	59	177	1	178	190	6	196	430	8	438	4	...	4	29	...	29	27	...	27	131	3	134	21	218	5	223	438	41·79	5·18	1886
Grand Total	1885	65,237·38	2,721·44	67,958·80	302	9	311	7,600	37	7,637	39,215	3,372	42,587	30,747	1,065	31,812	77,038	4,477	82,115	319	9	328	5,687	274	6,161	7,391	434	7,825	4,948	219	5,167	3,075	50,241	3,547	59,788	82,344	121·12	4·13	1885
	1886	66,453·19	2,633·29	69,085·39	237	8	245	9,480	60	9,540	43,853	1,976	45,829	27,620	850	28,470	81,152	2,894	84,046	255	8	263	5,705	181	5,886	6,908	245	7,153	5,847	207	6,054	3,094	59,467	2,150	61,617	84,070	121·69	4·57	1886

* Includes 11,496 formal warnings.
† Includes 6,861 formal warnings.
‡ Includes 21 formal warnings.

No. 7.

STATEMENT SHOWING the EXPENDITURE in GUARDING and MAINTAINING the PRISONERS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1885 and 1886 (excluding cost of BUILDING NEW JAILS, of ADDITIONS, ALTERATIONS or REPAIRS).

1	2				3		4		5		6			7		8		9	10	
	Average number of Prisoners.				Rations.		Establishments.		Police Guard.		Hospital Charges.			Clothing.		Contingencies.				
					A	B	A	B	A	B	A	B	C	A	B	A	B			
Name of Province.	Convicts.	Under trial.	Civil.	Total.	Total cost.	Cost per head of average strength excluding civil prisoners.	Total cost.	Cost per head of average strength.	Total cost.	Cost per head of average strength.	Total cost.	Cost per head of average strength.	Cost per head of average number sick.	Total cost.	Cost per head of average strength.	Total cost.	Cost per head of average strength.	Grand total expended.	Total cost per head of average strength.	Name of Province.
					Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	
Madras ... 1885	7,294	822	232	8,348	3,00,833	37 7 4	2,33,427	27 15 4	1,07,517	12 14 1	17,618	2 1 9	91 12 2	23,164	2 14 2	54,653	6 8 9	7,37,212	88 4 11	1885 Madras.
1886	7,215	779	219	8,213	3,26,399	41 6 4	2,43,547	29 10 5	87,508	10 10 5	18,663	2 4 4	93 5 0	25,414	3 3 6	47,336	5 12 2	7,48,867	91 2 10	1886
Bombay ... 1885	6,611	644	...	7,255	1,89,681	26 2 4	2,09,783	28 14 8	59,875	8 4 0	10,490	1 7 2	60 10 2	22,153	3 0 10	45,559	6 4 6	5,37,541	74 1 6	1885 Bombay.
1886	6,532	612	...	7,144	1,83,942	25 11 11	2,08,315	29 2 6	50,600	7 1 4	10,670	1 7 11	63 8 2	18,122	2 8 7	44,454	6 3 7	5,16,103	72 3 10	1886
Bengal ... 1885	13,757	1,169	251	15,177	3,65,386	24 7 8	4,42,863	29 2 10	*	*	49,383	3 4 0	63 13 3	69,744	4 10 9	1,03,216	6 12 9	10,30,592	67 14 5	1885 Bengal.
1886	13,505	1,075	226	14,806	3,34,687	22 14 8	4,67,459	31 8 5	*	*	42,899	2 14 3	66 1 1	60,051	4 1 10	1,02,139	6 14 2	10,07,235	67 14 11	1886
North-Western Provinces and Oudh. 1885	18,289	1,242	242	19,773	2,70,765	13 13 4	3,89,573	19 7 2	1,20,211	6 1 3	20,178	1 0 4	35 1 5	30,305	1 13 5	43,494	2 3 3	8,80,526	44 8 6	1885 North-Western Provinces and Oudh.
1886	18,616	1,424	215	20,255	3,03,672	15 2 5	3,73,002	18 6 8	1,22,439	6 0 9	19,927	0 15 9	36 3 5	44,147	2 2 1	42,662	2 1 8	9,05,849	44 11 7	1886
Punjab ... 1885	9,797	795	124	10,716	1,97,262	18 9 10	2,62,063	24 7 4	85,814	8 0 2	15,924	1 7 9	60 12 5	24,027	2 3 10	58,847	5 7 10	6,43,937	60 1 5	1885 Punjab.
1886	9,977	981	115	11,073	2,27,981	20 12 10	2,70,254	24 6 6	83,878	7 1 2	16,479	1 7 10	56 3 10	20,627	1 13 10	41,900	3 12 7	6,61,119	59 11 3	1886
Central Provinces ... 1885	3,210	128	37	3,375	67,723	20 4 7	70,619	20 14 9	17,646	5 3 7	3,829	1 2 1	29 15 10	14,819	4 3 8	19,703	5 13 5	1,94,339	57 9 4	1885 Central Provinces.
1886	3,456	154	41	3,651	88,862	25 6 0	71,528	19 6 8	17,646	4 12 0	5,532	1 8 1	41 1 1	15,418	4 7 4	24,830	6 12 4	2,23,816	61 4 9	1886
Burma ... 1885	6,653	182	61	6,896	1,91,679	28 0 8	1,67,764	24 5 3	....	...	18,375	2 10 8	69 9 8	11,922	1 12 8	28,932	4 3 2	4,18,672	60 11 5	1885 Burma.
1886	7,420	813	58	8,291	2,30,186	27 15 4	1,65,474	19 15 4	...	...	22,346	2 11 1	65 8 6	18,982	2 8 11	60,490	7 4 9	4,97,478	60 0 0	1886
Assam ... 1885	1,276	87	15	1,378	52,782	38 11 5	23,304	16 14 6	29,991	21 12 1	3,699	2 10 11	35 11 3	8,193	6 0 2	7,884	5 11 6	1,25,853	91 4 11	1885 Assam.
1886	1,287	109	17	†1,413	52,252	37 7 1	24,133	17 1 4	29,051	20 9 0	3,189	2 4 1	44 8 6	7,570	5 6 9	8,297	5 14 0	1,24,492	88 2 1	1886
Coorg ... 1885	82	20	4	106	4,247	40 3 5	2,430	23 0 10	1,774	16 12 9	36	0 5 5	5 2 3	496	4 11 0	885	8 6 0	9,868	93 6 11	1885 Coorg.
1886	87	14	3	104	4,200	43 3 5	2,395	22 14 9	1,772	16 15 4	28	0 4 4	5 2 2	512	4 14 4	869	8 5 1	9,776	93 9 6	1886
Hyderabad Assigned Districts. 1885	1,015	26	4	1,045	22,975	22 0 10	24,001	22 15 4	7,148	6 13 4	1,238	1 2 11	84 5 4	3,765	3 11 4	4,408	4 3 5	63,535	60 12 5	1885 Hyderabad Assigned Districts.
1886	1,048	35	5	1,088	26,539	24 8 6	22,175	20 6 5	7,101	6 8 6	1,011	0 14 10	79 10 8	4,477	4 4 5	3,840	3 8 6	65,143	59 15 1	1886
Grand Total ... 1885	67,984	5,115	970	74,069	16,63,333	22 12 1	18,25,827	24 10 5	4,29,976	5 12 10	1,40,770	1 14 5	59 0 5	2,14,588	2 14 4	3,67,581	4 15 5	46,42,075	62 10 9	1885 Grand Total.
1886	69,143	5,996	899	76,038	17,78,720	23 10 9	18,48,282	24 4 11	3,99,995	5 4 2	1,40,741	1 13 7	60 1 11	2,15,320	2 13 4	3,76,817	4 15 4	47,59,878	62 9 7	1886

† These figures will not agree with the daily average number shown in column 8 of Statement No. I as the average number of prisoners in the Disang Mukh guards during 1885 and 1886.

* The Jails in Bengal were guarded by warder-Jail was calculated by the actual number of days it remained open during the year.

No. 8.

STATEMENT SHOWING the NET COST of PRISONERS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1885 and 1886.

1		2	3	4	5	6	7	
Name of Province.		Total cost of maintenance (column 9, Statement 7).	Average cost of maintenance per head (column 10, Statement 7).	Total cash earnings.	Average cash earnings per head of average strength.	Net cost to Government (column 2 minus column 4).	Average net cost per head of average strength (column 3 minus column 5).	Name of Province.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Madras	1885	7,37,212 0 0	88 4 11	52,123 6 0	6 4 0	6,85,088 10 0	82 0 11	1885 } Madras.
	1886	7,48,867 0 0	91 2 10	31,861 5 0	3 14 0	7,17,005 11 0	87 4 10	1886 }
Bombay	1885	5,37,541 0 0	74 1 6	1,20,528 8 0	16 10 0	4,17,012 18 0	57 7 6	1885 } Bombay.
	1886	5,16,103 0 0	72 3 10	1,40,930 9 0	19 12 0	3,75,172 7 0	52 7 10	1886 }
Bengal	1885	10,30,592 0 0	67 14 5	3,65,202 2 0	24 1 0	6,65,389 14 0	43 13 5	1885 } Bengal.
	1886	10,07,235 0 0	67 14 11	2,53,338 9 0	17 2 0	7,53,896 7 0	50 12 11	1886 }
North-Western Provinces and Oudh ...	1885	8,80,526 0 0	44 8 6	2,83,719 10 0	14 6 0	5,96,806 6 0	30 2 6	1885 } North-Western Provinces and Oudh.
	1886	9,05,849 0 0	44 11 7	2,74,237 0 0	13 2 0	6,31,612 0 0	30 9 7	1886 }
Punjab	1885	6,43,937 0 0	60 1 5	2,29,570 4 0	21 7 0	4,14,366 12 0	38 10 5	1885 } Punjab.
	1886	6,61,119 0 0	59 11 3	1,78,989 5 0	16 3 0	4,82,129 11 0	43 8 3	1886 }
Central Provinces	1885	1,94,339 0 0	57 9 4	48,057 12 0	14 4 0	1,46,281 4 0	43 5 4	1885 } Central Provinces.
	1886	2,23,816 0 0	61 4 9	56,386 11 0	15 7 0	1,67,429 5 0	45 13 9	1886 }
Burma	1885	4,18,672 0 0	60 11 5	1,63,587 1 0	23 12 0	2,55,084 15 0	36 15 5	1885 } Burma.
	1886	4,97,478 0 0	60 0 0	1,84,653 4 0	22 4 0	3,12,824 12 0	37 12 0	1886 }
Assam	1885	1,25,853 0 0	91 4 11	14,963 2 0	10 14 0	1,10,889 14 0	80 0 11	1885 } Assam.
	1886	1,24,492 0 0	88 2 1	16,103 11 0	11 6 0	1,08,388 5 0	76 12 1	1886 }
Coorg	1885	9,868 0 0	93 6 11	3,616 3 0	34 2 0	6,251 13 0	59 4 11	1885 } Coorg.
	1886	9,776 0 0	93 9 6	3,310 14 0	31 13 0	6,465 2 0	61 12 6	1886 }
Hyderabad Assigned Districts ...	1885	63,535 0 0	60 12 5	10,950 8 0	10 7 0	52,584 8 0	49 5 5	1885 } Hyderabad Assigned Districts.
	1886	65,143 0 0	59 15 1	11,395 6 0	10 7 0	53,747 10 0	49 8 1	1886 }
Grand Total ...	1885	46,42,075 0 0	62 10 9	12,92,318 8 0	17 7 2	33,49,756 8 0	45 3 7	1885 } Grand Total.
	1886	47,59,878 0 0	62 9 7	11,51,206 10 0	15 2 3	36,08,671 6 0	47 7 4	1886 }

No. 9.

STATEMENT SHOWING the SICKNESS and MORTALITY AMONG the PRISONERS of ALL CLASSES in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1885 and 1886.

1		2	3	4	5	6	7	8	9	10	11					
Name of Province.		Number of prisoners that can be accommodated in the jails, exclusive of hospital and observation cells.	Average daily strength.	Maximum population on any one day.	Number admitted into hospital.	Daily average number of sick.	Number of deaths in and out of hospital.	Deaths from fever.	Deaths from bowel-complaints.	Deaths from cholera.	Ratio per mille of average strength					
											A. Of admission into hospital.	B. Of daily average number of sick.	C. Of deaths from cholera.	D. Of deaths from all other causes both in and out of hospital.	E. Of deaths from all causes both in and out of hospital.	Name of Province.
Madras	1885	11,447	8,312	8,863	5,338	191	162	11	31	11	642·17	22·99	1·32	18·16	19·48	1885 Madras.
	1886	11,074	8,214	8,636	5,868	197	148	12	34	...	714·38	23·95	...	18·01	18·01	1886 Madras.
Bombay	1885	12,220	7,255	11,471	4,617	173	241	34	35	21	636·4	23·9	2·9	30·3	33·2	1885 Bombay.
	1886	11,917	7,144	10,946	4,082	168	210	23	53	...	571·4	23·5	...	29·4	29·4	1886 Bombay.
Bengal ...	1885	21,224	15,177	21,335	23,160	774	887	124	338	157	1,525·9	50·9	10·3	48·1	58·4	1885 Bengal.
	1886	21,265	14,806	21,100	20,146	649	548	99	200	41	1,360·6	43·8	2·8	34·2	37·0	1886 Bengal.
North-Western Provinces and Oudh.	1885	33,115	19,773	25,448	15,378	561	432	50	121	9	777·72	28·38	0·45	21·39	21·84	1885 North-Western Provinces and Oudh.
	1886	32,195	20,255	26,352	14,319	550	463	37	135	8	706·93	27·15	0·39	22·46	22·85	1886 North-Western Provinces and Oudh.
Punjab	1885	14,469	10,465	12,370	10,463	262	284	35	46	...	1,000	25	...	27·14	27·14	1885 Punjab.
	1886	14,509	10,748	13,063	11,644	277	307	27	85	...	1,083	26	...	28·56	28·56	1886 Punjab.
Central Provinces	1885	5,060	3,375	4,186	3,313	128	255	13	88	34	981·6	37·9	10·1	65·5	75·5	1885 Central Provinces.
	1886	5,068	3,651	4,643	4,249	135	239	17	84	25	1,163·7	36·9	6·8	58·6	65·4	1886 Central Provinces.
Burma ...	1885	7,467	6,896	8,621	6,014	264	295	15	86	61	872·10	38·28	8·85	33·93	42·78	1885 Burma.
	1886	7,547	8,291	9,812	6,494	341	510	24	167	34	783·26	41·13	4·10	57·41	61·51	1886 Burma.
Assam ...	1885	3,319	1,378	2,880	3,181	104	85	7	33	8	2,308·4	75·5	5·8	55·8	61·7	1885 Assam.
	1886	2,869	1,576	2,843	2,840	97	86	8	25	23	1,802·0	61·5	14·5	39·9	54·5	1886 Assam.
Coorg ...	1885	111	95	125	171	5	9	1	4	...	1,800·37	55·48	...	94·75	94·75	1885 Coorg.
	1886	142	97	116	186	5	7	3	2	...	1,921·48	56·30	...	72·31	72·31	1886 Coorg.
Hyderabad Assigned Districts.	1885	1,345	1,045	1,259	577	15	20	4	2	1	551·9	14·0	0·9	18·1	19·1	1885 Hyderabad Assigned Districts.
	1886	1,372	1,087	1,332	537	13	12	5	2	...	494·1	11·6	...	11·0	11·0	1886 Hyderabad Assigned Districts.
Grand Total	1885	109,777	73,771	96,558	72,212	2,477	2,670	294	784	302	978·8	33·5	4·1	32·1	36·2	1885 Grand Total.
	1886	107,958	75,869	98,843	70,365	2,432	2,580	255	787	131	927·4	32·1	1·7	31·6	33·3	1886 Grand Total.

No. 10.

Statement showing the Condition of the Prisoners discharged from the Jails of British India during the years 1885 and 1886.

1	2	3	4					5				6	7
			Number who had gained weight.					Number who had lost weight.					
Name of Province.	Number discharged during the year.	Number who had neither lost nor gained weight in jail.	A. Up to 1 lb.	B. From 1 to 5 lbs.	C. From 5 to 10 lbs.	D. Over 10 lbs.	Total.	A. Up to 1 lb.	B. From 1 to 2·5 lbs.	C. From 5 to 10 lbs.	D. Over 10 lbs.	Total.	Name of Province.
Madras ... 1885	10,523	1,093	1,188	2,990	1,638	827	6,643	711	1,372	534	170	2,787	1885 Madras.
Madras ... 1886	10,783	1,444	1,193	3,621	1,719	961	6,895	600	1,256	445	144	2,445	1886 Madras.
Bombay ... 1885	14,511	2,119	1,439	3,479	1,922	1,093	7,974	1,033	1,963	882	525	4,418	1885 Bombay.
Bombay ... 1886	14,747	2,132	1,400	3,866	1,931	1,165	8,362	1,092	2,177	722	322	4,253	1886 Bombay.
Bengal ... 1885	33,632	6,937	4,222	8,818	3,633	1,729	18,402	2,790	3,785	1,196	522	8,293	1885 Bengal.
Bengal ... 1886	33,754	7,117	4,787	8,165	3,830	2,049	16,831	2,544	3,492	1,198	572	7,806	1886 Bengal.
North-Western Provinces and Oudh. 1885	40,867	7,410	4,599	10,102	4,820	2,125	21,646	3,279	5,965	1,848	719	11,811	1885 North-Western Provinces and Oudh.
North-Western Provinces and Oudh. 1886	41,625	6,792	5,126	9,927	4,435	2,070	21,558	3,889	6,392	2,251	752	13,275	1886 North-Western Provinces and Oudh.
Punjab ... 1885	(*a*) 15,435	3,563	1,761	3,558	1,437	789	7,545	914	2,121	866	426	4,327	1885 Punjab.
Punjab ... 1886	(*b*) 16,735	4,285	2,068	4,070	1,485	720	8,343	987	1,889	844	407	4,127	1886 Punjab.
Central Provinces. 1885	(*c*) 7,211	1,906	746	1,841	852	532	3,971	328	642	244	120	1,334	1885 Central Provinces.
Central Provinces. 1886	(*d*) 7,574	2,156	690	1,825	843	592	3,950	344	781	221	122	1,468	1886 Central Provinces.
Burma ... 1885	(*e*) 11,089	1,625	1,244	2,341	1,261	600	5,446	1,555	1,680	572	211	4,018	1885 Burma.
Burma ... 1886	12,014	1,864	1,268	2,713	1,883	789	6,653	1,100	1,353	731	313	3,497	1886 Burma.
Assam ... 1885	2,822	355	512	565	230	142	1,449	330	433	183	72	1,018	1885 Assam.
Assam ... 1886	2,750	515	503	550	220	94	1,367	294	324	192	58	868	1886 Assam.
Coorg ... 1885	226	65	24	49	14	10	97	18	37	7	2	64	1885 Coorg.
Coorg ... 1886	218	56	28	74	5	1	108	28	21	5	...	54	1886 Coorg.
Hyderabad Assigned Districts 1885	(*f*) 1,951	233	217	576	310	177	1,280	102	238	68	30	438	1885 Hyderabad Assigned Districts.
Hyderabad Assigned Districts 1886	(*g*) 1,943	234	212	571	362	236	1,381	99	138	62	29	328	1886 Hyderabad Assigned Districts.
Grand Total ... 1885	1,38,267	25,306	15,993	34,319	16,117	8,024	74,453	11,060	18,241	6,400	2,807	38,508	1885 Grand Total.
Grand Total ... 1886	1,42,163	26,594	17,276	34,682	16,713	8,677	77,448	10,908	17,823	6,671	2,719	38,121	1886 Grand Total.

(*a*) Exclusive of the figures for the Hoshiarpur and Hazara Jails for which no detailed figures are given in the Report.
(*b*) Exclusive of the figures for the Hazara Jail for which no detailed figures are given in the Report.
(*c*) Exclusive of 777 prisoners of whom details are not given.
(*d*) Exclusive of 1,853 prisoners of whom details are not given.
(*e*) Exclusive of 2 prisoners who were admitted into Jail before receipt of scales.
(*f*) Exclusive of 12 convicts who died and one who escaped.
(*g*) Exclusive of 9 convicts who died and 2 who were received under the Prisoners' Testimony Act.

ıd 1886.

1		6	7	8
Name of Province.	Number released during the year who came BY THE CONVICTS -MN 3.	Maximum gratuity earned by any convict released during the year.	Average gratuity gained by the convicts entered in column 3.	Name of Province.
	Not exceeding eight years. / Not exceeding nine years. / Not exceeding ten years. / Exceeding ten years.	Rs. A. P.	Rs. A. P.	
Madras ... 1885	141 / 274 / 282 / 982	10 0 0	1 5 11	1885 Madras.
Madras ... 1886	191 / 197 / 284 / 625	20 0 0	2 13 6	1886 Madras.
Bombay ... 1885	190 / 290 / 171 / 348	...	...	1885 Bombay.
Bombay ... 1886	143 / 106 / 290 / 428	...	...	1886 Bombay.
Bengal ... 1885	173 / 154 / 262 / 252	...	...	1885 Bengal.
Bengal ... 1886	195 / 186 / 243 / 234	...	...	1886 Bengal.
North-Western Provinces and Oudh ... 1885	1,223 / 257 / 257 / 399	50 0 0	2 11 6	1885 North-Western Provinces and Oudh.
North-Western Provinces and Oudh ... 1886	201 / 278 / 309 / 350	50 0 0	2 2 3	1886 North-Western Provinces and Oudh.
Punjab ... 1885	166 / 175 / 195 / 284	29 5 0	2 14 0	1885 Punjab.
Punjab ... 1886	164 / 174 / 268 / 363	30 0 0	2 14 0	1886 Punjab.
Central Provinces ... 1885	120 / 125 / 507 / 295	17 8 0	2 15 0	1885 Central Provinces.
Central Provinces ... 1886	116 / 192 / 309 / 149	7 5 0	2 3 3	1886 Central Provinces.
Burma ... 1885	148 / ... / 250 / 276	...	...	1885 Burma.
Burma ... 1886	198 / 280 / 330 / 224	...	...	1886 Burma.
Assam ... 1885	185 / ... / ... / ...	7 0 0	0 2 0	1885 Assam.
Assam ... 1886	148 / 200 / 300 / ...	9 12 0	0 1 4	1886 Assam.
Coorg ... 1885	... / ... / 227 / ...	5 0 0	2 3 0	1885 Coorg.
Coorg ... 1886	... / ... / ... / ...	2 11 6	1 10 11	1886 Coorg.
Berar ... 1885	... / ... / ... / 76	...	...	1885 Hyderabad Assigned Districts.
Berar ... 1886	38 / 74 / ... / ...	...	...	1886 Hyderabad Assigned Districts.
Grand Total ... 1885	2,1 168 / 212 / 269 / 358	60 0 0	4 0 9	1885 Grand Total.
Grand Total ... 1886	8 156 / 189 / 291 / 389	50 0 0	1 12 10	1886 Grand Total.

No. 11.

Statement showing the working of the Mark System in the Jails, and Subsidiary Jails of British India during the years 1885 and 1886.

1	2	3										4										5										6	7	8
Name of Province.	Number released during the year who came under the mark system, but failed to gain remission.	NUMBER OF CONVICTS RELEASED DURING THE YEAR WHO GAINED REMISSION UNDER THE MARK SYSTEM. SENTENCED TO										MAXIMUM REMISSION IN DAYS GAINED BY ANY CONVICT RELEASED DURING THE YEAR. SENTENCED TO										AVERAGE REMISSION GAINED BY THE CONVICTS ENTERED IN COLUMN 3. SENTENCED TO										Maximum gratuity earned by any convict released during the year.	Average gratuity gained by the convicts entered in column 3.	Name of Province.
		Two years exactly.	Not exceeding three years.	Not exceeding four years.	Not exceeding five years.	Not exceeding six years.	Not exceeding seven years.	Not exceeding eight years.	Not exceeding nine years.	Not exceeding ten years.	Exceeding ten years.	Two years exactly.	Not exceeding three years.	Not exceeding four years.	Not exceeding five years.	Not exceeding six years.	Not exceeding seven years.	Not exceeding eight years.	Not exceeding nine years.	Not exceeding ten years.	Exceeding ten years.	Two years exactly.	Not exceeding three years.	Not exceeding four years.	Not exceeding five years.	Not exceeding six years.	Not exceeding seven years.	Not exceeding eight years.	Not exceeding nine years.	Not exceeding ten years.	Exceeding ten years.	Rs. A. P.	Rs. A. P.	
Madras	1885 77	252	175	104	140	59	172	43	4	36	6	79	128	176	228	223	346	464	422	654	1,734	42	52	69	117	115	153	141	274	282	982	10 0 0	1 5 11	1885 Madras.
	1886 24	289	168	123	102	36	95	27	6	66	11	71	88	149	167	202	306	350	315	579	1,664	42	52	78	73	100	150	191	197	284	625	20 0 0	2 13 6	1886
Bombay	1885 55	305	239	70	105	35	88	28	3	20	12	80	127	155	179	195	398	280	354	346	781	27	37	56	81	97	140	190	290	171	348	...	...	1885 Bombay.
	1886 9	327	213	60	102	27	135	19	5	29	1	75	146	144	194	221	296	315	235	431	428	39	50	74	97	134	124	143	166	290	428	...	...	1886
Bengal	1885 187	632	288	152	231	59	144	9	1	39	10	69	106	160	228	274	284	307	154	399	504	44	71	80	125	138	182	173	154	262	252	...	...	1885 Bengal.
	1886 131	774	319	142	181	43	135	21	5	44	9	80	117	133	229	269	285	352	243	380	559	43	71	84	118	119	193	195	186	243	234	...	...	1886
North-Western Provinces and Oudh	1885 1,175	917	365	167	273	68	194	22	9	34	14	85	153	170	220	257	312	357	400	427	572	23	37	62	96	102	181	223	257	257	399	50 0 0	2 11 6	1885 North-Western Provinces and Oudh.
	1886 ...	1,509	669	258	295	87	145	30	15	94	19	78	147	160	198	308	350	365	411	517	1,030	28	46	63	76	105	136	201	278	309	350	50 0 0	2 2 3	1886
Punjab	1885 687	...	167	52	102	19	56	8	11	2	4	...	75	128	197	216	211	216	263	330	278	...	39	57	78	109	83	166	175	195	234	29 5 0	2 14 0	1885 Punjab.
	1886 210	827	363	94	104	51	47	10	6	14	8	62	121	165	233	263	355	342	258	474	715	15	30	49	79	104	156	164	174	268	363	30 0 0	2 14 0	1886
Central Provinces ...	1885 ...	132	118	39	51	14	27	5	2	1	3	77	179	187	276	248	473	319	173	507	558	26	52	69	63	93	158	120	125	507	295	17 3 0	2 15 0	1885 Central Provinces.
	1886 ...	110	86	83	37	18	27	3	3	13	1	93	113	152	249	311	332	218	436	686	149	42	51	66	106	86	136	116	192	309	149	7 5 0	2 3 3	1886
Burma	1885 10	637	209	48	64	17	82	6	...	5	5	136	172	270	302	241	309	227	...	434	596	62	73	80	135	158	189	148	...	250	276	...	...	1885 Burma.
	1886 9	513	284	58	43	12	66	19	4	6	4	162	232	222	298	436	660	383	342	485	254	66	94	120	150	190	216	198	230	330	224	...	...	1886
Assam	1885 2	87	49	12	8	1	7	3	...	...	...	172	260	208	187	263	241	236	...	..	...	54	76	91	122	68	236	185	...	...	...	7 0 0	0 2 0	1885 Assam.
	1886 1	90	49	22	23	2	6	1	1	1	...	113	144	198	228	168	295	148	200	300	...	52	81	110	149	94	219	148	200	300	...	9 12 0	0 1 4	1886
Coorg	1885 ...	6	...	1	1	...	1	...	...	1	...	58	..	68	103	...	135	...	...	227	...	56	...	68	103	...	135	...	...	227	...	5 0 0	2 3 0	1885 Coorg.
	1886 ...	2	2	2	...	...	...	...	...	...	...	56	76	107	...	...	...	...	...	...	...	35	64	105	...	...	...	...	...	...	...	2 11 6	1 10 11	1886
Berar	1885 ...	12	16	1	10	1	10	...	...	...	1	27	68	7	36	21	57	...	...	...	76	21	34	7	24	21	45	...	...	...	76	...	...	1885 Hyderabad Assigned Districts.
	1886 2	44	68	2	16	5	25	3	1	...	...	55	43	34	153	53	132	53	74	...	...	20	22	30	53	33	36	38	74	...	...	...	...	1886
Grand Total ...	1885 2,193	2,980	1,626	646	985	278	781	124	30	138	55	172	260	270	302	274	473	464	422	654	1,734	39	52	64	94	100	150	168	212	269	358	50 0 0	4 0 9	1885 Grand Total.
	1886 386	4,485	2,221	844	903	281	681	133	46	267	53	162	232	222	298	436	660	383	436	686	1,664	38	56	78	100	107	152	156	189	291	339	50 0 0	1 12 10	1886

No. 12.

STATEMENT SHOWING the WHIPPINGS INFLICTED on the CONVICTS in the JAILS of BRITISH INDIA during the YEARS 1879 to 1886.

NAME OF PROVINCE.	Year.	Total number of male prisoners during the year.	Total number of punishments inflicted on males by jail officers for breaches of jail rules.	Total number of cases of corporal punishment.	Percentage of prisoners whipped to total number of male prisoners.	Proportion per cent. of corporal punishments to total jail punishments.	NAME OF PROVINCE.
1	2	3	4	5	6	7	8
	1879	39,621	7,053	2,254	5·7	31·9	
	1880	25,510	5,625	1,511	5·9	26·8	
	1881	22,067	5,408	768	3·4	14·2	
	1882	20,440	3,985	400	1·9	10·0	
Madras	**1883**	**30,919**	**3,651**	**277**	**·8**	**7·5**	**Madras.**
	1884	**27,445**	**4,614**	**378**	**1·4**	**8·2**	
	1885	**29,500**	**4,241**	**271**	**·9**	**6·4**	
	1886	**32,301**	**3,947**	**199**	**·6**	**5·0**	
	1879	39,905	4,179	1,833	4·6	43·8	
	1880	30,070	4,338	1,561	5·2	35·9	
	1881	24,271	2,267	806	3·3	35·6	
	1882	24,366	1,662	320	1·3	19·2	
Bombay	**1883**	**21,073**	**1,485**	**129**	**·6**	**8·7**	**Bombay.**
	1884	**23,138**	**4,353**	**73**	**·3**	**1·7**	
	1885	**22,224**	**2,827**	**61**	**·3**	**2·1**	
	1886	**21,898**	**3,646**	**101**	**·5**	**2·8**	
	1879	70,114	50,263	8,324	11·8	16·5	
	1880	65,842	59,532	4,735	7·2	7·9	
	1881	61,898	47,896	914	1·4	1·9	
	1882	60,019	47,253	416	·7	·9	
Bengal	**1883**	**57,176**	**47,362**	**349**	**·6**	**·7**	**Bengal.**
	1884	**59,202**	**54,850**	**345**	**·6**	**·6**	
	1885	**60,149**	**47,477**	**347**	**·6**	**·7**	
	1886	**59,567**	**39,567**	**396**	**·7**	**1·0**	
	1879	79,093	9,211	4,680	5·9	50·8	
	1880	69,376	8,499	4,777	6·8	56·2	
	1881	67,222	6,333	3,422	5·1	50·1	
	1882	63,188	5,265	1,562	2·5	29·7	
North-Western Provinces and Oudh.	**1883**	**59,722**	**5,353**	**964**	**1·6**	**18·0**	**North-Western Provinces and Oudh.**
	1884	**56,713**	**6,158**	**1,054**	**1·8**	**17·1**	
	1885	**56,132**	**6,348**	**1,000**	**1·8**	**15·7**	
	1886	**57,768**	**6,203**	**824**	**1·4**	**13·4**	
	1879	42,098	2,477	869	2·1	35·0	
	1880	38,273	1,911	899	2·3	47·0	
	1881	36,709	2,058	1,107	3·0	53·8	
	1882	33,475	2,187	697	2·0	31·9	
Punjab	**1883**	**30,473**	**1,753**	**432**	**1·4**	**24·5**	**Punjab.**
	1884	**30,596**	**1,492**	**450**	**1·5**	**30·2**	
	1885	**31,057**	**2,103***	**417**	**1·3**	**19·8**	
	1886	**32,530**	**4,495***	**549†**	**1·7**	**12·2**	
	1879	**14,022**	**3,348**	**1,474**	**10·1**	**44·0**	
	1880	**12,742**	**5,089**	**1,371**	**10·7**	**27·2**	
	1881	**10,471**	**4,852**	**953**	**9·1**	**19·6**	
	1882	**11,288**	**2,843**	**623**	**5·5**	**21·9**	
Central Provinces	**1883**	**10,476**	**2,412**	**426**	**4·0**	**17·6**	**Central Provinces.**
	1884	**9,360**	**1,788**	**354**	**3·7**	**19·8**	
	1885	**9,399**	**1,989**	**300**	**3·2**	**15·1**	
	1886	**11,410**	**3,389**	**373**	**3·3**	**11·1**	
	1879	12,397	3,499	1,849	14·9	52·8	
	1880	12,684	3,978	1,793	14·1	45·0	
	1881	13,196	3,349	603	4·5	18·0	
	1882	13,550	2,197	456	3·4	20·7	
Burma	**1883**	**16,881**	**3,883**	**581**	**3·4**	**14·9**	**Burma.**
	1884	**16,515**	**7,841**	**609**	**3·7**	**7·8**	
	1885	**21,263**	**6,237**	**488**	**2·3**	**7·8**	
	1886	**24,936**	**8,294**	**429**	**1·7**	**5·2**	
	1879	6,004	493	266	4·4	53·9	
	1880	5,546	483	248	4·5	51·3	
	1881	5,339	352	141	2·6	40·0	
	1882	5,353	521	111	2·1	21·3	
Assam	**1883**	**5,559**	**736**	**119**	**2·1**	**16·1**	**Assam.**
	1884	**4,743**	**890**	**196**	**4·1**	**22·0**	
	1885	**5,479**	**634**	**199**	**3·1**	**26·6**	
	1886	**5,675**	**755**	**183**	**3·2**	**24·2**	
	1879	298	78	47	15·8	60·2	
	1880	262	44	25	9·5	56·8	
	1881	258	37	30	11·6	81·1	
	1882	278	51	29	10·4	56·8	
Coorg	**1883**	**288**	**72**	**21**	**7·2**	**29·1**	**Coorg.**
	1884	**291**	**41**	**7**	**2·4**	**17·1**	
	1885	**338**	**49**	**8**	**2·4**	**16·1**	
	1886	**357**	**47**	**9**	**2·5**	**19·1**	
	1879	3,944	261	208	5·2	79·7	
	1880	3,920	267	137	3·5	51·3	
	1881	3,138	393	177	5·6	44·5	
	1882	2,933	543	44	1·5	8·5	
Hyderabad Assigned Districts	**1883**	**2,664**	**307**	**11**	**·4**	**3·5**	**Hyderabad Assigned Districts.**
	1884	**2,433**	**453**	**32**	**1·3**	**7·1**	
	1885	**2,904**	**312**	**14**	**·5**	**4·5**	
	1886	**2,880**	**426**	**21**	**·7**	**4·9**	
	1879	3,08,096	80,867	21,804	7·1	26·9	
	1880	2,64,225	89,716	17,057	6·4	19·0	
	1881	2,44,569	73,450	8,921	3·6	12·1	
	1882	**2,34,820**	**66,507**	**4,658**	**2·0**	**7·9**	
Grand Total	**1883**	**2,35,231**	**66,999**	**3,309**	**1·4**	**4·9**	**Grand Total.**
	1884	**2,30,436**	**82,480**	**3,498**	**1·5**	**4·2**	
	1885	**2,38,436**	**72,217**	**3,075**	**1·3**	**4·2**	
	1886	**2,49,142**	**70,749**	**3,094**	**1·2**	**4·4**	

* Exclusive of "formal warnings."
† Exclusive of 5 under-trial prisoners whipped.

Explanatory Notes relating to the Statement in paragraph 16 of the Resolution.

* Excluding 13 prisoners caned on the palm of their hands; and two prisoners in Subsidiary Jails, of whom the number of stripes is not shown.
† Six of these received four cuts each.
‡ The total number in 1884 was 7, and in 1886, 9; but as the classification of the stripes is not shown in the reports, these figures have been excluded from grand totals.
§ Exclusive of the total for Coorg, the omission of which is explained in foot-note (‡).
(a) The total number is 199; but as the stripes of the 4 prisoners whipped in Subsidiary Jails are not classified under the headings of this statement, they have been left out of the total.
(b) Includes 5 under-trial prisoners.

No. 13.

STATEMENT SHOWING the STATE of the EDUCATION of the CONVICTS IMPRISONED in, and RELEASED from, the JAILS and SUBSIDIARY JAILS of BRITISH INDIA DURING the YEAR 1886.

1	2	3			4	5	6	7			8			9
Name of Province.	Number imprisoned during the year.	Of those in column 2 there were			Daily average number of convicts.	Daily average number under instruction.	Number released during the year who had been under instruction in Jail.	Of those in column 6 there were when they entered Jail			Of those in column 6 there were when they left Jail			Name of Province.
		Unable to read or write.	Able to read or write a little.	Able to read and write well.				Unable to read and write.	Able to read and write a little.	Able to read and write well.	Unable to read and write.	Able to read and write a little.	Able to read and write well.	
Madras	*10,408	8,626	1,135	617	6,761·13	1,249·69	2,262	1,853	254	155	1,266	764	232	Madras.
Bombay	14,435	12,721	1,173	541	6,532	126	43	30	10	3	3	27	13	Bombay.
Bengal	30,675	26,437	3,200	1,038	13,504·48	2·17	...	...	...	...	...	...	...	Bengal.
North-Western Provinces and Oudh	36,364	34,526	1,352	486	18,615·50	751·16	1,049	769	205	75	290	597	162	North-Western Provinces and Oudh.
Punjab	18,674	18,425	141	108	9,977	968	1,249	1,047	157	45	333	664	252	Punjab.
Central Provinces	8,102	7,758	211	133	3,455·53	10 68	28	27	1	...	27	1	...	Central Provinces.
Burma	13,844	5,333	6,821	1,690	7,420	523	649	212	375	62	67	444	138	Burma.
Assam	3,603	3,257	289	57	1,226·78	...	*	*	*	*	*	*	*	Assam.
Coorg	289	220	41	28	87·46	75·04	193	153	27	13	30	120	43	Coorg.
Berar	1,751	1,605	96	50	1,047·94	109·94	76	64	11	1	15	35	26	Hyderabad Assigned Districts.
Grand Total ...	*138,145	118,908	14,459	4,778	68,627·82	3,715·68	5,549	4,155	1,040	354	2,031	2,652	866	Grand Total.

* Exclusive of 11,963 convicts confined in the Madras Subsidiary Jails, of whom details relating to Education are not shown in the Report.

* None under instruction.

A. P. MACDONNELL,
Secretary to the Government of India.

Accompaniment to Public Works Department No. 640 A. R. of 1887.

...NT OF FINANCIAL STATISTICS OF STATE RAILWAYS FOR THE YEAR 1886.

			VII	VIII	IX	X					XI	XII	XIII					XIV
...ND OF 1886.						Interest Charges for 1886.							Indirect Charges from commencement of operations to end of 1886.					
d	*e*	*f*	Traffic Earnings brought to account in 1886.	Working Expenses for 1886.	Net Receipts for 1886.	*a*	*b*	*c*	*d*	*e*	Net charge to the State for 1886.	Net receipts from commencement of operations to end of 1886.	*a*	*b*	*c*	*d*	*e*	Net charge to the State from the commencement of operations to end of 1886.
...l of *a*, *b*, ...nd *c*.	Deduct receipts on Capital Account.	Total Capital Outlay.				Interest on Capital Outlay.	Abatement of Land Revenue Capitalized.	Leave and Pension allowances.	Indirect Establishment charges.	Total of *a*, *b*, *c*, and *d*.			Interest on Capital Outlay.	Abatement of Land Revenue Capitalized.	Leave and Pension allowances.	Indirect Establishment charges.	Total of *a*, *b*, *c*, and *d*.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...52,17,214	1,57,807	12,80,59,407	1,83,14,006	99,86,511	85,66,068	51,72,731	...452	13,669	...	51,91,026	—33,75,012	(*p*) 4,43,31,931	4,31,93,151	2,11,105	32,63,058	20,745	4,66,88,359	23,56,425
...92,02,464	...	92,02,464	3,91,833	1,94,719	1,97,114	3,63,236	...	...	...	5,63,236	1,66,122	8,60,748	32,04,768	13,866	1,45,013	...	33,63,547	25,02,799
...14,10,004	1,760	14,08,244	} 2,53,04,849	1,33,68,062	1,15,17,597	1,45,29,955	4,470	1,73,555	...	1,47,07,980	31,90,383	3,16,73,216	14,09,45,056	2,61,755	39,64,816	41,181	14,52,12,808	11,05,59,592
...36,25,907	56,41,348	28,79,84,559																
...63,16,707	17,221	62,99,486	...	...	...	1,92,472	...	19,178	...	2,11,650	2,11,650	...	2,82,509	...	34,330	...	3,16,839	3,16,839
...77,34,181	5,32,784	3,72,01,397	...	...	...	12,69,834	...	53,890	...	13,23,724	13,23,724	...	18,63,246	...	1,21,642	...	19,84,888	19,84,888
...20,12,522	1,14,682	18,97,840	...	...	...	37,284	...	10,832	...	48,116	48,116	...	40,669	...	14,515	...	55,184	55,184
...20,10,206	...	20,10,206	...	...	...	27,271	...	7,500	...	34,771	24,771	...	27,571	...	8,324	...	35,895	35,895
...55,54,293	6,00,076	1,49,54,217	...	...	...	3,34,960	54,584	28,287	...	4,17,831	4,17,831	...	3,71,670	54,608	44,108	...	4,70,386	4,70,386
...36,39,400	3,656	36,35,744	...	...	...	91,976	...	13,068	...	1,05,044	1,05,044	...	1,06,983	...	20,299	...	1,27,282	1,27,282
...16,77,391	3,124	(*k*) 16,74,267	...	...	...	61,602	5,500	4,133	...	71,235	71,235	...	1,31,738	5,500	50,204	...	1,87,442	1,87,442
...11,83,142	9,63,416	5,02,19,726	52,03,359	33,60,102	19,35,419	28,12,594	...	6,937	...	28,19,531	8,84,112	53,46,220	1,14,54,287	1,65,975	97,676	1,773	1,17,19,711	63,73,491
...09,42,465	15,720	1,09,26,745	9,84,718	7,50,954	2,33,764	4,30,353	...	...	...	4,30,353	1,96,589	11,50,675	37,73,361	57,566	1,55,315	8,953	39,95,225	28,44,550
...72,35,409	42,316	71,93,093	7,28,206	5,92,270	1,34,804	2,78,228	297	7,989	...	2,86,514	1,51,710	11,58,810	30,49,910	4,390	1,21,623	2,835	31,78,758	20,19,948
...5,59,748	86	5,59,657	45,051	1,06,360	—63,367	13,930	...	3,788	...	17,718	81,085	—99,550	20,797	...	6,168	...	26,965	1,26,515
...46,71,774	1,275	46,70,499	11,848	12,364	5,197	1,48,184	...	9,825	...	1,58,009	1,52,812	5,197	2,45,876	...	22,588	...	2,68,464	2,63,267
...2,93,391	...	2,93,391	...	...	...	2,934	...	1,763	...	4,697	4,697	...	2,934	...	1,763	...	4,697	4,697
...08,94,582	12,081	1,08,82,451	...	...	...	3,10,596	4,542	32,296	...	3,47,534	3,47,534	...	4,86,349	43,497	84,819	...	6,14,665	6,14,665
...48,68,492	6,038	48,62,454	...	...	...	1,38,638	5,913	15,235	...	1,58,886	1,58,886	...	2,08,205	40,581	38,963	...	2,87,749	2,87,749
...20,49,237	81,13,390	58,39,35,847	5,09,83,870	2,83,71,342	2,25,26,596	2,62,16,778	79,132	4,01,945	...	2,66,97,855	41,71,259	8,74,07,250	20,94,08,880	8,59,143	81,95,254	75,487	21,85,38,864	13,11,31,614
...27,90,267	1,10,716	2,26,79,551	26,87,705	14,30,522	12,37,219	9,18,448	...	43,000	...	9,91,448	—2,45,771	66,77,615	88,53,452	14,394	8,13,436	14,659	96,95,941	30,18,326
...54,39,891	6,342	1,54,33,549	14,98,638	9,97,449	5,22,343	6,30,944	...	30,675	...	6,61,619	1,39,276	25,13,965	40,53,331	20,565	3,33,357	4,973	44,12,226	18,98,261
...65,83,524	9,840	65,73,684	2,50,616	2,79,379	—37,521	2,48,244	...	8,839	...	2,57,083	2,94,604	—62,977	6,51,692	1,400	36,127	...	6,89,219	7,52,196
...42,14,593	...	42,14,593	5,36,446	2,78,980	2,57,466	1,64,349	...	...	...	1,64,349	—93,117	16,57,801	12,34,488	5,506	85,319	921	13,26,234	—3,31,567
...91,94,785	2,25,044	89,69,741	...	...	...	2,91,357	477	13,215	...	3,05,049	3,05,049	...	5,14,498	1,591	60,882	...	5,76,971	5,76,971
...9,58,676	...	9,58,676	1,32,237	1,14,194	19,049	38,346	...	1,228	...	39,574	20,525	1,31,442	1,89,346	...	13,059	...	2,02,405	70,963
...3,02,522	196	3,02,326	...	...	...	11,914	...	97	...	12,011	12,011	...	41,190	...	13,219	...	54,409	54,409
...3,54,905	7,887	3,47,018	83,068	70,852	11,551	14,208	...	3,028	...	17,236	5,685	2,33,028	1,94,022	...	35,954	1,673	2,31,649	—1,379
...5,84,668	60	5,84,608	38,271	52,158	—12,763	22,026	...	615	...	22,641	35,404	—18,205	62,381	...	2,239	...	64,620	82,825
...5,87,939	...	5,87,939	4,044	18,118	—16,131	21,901	...	...	...	21,901	38,032	—16,131	42,285	...	...	...	42,285	58,416
...56,75,342	76,330	55,99,012	56,052	...	56,052	2,24,129	...60	—1,711	...	2,22,578	1,66,526	1,50,228	7,31,370	59,437	23,400	...	8,14,207	6,63,979
...18,57,981	32,292	1,18,25,689	14,24,521	8,90,492	5,16,495	5,19,768	...68	23,520	...	5,43,356	26,861	25,74,757	26,48,910	17,264	2,24,365	953	28,91,492	3,16,735
...36,76,332	1,17,119	2,85,59,218	26,57,955	17,16,806	9,45,049	12,61,308	...883	39,557	...	13,06,348	3,61,299	47,00,796	75,58,893	1,08,600	8,07,139	10,012	84,84,644	37,83,848
...15,08,894	3,769	15,05,125	98,737	74,493	23,091	62,968	...	...	...	62,968	39,877	36,471	1,86,261	8,976	9,074	...	2,04,311	1,67,840
...17,304	283	27,11,021	16,560	12,075	4,485	85,602	42,288	6,830	...	1,34,720	1,30,235	4,485	1,19,687	42,288	12,683	...	1,74,658	1,70,173
...9,060	...	7,03,060	47,375	24,661	22,714	28,100	...	...	...	28,100	5,386	93,753	1,97,611	4,129	9,863	...	2,11,603	1,17,860
...11,...688	5,89,878	11,15,54,805	95,32,225	59,60,179	35,49,099	45,73,612	48,476	1,68,893	...	47,90,981	12,41,882	1,86,77,028	2,72,79,417	2,84,150	24,80,116	33,191	3,00,76,874	1,13,99,846
...50,...920	87,03,268	69,54,90,652	6,05,16,095	3,43,31,521	2,60,75,695	3,07,90,390	1,27,608	5,70,838	...	3,14,88,836	54,13,141	10,60,84,278	23,66,88,397	11,43,293	1,06,75,370	1,08,678	24,86,15,738	14,25,31,460
...8,...147	4,111	(*j*) 60,76,036	1,75,238	1,90,979	—37,472	2,42,254	...	1,507	...	2,43,761	2,81,233	—59,626	10,41,437	2,981	51,872	...	10,96,290	11,55,916
...1,...705	...	89,65,705	5,67,343	6,09,871	—42,528	3,75,210	...	...	...	3,75,210	4,17,738	—58,558	5,55,656	4,512	...	...	5,60,168	(*o*) 6,18,726
...1,...139	20,310	1,56,93,829	92,338	74,926	—16,617	15,06,032	...	...	...	15,06,032	15,22,649	—16,617	17,98,196	...	...	...	17,98,196	18,14,813
...1,...920	20,809	71,35,111	2,53,829	(*f*) 1,48,444	1,23,153	5,57,104	...	...	...	5,57,104	4,33,951	1,23,153	5,57,104	...	...	...	5,57,104	4,33,951
...1,...898	26,729	5,06,25,169	16,34,918	(*a*) 11,46,526	5,32,978	23,32,624	...	...	...	23,32,624	17,99,646	(*b*) 6,27,078	67,96,208	...	...	...	67,96,208	61,69,130
...8,...662	67,848	8,23,29,814	24,48,428	19,79,767	5,96,986	47,70,970	...	...	...	47,70,970	41,73,984	6,75,056	97,07,164	4,512	...	...	97,11,676	90,36,620
...13,...502	...	13,58,502	1,53,699	1,14,301	39,398	52,783	...	...	...	52,783	13,385	4,26,908	4,76,491	...	...	...	4,76,491	...
...6,...365	20,809	65,09,556	2,15,445	1,29,667	85,554	1,30,205	...	...	...	1,30,205	44,651	7,33,828	12,61,970	...	...	...	12,61,970	...
...21,...593	...	21,22,593	2,05,727	72,410	1,33,317	84,905	...	...	...	84,905	—48,412	2,91,320	2,33,294	...	...	...	2,33,294	...
...4,...857	244	4,89,613	59,452	39,219	20,232	19,614	...	...	...	19,614	—618	1,95,706	3,56,555	2,471	4,621	...	3,63,647	...
...4,...686	...	4,44,686	95,111	50,974	44,137	17,788	...	...	...	17,788	—26,349	4,01,351	3,04,310	2,337	4,681	...	3,11,328	...
...97,...887	7,628	97,94,259	9,65,379	5,50,230	4,42,718	3,91,306	...	...	...	3,91,306	—51,412	22,28,933	22,45,654	...	...	...	22,45,654	...
2,...47,390	28,681	2,07,19,209	14,94,813	9,56,801	7,65,356	6,96,601	...	...	...	6,96,601	—68,755	42,78,046	48,78,274	4,808	9,302	...	48,92,384	...

		Rs.
...y, to 30th June 1884	...	3,49,32,209
...y, to 31st March 1884	...	91,51,467
	...	15,60,510
...ailway to 31st December 1885	...	25,13,867
...uring ...	...	12,51,559
...ion on ... Company's Flotilla	...	—2,40,065 cr.
...on of ...	...	2,24,710
	*Total	4,93,94,257

...l on account of Land for the Railway ...eneral Revenue.

(*f*) Includes Rs. 1,065 being contribution to Provident Fund.
(*g*) Includes Rs. 11,88,73,361 being capital outlay incurred by the late Sind, Punjab and Delhi Railway Company, on final Heads of Account up to 31st December 1885.
(*h*) Excludes cost of Nagpur-Chhattisgarh Extension Surveys.
(*j*) Rs. 12½ lakhs has been provided by the Government of India, and the balance by Her Highness the Begum of Bhopal.

(*k*) Includes 20 miles of the Assam-Behar Railway, Tirhoot Section from, Jhanjharpur to Nirmali.
(*l*) } Open mileage included under Tirhoot Railway.
(*m*) }
(*n*) Bolan permanent line surveyed during 1886.
(*o*) Loss to the State under the terms of the new Contract. The amount does not include interest advanced to the Company under the old Contract.
(*p*) Working Expenses included share of surplus profits paid to the Bombay, Baroda, and Central India Railway Company, Rs. 6,28,054 during 1886 and Rs. 8,97,948 to end of 1886.

R. C. B. PEMBERTON, *Colonel, R.E.*,
Secretary to the Government of India.

Accompaniment to Public Works Department No. 640 A. B. of 1887.

STATEMENT OF FINANCIAL STATISTICS OF STATE RAILWAYS FOR THE YEAR 1886

Province or Administration	Railways.	I	II	III	IV	V	VI						VII	VIII	IX		
							Total Capital Outlay to end of 1886.										DIRECT C
							a	*b*	*c*	*d*	*e*	*f*				*a*	
		Length of line open to traffic on 31st December 1886.	Mean length of line open during 1886.	Length of line under construction on 31st December 1886.	Length of line under survey on 31st December 1886.	Total Capital expenditure on open line up to end of 1886.	On works, including actual payments for land.	On stores in stock.	On other Suspense Accounts.	Total of *a*, *b*, and *c*.	Deduct receipts on Capital Account.	Total Capital Outlay.	Traffic Earnings brought to account in 1886.	Working Expenses for 1886.	Net Receipts for 1886.	Interest on Capital Outlay.	
	IMPERIAL.	Miles.	Miles.	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
India (General and Political).	Rajputana-Malwa Cawnpore-Achnera Rewari-Ferozepur Sindia	1667·48	1664·42	...	...	12,80,59,407	12,38,93,688	42,58,274	65,252	12,82,17,214	1,57,807	12,80,59,407	1,83,14,006	99,86,511	85,66,068	51,72,731	4,62
		71·88	74·88	...	...	92,02,464	92,02,464	...	...	92,02,464	...	92,02,464	3,91,833	1,94,719	1,97,114	3,63,236	
Punjab	Sind-Sagar, Eastern Section ... North-Western	1785·99	1785·99	...	...	14,08,244 (*g*)28,79,84,559	13,50,223 28,65,70,663	... 70,50,274	59,781 4,976	14,10,004 29,36,25,907	1,760 56,41,348	14,08,244 28,79,84,559	2,53,04,849	1,33,68,062	1,15,17,597	1,45,29,955	470
	Bolan (Temporary) ...	...	...	57·00	(*n*)65·00	...	59,48,345	4,13,511	—45,149	63,16,707	17,221	62,99,486	...	...	...	1,92,472	
	Sind-Pishin, Sibi-Quetta Section ...	...	...	154·50	...	...	3,36,62,369	38,82,597	1,89,215	3,77,34,181	5,32,784	3,72,01,397	...	...	...	12,69,834	
	Ditto, Durwaza-Quetta Section ...	...	...	25·00	...	...	19,74,790	...	37,732	20,12,522	1,14,682	18,97,840	...	...	...	37,284	
	Ditto, Bostan-Gulistan „ ...	...	...	32·25	...	...	19,50,048	...	60,158	20,10,206	...	20,10,206	...	...	...	27,271	
	Sind-Sagar, Western „ ...	...	...	331·50	9·50	...	1,37,66,755	13,78,402	4,09,136	1,55,54,293	6,00,076	1,49,54,217	...	...	...	3,34,960	4,584
	Ferozepore Bridge	...	...	6·30	...	...	24,31,440	12,30,403	—22,443	36,39,400	3,656	36,35,744	...	...	...	91,976	
Bengal	Nagpur-Bengal	...	...	...	...	...	16,77,366	...	25	16,77,391	3,124	(*k*) 16,74,267	...	...	...	61,602	
	Eastern Bengal	233·69	233·69	2·25	...	5,02,19,726	(*e*)4,93,94,257	18,06,424	—17,539	5,11,83,142	9,63,416	5,02,19,726	52,03,359	33,60,102	19,35,419	28,12,594	5,500
Bombay	Dhond and Manmad	145·44	145·44	...	...	1,09,26,745	1,09,31,341	11,124	...	1,09,42,465	15,720	1,09,26,745	9,84,718	7,50,954	2,33,764	4,30,358	
Central Provinces ...	Wardha Coal	45·00	45·00	...	...	71,93,093	71,33,114	2,04,425	—1,02,130	72,35,409	42,316	71,93,093	7,28,206	5,92,270	1,34,804	2,78,228	297
	Umaria Colliery	...	...	...	...	5,59,657	4,11,638	90,406	57,699	5,59,743	86	5,59,657	45,051	1,06,360	—63,367	13,930	
	Kutni-Umaria Section of the Bilaspur-Etawah State Railway	37·00	6·08	...	...	46,70,499	44,62,497	1,79,243	30,034	46,71,774	1,275	46,70,499	11,848	12,364	5,197	1,48,184	
Burma	Tounghoo-Mandalay Railway	...	...	100·83	124·17	...	2,77,980	...	15,411	2,93,391	...	2,93,391	...	...	...	2,934	
Madras	Bellary-Kistna	...	...	278·75	...	...	95,98,074	9,82,361	3,14,097	1,08,94,532	12,081	1,08,82,451	...	...	...	3,10,596	4,642
	Cuddapah-Nellore	...	...	83·00	...	...	35,23,716	9,82,046	3,62,730	48,68,492	6,038	48,62,454	...	...	...	1,38,638	5,013
	Total Imperial ...	3989·48	3955·59	1071·58	198·67	50,02,24,394	50,81,60,768	2,24,69,190	14,18,979	59,20,49,237	81,13,390	58,39,35,847	5,09,83,870	2,83,71,342	2,25,26,596	2,62,16,778	9,132
	PROVINCIAL.																
Bengal	Northern Bengal	249·25	249·25	...	...	2,26,79,551	2,23,43,828	4,81,318	—34,879	2,27,90,267	1,10,716	2,26,79,551	26,87,705	14,30,522	12,37,219	9,48,448	
	Tirhoot	(*k*)246·00	240·68	...	...	1,54,33,549	1,54,39,891	...	...	1,54,39,891	6,342	1,54,33,549	14,98,688	9,97,449	5,22,343	6,30,944	
	Dacca	85·92	85·92	...	...	65,73,684	64,62,338	1,35,934	—14,748	65,83,524	9,840	65,73,684	2,50,616	2,79,379	—37,521	2,46,244	
	Patna-Gya	57·20	57·20	...	...	42,14,593	42,14,593	...	...	42,14,593	...	42,14,593	5,36,446	2,78,980	2,57,466	1,64,349	
	Assam-Behar	(*l*)	(*m*)	179·50	...	23,01,969	70,37,763	21,26,267	30,755	91,94,785	2,25,041	89,69,741	...	...	...	2,91,357	477
	Kaunia-Dhurla	37·03	37·03	...	...	9,58,676	9,36,841	25,839	—4,004	9,58,676	...	9,58,676	1,32,237	1,14,194	19,049	38,346	
	Ranaghat-Bhugwangola	...	...	21·50	...	...	3,00,229	...	2,293	3,02,522	196	3,02,326	...	...	...	11,914	
	Nalhati	27·25	27·25	...	...	3,47,018	3,33,986	18,906	2,013	3,54,905	7,887	3,47,018	83,068	70,852	11,551	14,208	
Assam	Jorhat	26·75	26·17	2·25	...	5,80,771	5,61,095	6,699	16,874	5,84,668	60	5,84,608	38,271	52,158	—12,763	22,026	
	Cherra Company Ganj	7·00	3·82	8·00	...	2,33,489	5,87,646	...	293	5,87,939	...	5,87,939	4,044	18,118	—16,131	21,901	
Punjab	Amritsar-Pathankot	64·79	64·79	...	...	55,99,012	55,62,471	1,12,871	...	56,75,342	76,330	55,99,012	56,052	...	56,052	2,24,129	160
Central Provinces ...	Nagpur-Chhattisgarh	149·00	149·00	...	...	1,18,25,689	1,13,73,979	3,07,809	1,76,193	1,18,57,981	32,292	1,18,25,689	14,24,521	8,90,492	5,16,495	5,19,768	68
Burma	Burma State Railway	327·00	327·00	...	...	2,85,59,213	2,80,13,352	7,27,903	—64,923	2,86,76,332	1,17,119	2,85,59,213	26,57,955	17,16,806	9,45,049	12,61,308	5,488
North-Western Provinces and Oudh.	Bareilly-Pilibhit	36·00	36·00	...	...	15,05,125	15,08,894	...	...	15,08,894	3,769	15,05,125	98,737	74,493	23,091	62,968	
	Lucknow-Sitapur-Sihramau ...	55·07	7·09	68·93	...	21,20,348	23,04,428	5,45,255	—1,38,379	27,11,304	283	27,11,021	16,560	12,075	4,485	85,602	2,288
	Dildarnagar-Ghazipur	12·00	12·00	...	...	7,03,060	7,03,069	...	...	7,03,060	...	7,03,060	47,375	24,661	22,714	28,100	...
	Total Provincial ...	1380·26	1323·20	280·18	...	10,36,35,747	10,76,84,394	44,88,801	—28,512	11,21,44,683	5,89,878	11,15,54,805	95,32,225	59,60,179	35,49,099	45,73,612	48,476
	Total State Railways	5369·74	5278·79	1351·76	198·67	60,38,60,141	67,58,45,162	2,69,58,291	13,90,467	70,41,93,920	87,03,268	69,54,90,652	6,05,16,095	3,43,31,521	2,60,75,695	3,07,90,390	1,27,608
Central India ...	Bhopal	57·11	57·11	...	...	60,76,036	58,96,330	1,57,351	26,466	60,80,147	4,111	(*j*) 60,76,036	1,75,238	1,90,979	—37,472	2,42,254	...
	IMPERIAL LINES WORKED BY COMPANIES.																
Bengal ...	Bengal Central	125·19	125·19	...	...	89,65,705	86,83,354	2,58,876	23,475	89,65,705	...	89,65,705	5,67,343	6,09,871	—42,528	3,75,210	...
North-Western Provinces and Oudh.	Indian Midland	41·75	31·46	517·05	47·50	28,37,760	1,20,06,556	15,70,502	20,47,081	1,56,24,139	20,310	1,56,03,829	92,338	74,926	—16,617	15,06,032	...
Mysore	Mysore (*c*)	139·75	139·75	...	157·28	67,27,172	64,48,383	5,24,007	1,73,530	71,55,920	20,809	71,35,111	2,53,829	(*f*) 1,48,444	1,23,153	5,57,101	...
Bombay	Southern Mahratta	476·50	311·40	258·58	...	3,41,78,801	4,82,29,353	15,78,912	8,43,633	5,06,51,898	26,729	5,06,25,169	16,34,918	(*d*) 11,46,526	5,32,978	23,32,624	...
	Total imperial lines worked by companies ...	783·19	637·80	775·63	204·78	5,27,09,438	7,53,67,646	39,42,297	30,87,719	8,23,97,662	67,848	8,23,29,814	24,48,428	19,79,767	5,96,986	47,70,970	...
	NATIVE STATES.																
Bombay	Gaekwar of Baroda's	58·85	58·85	...	25·21	13,38,147	13,42,894	8,335	7,273	13,58,502	...	13,58,502	1,53,699	1,14,301	39,398	52,783	...
Mysore	Mysore (*d*)	139·75	139·75	...	225·50	65,09,556	63,01,705	2,12,911	15,749	65,30,365	20,809	65,09,556	2,15,445	1,29,667	85,554	1,30,205	...
Rajputana	Jodhpore	64·00	64·00	60·00	...	11,05,338	21,22,593	...	...	21,22,593	...	21,22,593	2,05,727	72,410	1,33,317	84,905	...
Berars	Khamgaon	7·55	7·55	...	...	4,89,613	4,82,814	7,043	...	4,89,857	244	4,89,613	59,452	39,219	20,232	19,614	...
	Amraoti	5·44	5·44	...	...	4,44,686	4,34,666	10,020	...	4,44,686	...	4,44,686	95,111	50,974	44,137	17,788	...
Bombay	Bhavnagar-Gondal	193·09	193·09	...	...	97,94,259	95,12,626	2,82,017	7,244	98,01,887	7,628	97,94,259	9,65,379	5,50,230	4,42,718	3,91,806	...
	Total Native States ...	468·68	468·68	60·00	250·71	1,96,81,599	2,01,97,298	5,20,326	30,266	2,07,47,890	28,681	2,07,19,209	14,94,813	9,56,801	7,65,356	6,96,601	...

(*a*) Includes Rs. 4,933 Contribution to Provident Fund.
(*b*) After providing Rs. 6,336 ditto ditto.
(*c*) Includes transactions of the line from date of transfer to the Southern Mahratta Railway Company, *viz.*, from 1st July to 31st December 1886, including refund of past capital outlay incurred by Mysore Government.
(*d*) Includes transactions affecting the Mysore State to 30th June 1886 only.

(*e*) i. Outlay by the late Eastern Bengal Railway Company, to 30th June 1884 ... Rs. 3,49,32,209
ii. Outlay on Calcutta and South Eastern State Railway, to 31st March 1884 91,51,467
iii. Outlay on the Poradah Section to end of 1883-84 15,60,510
iv. Further expenditure on the Eastern Bengal State Railway, to 31st December 1885 ... 25,13,867
v. Ditto ditto during 1886 12,51,559
vi. Amount credited to "Steam Ferries" for depreciation on late Company's Flotilla ... —2,40,065 cr.
vii. Loss by Exchange to end of 1885-86 on State portion of outlay 2,24,710
*Total ... 4,93,94,257

* In addition to this amount Rs. 16,05,769 was incurred on account of Land for the Railway while in the hands of a Company and charged to General Revenue.

(*f*) Includes Rs. 1,065 being contribution to Provident Fund.
(*g*) Includes Rs. 11,88,73,361 being capital outlay incurred by the late Sind, Punjab and Delhi Railway Company, on final Heads of Account up to 31st December 1885.
(*h*) Excludes cost of Nagpur-Chhattisgarh Extension Surveys.
(*j*) Rs. 12½ lakhs has been provided by the Government of India, and the balance by Her Highness the Begum of Bhopal.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXII of 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 4th September, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 3rd September, 1887. Total.	Per mile open.	Total Receipts from 1st April to 4th September, 1886. Total.	Per mile open per week.	Total Receipts from 1st April to 3rd September, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
	Lines worked by Guaranteed Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
10th September, 1887	Oudh and Rohilkhand	683	97,110	142	686	83,654	122	29,15,402	191	27,14,480	178	...	2,00,922
17th ditto	Madras	861	1,44,488	168	831	1,32,442	159	33,94,867	176	34,97,176	189	1,02,309	...
10th ditto	South Indian	654	1,00,170	153	654	1,00,515	154	22,62,047	154	22,30,160	153	...	31,887
17th ditto	Great Indian Peninsula	1,497	4,32,745	289	1,496	4,07,993	273	1,70,75,599	509	1,76,93,341	531	6,17,742	...
10th ditto	Bombay, Baroda and Central India	461	1,63,314	354	461	1,38,000	299	61,31,986	593	54,06,612	526	...	7,25,374
	TOTAL	4,156	9,37,827	226	4,128	8,62,604	209	3,17,79,901	341	3,15,41,769	343	...	2,38,132
	State Lines worked by Guaranteed Companies.												
10th September, 1887	East Indian	1,515	7,74,956	512	1,519	7,33,027	483	1,98,91,288	585	1,90,07,629	561	...	8,83,659
10th ditto	Patna Gya	57	7,382	133	57	17,370	305	2,01,980	158	2,01,997	159	...	13
10th ditto	Dildarnagar Ghazipur	12	503	47	12	603	50	23,516	87	21,114	79	...	2,402
10th ditto	Sindia	75	5,750	77	75	9,093	121	1,55,425	92	1,78,220	107	...	...
10th ditto	Rajputana-Malwa (*a*)	1,004	2,89,562	174	1,664	2,01,000	121	79,93,764	214	66,23,280	179	22,795	13,70,484
17th ditto	Bengal-Nagpur (late Nagpur-Chhattisgarh)	149	7,614	51	149	9,902	66	5,99,422	179	5,70,959	172	...	28,463
17th ditto	Southern Mahratta (*b*)	315	27,333	87	704	51,812	68	7,54,170	107	13,12,004	86	5,57,834	...
10th ditto	Indian Midland	42	2,379	57	42	1,379	30	42,441	45	64,049	68	21,608	...
10th ditto	Lucknow-Sitapur-Sihramau	...	...	...	85	2,944	35	...	...	81,582	45	81,582	...
	TOTAL	3,829	11,15,739	291	4,367	10,27,050	235	2,96,62,006	345	2,80,60,804	294	...	16,01,202
	State Lines worked by Government.												
10th September, 1887	Eastern Bengal (*c*)	606	1,90,735	315	645	1,74,270	270	31,31,803	230	32,93,853	229	1,62,050	
10th ditto	Nalhati	27	1,380	51	27	1,406	52	37,050	61	41,134	68	4,078	...
10th ditto	Tirhoot	240	24,459	99	249	21,388	86	6,85,204	124	7,31,077	132	45,873	...
17th ditto	Wardha Coal	45	7,479	166	45	8,153	181	2,84,837	282	2,98,710	298	13,873	...
17th ditto	Burma	327	34,858	107	327	46,923	143	9,24,208	126	12,30,271	169	3,06,063	...
27th August, 1887	Cherra-Companyganj	...	...	...	...	(*d*)	...	(*e*) 331	7	(*f*) 798	5	467	...
24th September, 1887	North-Western (*g*)	1,885	4,61,414	245	2,470	2,80,505	116	1,11,93,092	265	88,32,464	188	...	23,60,628
17th ditto	Bareilly-Pilibheet	30	1,072	40	30	953	26	42,295	52	37,097	46	...	5,198
3rd ditto	Jorhat	26	840	32	20	1,178	45	15,869	27	21,941	38	6,072	...
17th ditto	Bilaspur-Etawa (Katni-Umaria Section)	...	...	...	37	1,754	47	...	...	31,308	38	31,308	...
	TOTAL	3,198	7,22,837	226	3,862	5,42,530	140	1,63,14,695	227	1,45,18,653	186	...	17,96,042
GRAND TOTAL (Guaranteed and State)		11,183	27,76,403	248	12,357	24,32,184	197	7,77,56,602	310	7,41,21,226	279	...	36,35,376
	Gross Estimated Expenses	...	...	...	...	...	...	3,78,78,860	151	(*h*)3,58,34,674	135	...	...
	Net Receipts	...	...	...	...	...	...	3,98,77,742	159	3,82,86,552	144	...	15,91,190
	Assisted Companies.												
10th September, 1887	Bengal Central	125	8,512	68	125	11,060	88	2,57,162	92	2,60,615	94	3,453	...
17th ditto	Rohilkhand-Kumaon	67	5,474	82	67	4,318	64	1,46,560	98	1,43,606	96	...	2,954
3rd ditto	Dibru-Sadiya (late Assam)	78	8,566	110	78	7,697	99	1,48,057	85	1,86,697	107	38,640	...
17th ditto	Bengal and North-Western	303	29,097	96	376	29,240	78	8,99,546	132	9,40,447	112	40,901	...
10th ditto	Tarakessur	22	3,604	164	22	4,839	220	1,10,591	224	1,17,907	240	7,316	...
	TOTAL	595	55,253	93	668	57,154	86	15,61,916	117	16,49,272	111	87,356	...
	Native States.												
17th September, 1887	Bhavnagar-Gondal	193	10,876	56	193	11,242	58	4,58,395	106	4,59,792	107	1,397	...
17th ditto	Jodhpore	64	2,500	39	124	4,800	39	82,036	57	1,48,819	54	66,783	...
10th ditto	H. H. the Nizam's	208	22,491	108	208	25,509	123	5,82,907	125	6,62,791	143	79,884	...
17th ditto	Mysore	140	7,892	56	140	9,264	66	1,92,167	61	2,13,774	68	21,607	...
10th ditto	Morvi	24	289	12	68	2,179	32	19,797	37	68,065	45	48,868	...
17th ditto	H. H. the Gaekwar's	59	2,127	37	59	1,990	34	73,186	55	71,038	54	...	2,148
17th ditto	H. H. the Gaekwar's Mehsana-Vadnagar	...	...	...	21	700	33	...	...	16,710	35	16,710	...
	TOTAL	688	46,175	67	813	55,684	68	14,08,488	91	16,41,589	91	2,33,101	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla, and Assam-Behar State Railways.
(*d*) Return not received.
(*e*) Total receipts from 1st July to 28th August, 1886.
(*f*) Total receipts from 1st April to 27th August, 1887.
(*g*) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(*h*) Calculated on percentage used for the corresponding period of 1886.

SIMLA; *The 6th October, 1887.*

JAMES RAMSAY,
Offg. Under-Secretary.

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SUPPLEMENT TO

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 1st HALF OF SEPTEMBER 1887 PUBLISHED IN PAGE 1377 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 8th OCTOBER 1887.

1	2	3		4		5		6		7		8		9		10		11		12		13		14		15	
		QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.																									
PROVINCES.	DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLUM (*Sorghum vulgare*).		BAJRA OR CUMBU (*Pennisetum typhoideum*).		MARUA OR RAGI (*Eleusine coracana*).		KANGNI OR KAKUN, ITALIAN MILLET (*Setaria italica*).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (*Cicer arietinum*).		MAIZE (*Zea Mays*).		ARHAR OR THUR CADJAN PEA (*Cajanus indicus*).		FIREWOOD.		SALT.	
		Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
H. A. DISTRICTS.	Secunderabad	11 11	12 3	...	*Nil*	6 13	6 13	10 14	11 4	19 7	18 13	20 1	20 1	...	*Nil*	...	*Nil*	14 2	13 13	...	*Nil*	11 11	11 11	115 0	115 0	9 13	9 13
	Bolarum	13 6	12 4	...	*Nil*	6 15	6 11½	9 10	9 13	20 4	20 4	...	*Nil*	...	...	...	*Nil*	15 4	15 15	...	*Nil*	...	*Nil*	116 14	116 14	10 4	10 4
	Chadarghat	9 0	9 8	...	*Nil*	6 0	8 0	9 0	10 0	19 0	19 0	20 0	22 0	...	*Nil*	...	*Nil*	15 0	13 8	...	*Nil*	12 0	12 4	120 0	120 0	10 0	9 8

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch.*)

E. T. ATKINSON,
Offg. Secretary to the Government of India

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 13th OCTOBER, 1887.

GENERAL REMARKS.—The rainfall of the past week has been chiefly confined to Madras, Bombay, Bengal, and Burma. In the Punjab, Central India, and Rajputana there has been no rain, and elsewhere only a few showers.

The *kharif* harvest promises well in most Provinces, though more rain would be beneficial in several parts of the country. *Rabi* sowings are now in progress everywhere.

The crops need more rain in some districts in Madras and Mysore; otherwise prospects are favourable.

The rice crop is being cut in Bombay, the North-Western Provinces and Oudh, and the Central Provinces; but in these Provinces and also in Bengal and Assam the crop is in want of more rain. In Burma rice prospects are generally excellent.

Cotton sowing continues in Bombay, and the plant is in pod in Berar.

Except for the usual autumnal fever, the public health is generally satisfactory.

Prices are fluctuating in the North-Western Provinces and Oudh, and rising in three districts of the Punjab and in parts of Rajputana. Elsewhere they are fairly steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Oct. 12th.)		
Bellary . . .	Average .77	Standing crops generally good. Early crops improving under recent rains. Harvest early *korra*, gingelly and *cumbu*, outturn below average. Cholera in six, and cattle-disease decreasing in two taluks.
Kurnool . . .	Average .21	Standing crops generally fair, but in three taluks partially injured by excessive rain. Early cereals being harvested in one taluk, outturn up to average. Cholera decreasing. Small-pox in two and cattle-disease in five taluks.
Ganjam . . .	Average last week since revised, .12; this week, .35.	Fever and small-pox in six, and cattle-disease decreasing in two taluks. Cholera exists.
Kistna . . .	Average .03	Standing crops suffering from want of rain. Harvest *cumbu*, *korra* and maize in places, outturn about average. River 49 feet over Anicut. Fever slight. Cholera in one, and cattle-disease increasing in five taluks.
Chingleput (Madras) .	Average .36	Standing crops fair. Harvest paddy, *ragi* and *cumbu* in parts, outturn below average. Cholera in one, small-pox in three, and cattle-disease increasing in five taluks.
Coimbatore . .	Average 1.91	Standing crops generally fair, but require rain in parts. Harvest paddy and *ragi* in parts, outturn about average.
Tanjore . . .	**Average 2.47**	Standing crops generally good. Rain still wanted in parts of Mayavaram taluk. Harvest wet and dry grains, outturn up to average. Cholera and cattle-disease slight in one taluk.
Madura . . .	Average 1.12	Standing crops generally fading. Want of rain generally felt. Harvest *ragi* and *cumbu* at Tirumangalam and Melur, outturn below average. Slight fever in one taluk. Water-supply deficient in all but two taluks.
Malabar . . .	Average .69	Second crop cultivation progressing. Harvest paddy, outturn below average. Slight small-pox in seven, fever in four, and cattle-disease in two taluks.
Travancore . .	2.98	Paddy cultivation begun. Small-pox and fever in places.
Bombay—(Oct. 12th)		*General Remarks.*—General prospects fair, except in parts of Madura and Tinnevelly.
Karachi . . .	. . .	River at Kotri on 10th, 8 feet 11 inches against 9 feet 6 inches on same date last year. Fever in twelve and cattle-disease in three talukas. Previous case of small-pox in Karachi remaining. Wheat, red rice and *bajri* in Karachi 23, 28 and 30, and in Tatta 22, 34 and 34 pounds per rupee, respectively.
Hyderabad . .	. . .	*Kharif* harvesting commenced. More water required in the whole district. Rice crop attacked by blight in Guni and Dero Mohabat talukas. River at Kotri on 9th, 9 feet 2 inches against 9 feet 7 inches on same date last year. Small-pox in two, cattle-disease in two, and fever in ten talukas. Wheat 24, *jowari* 40, *bajri* 34, white rice 18, and red rice 28 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Ahmedabad	. . . . .	Reaping of *kharif* commenced throughout the district. Rain urgently wanted for cotton and rice crops in all talukas. Fever in Dholka, Dhandhuka, and Sanand talukas. Eleven cases of cholera in the city, 5 fatal. Wheat 27 and *bajri* 29 pounds per rupee.
Baroda	. . . . .	Cholera in Baroda city, 3 cases, 1 death; it continues in parts of Naosari and Kadi divisions. *Rabi* sowings commenced. Crops in good condition generally, but suffering in Naosari from want of rain. *Bajri* 27, wheat 23, and rice 19 pounds per rupee.
Surat	Rain in Bardoli, ·09 (total, 58·99).	Weeding progressing. Rice and millet harvest commenced in certain places. Rain wanted throughout the district. Cattle healthy. Fever in Olphad, Bardoli and Jalalpur. Cholera in Chikli, Bulsar, Pardi, and Surat city, 17 cases, 9 deaths. *Jowari* 30 and *nagli* 43 pounds per rupee.
Nasik . . .	Rain, maximum in Peint 2·20 and minimum in Nandgaon, ·03	Standing crops generally good. Some damage to *kharif* crops in Nandgaon and Malegaon through long break in the weather. Preparations for *rabi* sowing continue, but sowing operations retarded for want of rain which is felt throughout the district. Cholera in seven talukas, total attacks 3 and 9 deaths. Wheat 25½ pounds per rupee.
Colaba (Bombay) . .	Rain accompanied by thunder-storms on 10th and 11th, heavy on 11th; total of week, 2·70; total to date, 93·68; being 24·10 above average.	Abnormal temperature rose from 1° cool on 5th to 3° warm on 10th and it was 1° warm on 11th. Vapour in air excessive from 6th to 8th and 11th, and normal on all other days. Wind normal.
Poona	Rain in all talukas, except in Petha Baramati and taluka Maval—maximum 2·95 in Sirur taluka, and minimum ·03 in Poona city.	More rain still wanted in *desh* portion of the Haveli taluka. Crops doing well. Reaping of *kharif* has commenced in Khed taluka and in Petha Baramati. Sowing of *rabi* still continues in some talukas. Public health generally good. Small-pox in Khed taluka. 155 cholera cases in the district, 65 fatal. In Poona city 2 attacks and 1 death. *Bajri* 41 and *jowari* 53 pounds in the district, and *bajri* 37 and *jowari* 48 pounds per rupee in Poona city.
Ahmednagar . .	In Rahuri, 1·70; Parner, 1·44; Nagar, ·64; Sangamner; ·54, Kopargaon, ·50, and Nevasa, ·44, very slight in other talukas.	*Kharif* crops good. Reaping commenced in four talukas. Sowing of *rabi* in progress in eight and completed in three talukas. Cholera attacks 41, deaths 21. *Bajri* 36 and *jowari* 57 pounds per rupee.
Sholapur . . .	Rain in 7 talukas—maximum in Karmala, 1·03 and minimum ·24 in Malsiras.	Standing crops good. Sowing of *rabi* in progress. Slight cholera in Karmala, Sangola and Malsiras talukas, cases 13, fatal 7. *Jowari* 55⅓, and *bajri* 50$\frac{2}{10}$ pounds per rupee.
Dharwar	Rainfall general varying from ·20 in Karajgi to 2·75 in Mugud.	Rice crops improving. More rain required. *Jowari* and minor crops good. Cotton sowing nearly completed. Slight cholera in Gadag, Bankapur, Kalghatgi and Ron talukas. Slight cattle-disease in Dharwar taluka. *Jowari* 28 and rice 24 pounds per rupee.
Kanara	In Karwar, ·67 (total 125·09), Honawar, 1·80, and Haliyal, ·55.	Rice harvest in Karwar. Cardamom harvest in Sirsi, and Siddapur talukas. Cattle-disease in seven talukas. Cholera, deaths 6 in Sirsi and 3 in Kumta taluka. Common rice in Karwar 12, district average 10½ seers per rupee.
Rajkot	. . . . .	Weather hot. Fever prevalent. Sowing operations of wheat and gram commenced in Halar. Wheat 22, *bajri* 23 and *jowari* 28 pounds per rupee. Want of rain felt.
		General Remarks.—Rain in most districts of the Deccan and Southern Mahratta Country, but urgently required throughout Gujrat and Kattiawar and in parts of Nasik, Khandesh, Dharwar and the Konkan, where crops have suffered. *Kharif* reaping and *rabi* sowing in progress in most districts. Cholera in parts of 18, fever in parts of 13, cattle-disease in parts of 10 and small-pox in parts of seven districts.
Bengal—(Oct. 12th.)		
Chittagong (Oct. 11th)	2·14	Weather hot. Prospects of standing crops fair. Transplantation of *aman* nearly over. Prices stationary. Public health good.
24-Pergunnahs (Calcutta).	1·25	A fair crop of *aus*. Jute being cut. Prospects of sugarcane favourable. *Aman* prospects somewhat improved by recent rain. Ploughing for cold weather crops continues. Public health generally good, but cholera and fever reported.
Khoolna . . .	1·41	Weather cloudy with occasional rain. Prospects of *aman* good. Ploughing for winter crops begun. Public health fair.
Moorshedabad . .	2·12	Weather seasonable. *Aman* good. *Til* and *kalai* sowing goes on. Sugarcane promising. Fever prevails.
Pubna	·32	Weather seasonable. Prospects of crops and public health good.
Dinagepore . . .	Rain on one day	State and prospects of winter paddy and sugarcane good.
Dacca . . .	1·64	Prospects continue good. Paddy being harvested. Ploughing for winter crops going on. Public health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Patna	8·75	More rain urgently wanted for rice crop. Sowing of *rabi* crops going on. Cholera reported from Behar police station, otherwise public health good.
Rungpore . . .	·06	More rain wanted. Crops fair. Prices falling. Fever prevalent.
Midnapore . . .	·03	State and prospects of crops good.
Burdwan . . .	·20	Rain urgently needed for rice crop which is damaged in Cutwa. Prices rising. Fever prevalent.
Bhagalpur . . .	·48	Rain wanted for late rice which has already suffered on high lands. *Kurthi* doing well. Preparation for *rabi* sowings forward. Public health much better.
Purneah . . .	·28	All crops doing well. Ploughing for *rabi* in progress. Much sickness among people; an exceptionally unhealthy year. Rivers low.
Durbhanga . . .	*Nil*	Rain urgently wanted for rice crop. Land being prepared for *rabi*. Prices falling. Public health generally good.
Chumparun . . .	·96	Harvesting of *bhadoi* completed, yield good. Rain much needed for rice crop. *Rabi* sowings begun. Public health good.
Gya	Slight drizzling	Paddy suffering for want of rain. *Rabi* cannot be sown for want of moisture in the field. Fever in some places.
Hazareebagh . .	·60	Rice on high land has suffered severely for want of rain, and damage to low land crop also apprehended. *Bhadoi* has generally yielded fairly. *Rabi* promising so far. General health fair.
Cuttack . . .	·46	Weather cloudy. Prospects of rice fair. Rain much required. Prices of food grains slightly risen. Fever prevails, otherwise public health good.
		General Remarks.—Weather unsettled from the 7th, and showers fell in most districts. Comilla received 2½ inches on 9th. Bankura and some of the Behar districts had no rain. More rain is wanted in the Burdwan, Bhagulpur, Patna, Chota Nagpur and Orissa Divisions for the *aman* crop, and the crop which is good elsewhere has suffered in these divisions and in Tipperah from the drought. Ploughing for *rabi* crops is in progress and sowing has begun. General health not so good. Fever being more prevalent.
N.-W. Provinces and Oudh—(Oct. 12th)		
Benares (Oct. 11th)	. . . . .	Another shower much needed. Weather clear. Early rice being cut. Ploughing for *rabi* continues. Supplies ample. Prices somewhat risen owing to falling off in imports. General health good.
Ballia („ 10th)	. . . . .	Weather cloudy. Rain much needed for rice. Sugarcane thriving. *Rabi* sowings commenced in some places. Public health good.
Gorakhpore(„ 10th)	1·20 at Sadr	Harvest prospects fair, but the deficient rainfall is injurious to the prospects of the *rabi*. Prices rising.
Fyzabad („ 11th)	·30, rain at Sadr, none elsewhere.	Gram, peas, and barley being sown. Supplies ample. Health of people and condition of cattle fair.
Lucknow („ 10th)	. . . . .	*Kharif* nearly gathered. *Hewant* crops in fair condition. *Rabi* sowing in progress. Supplies sufficient. Prices of wheat and gram are rising on account of the large demand for seed.
Rai Barelli („ „)	Slight drizzle on the 8th.	Weather seasonable. Prices almost steady. Cholera again appearing in some villages. Fever as usual at this time of the year.
Partabgarh („ 11th)	. . . . .	Rain wanted. Peas and gram being sown. Markets well stocked. Prices fluctuating. Men and cattle healthy.
Allahabad („ „)	. . . . .	Weather unseasonably hot. Rain needed for *rabi* sowings which are in progress. Prices falling. Slight cholera. Ordinary fever in all tahsils.
Cawnpore („ „)	. . . . .	Crops in good condition and being cut. *Rabi* sowings commenced. Prices steady. Fever prevailing. Cholera and cattle-disease dying out.
Farakhabad („ „)	. . . . .	Weather seasonable. Prospects good. Supplies ample. Prices lowering. Cholera decreasing. Fever and ague in places.
Sitapur („ „)	Slight rain in parts of one tahsil.	Weather clear but warm. *Kharif* crops are being cut. *Hewant* crops promising. Prices rising slightly. Cholera still lingers in the district.
Bareilly („ „)	. . . . .	Crops good. Market steady. Slight cholera. Fever increasing.
Banda („ 10th	. . . . .	Weather seasonable. Cotton being picked. *Bajri* and *jowari* in ear. Supplies ample. Fever being prevalent.
Kumaon („ 11th)	. . . . .	Harvest nearly over. Crops everywhere good. Prices stationary. Slight small-pox still continues. *Mahamari* in three villages in Gangoli, and rinderpest in two *pattis*.
Agra („ 10th)	. . . . .	Weather clear. *Kharif* being cut. *Rabi* ploughing and sowing in progress. Prices slightly risen. Fever prevalent. Cholera almost disappeared.
Jhansi („ „)	. . . . .	Prices unchanged. Fever prevalent. Condition of cattle good.
Meerut („ 11th)	. . . . .	Prices steady. Cholera and fever still prevalent especially latter.
		General Remarks.—The weather has been clear and seasonable. Some more rain is needed in places. *Kharif* crops being harvested and ploughing and sowing for the *rabi* are in progress. Supplies are ample and the fluctuations exhibited in prices are merely due to the demands for seed grains. The fever usual to the season is still prevalent, and cholera lingers in places, while *mahamari* continues in pergana Gangoli of Kumaon. The general health of the people is fair and condition of cattle satisfactory.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—(Oct. 12th)		
Hissar (Oct. 11th)		Fever prevalent. Prices slightly rising. *Rabi* sowings in progress. *Kharif* prospects good.
Delhi		Fever prevalent. Cholera abating. Prices fluctuating. *Kharif* prospects unfavourable.
Umballa		Fever prevalent. Cholera almost abated. Prices rising. *Rabi* ploughings commenced. Cutting of *kharif* crops in progress.
Jullundur		Health good. Prices stationary. *Rabi* ploughings commenced. *Kharif* prospects average.
Ferozepore		Health good. Prices stationary.
Amritsar		Seasonal fever. Prices stationary. *Kharif* crops good.
Sialkot		Health good. Prices rising. *Kharif* crops damaged by drought.
Lahore		Cholera disappearing. Prices stationary. *Rabi* sowing commenced.
Multan		Health good. Prices almost stationary. Preparations for *rabi* sowings in progress. *Kharif* crops being harvested.
Rawalpindi		Health good. Prices rising. *Rabi* sowings commenced. *Kharif* outturn average.
Shahpur		Health good. Prices almost stationary. *Rabi* sowings in progress. *Kharif* crops being harvested.
Dera Ismail Khan		Health good. Prices stationary. *Rabi* ploughings in progress.
Peshawar		Fever prevalent. Prices almost stationary. *Kharif* prospects average.
		General Remarks.—No rain has fallen during the week. Health is good in Jullundar, Ferozepore, Sialkot, Multan, Rawalpindi, Shahpur, and Dera Ismail Khan. Fever prevails in Hissar, Delhi, Umballa, Amritsar and Peshawar. Cholera abating in Delhi, Umballa and Lahore. Prices are generally stationary, but rising in Hissar, Umballa, Rawalpindi and Sialkot and fluctuating in Delhi. *Kharif* prospects are good in Hissar and Amritsar, unfavourable in Delhi and Sialkot, and average in Jullundur, Rawalpindi and Peshawar. Crops are being harvested in Umballa, Multan and Shahpur. *Rabi* sowings and ploughings in progress in Hissar, Umballa, Jullundur, Lahore, Multan, Shahpur and Dera Ismail Khan and commenced at Rawalpindi.
Central Provinces—(Oct. 12th)		
Nagpur		Weather cloudy. *Rabi* preparations continues. Fever prevalent.
Jubbulpore		Weather cloudy. *Rabi* sowings commenced. Prospects favourable. Fever prevail. Prices steady.
Saugor		Weather cloudy. *Rabi* preparations continue. Fever prevalent. Prices unchanged.
Seoni		Weather cloudy. *Rabi* sowings commenced. Cholera in places. Prices stationary.
Hoshangabad		Weather cloudy and cool. *Rabi* ploughing in progress. Fever prevalent. Prices unchanged.
Khandwa	0·1	Weather hot and occasionally cloudy. Prospects good. Prices stationary.
Bilaspur	·15	Rain wanted. Cattle-disease in Mungeli tahsil. Fever prevalent. Prices stationary.
Raipur	·43	Weather cloudy. More rain wanted for rice and *rabi* ploughings. Fever prevalent.
Sambalpur (Oct. 8th)	·02	Weather cloudy and hot. Crops promising, but more rain wanted. Early rice being harvested, outturn good.
		General Remarks.—Weather today is rainy and cool. Prospects favourable, but some rain is now required. Fever prevalent. Prices steady.
Burma—(Oct. 12th)		
Akyab (Oct. 8th)	1·02 (Total rainfall to date 159·71).	Eighteen cases of cholera in district. Slight cattle-disease. Crop prospects favourable.
Bassein	3·53 (Total rainfall to date 91·08).	Slight cattle-disease. Crops generally good.
Rangoon (Oct. 1st)	1·00	
(„ 8th)	1·26 (Total rainfall to date 98·24).	
Amherst (Moulmein)	1·18 (Total rainfall to date 176·28).	Crop prospects good.
Tavoy	2·25 (Total rainfall to date 179·24).	Crops very healthy.
Pegu (Oct. 1st)	3·71 (Total rainfall to date 128·67).	Crops in excellent condition. Transplanting finished.
Henzada	1·25 (Total rainfall to date 174·67).	Crops flourishing.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Prome	1·36 (Total rainfall to date 36·11).	
Toungoo	1·05 (Total rainfall to date 76·41).	Crop prospects fair. Slight damage to the crops in two townships by inundation.
Thayetmyo	1·85 (Total rainfall to date 27·93).	Transplanting continues.
Shwebo (Oct. 1st)	·75 (Total rainfall to date 32·03).	
(„ 8th)	*Nil*	
Kyaukse („ 1st)	*Nil*	Prospects of crops good.
Myingyan („ „)	·05 (Total rainfall to date 20·44).	Food-supply sufficient.
(„ 8th)	2·20 (Total rainfall to date 22·67).	
Mandalay	*Nil* (Total rainfall to date 21·67).	Transplanting of *kyaukki* crops progressing. Food-supply sufficient. Prices normal.
Minbu	·70 (Total rainfall to date 22·31).	Three deaths from cholera. Crop prospects fair. Prices normal.
Yamethen	·50 (Total rainfall to date 29·09).	Cultivation progressing.
		General Remarks.—Cholera in Akyab district. Slight cattle-disease in three Lower Burma districts. Crop prospects continue good. Slight damage from floods in Toungoo. Reports from twelve Upper Burma districts. Health generally good. Crop prospects fair. Anthrax continues in Pyinmana.
Assam—(Oct. 12th)		
Gauhati (Oct. 11th)	·21	Weather seasonable. Public health fair. Malarial fever still reported from Sastra Barpetta and its vicinity. *Sali* paddy in low land doing well. Land for mustard seeds being ploughed. Cattle-disease reported in some parts of the district.
Sylhet	·12	Prospects of *aman* and *sail* crops on highlands not favourable for want of rain. Transplantation of *sail* and reaping of *aus* nearly finished. Prospects of tea favourable. Eighteen deaths from cholera reported from Karimganj.
Cachar		Weather seasonable. Public health good. Price of rice steady. Ploughing of fields for winter crops commenced.
Dibrugarh	2·57	Weather hot during day; cool at night. Fever prevalent in town.
Mysore and Coorg—(Oct. 12th)		
Bangalore	Civil and Military Station, 7·06; Bangalore district headquarters, 6·64; Mysore, 5·70; Kolar, 2·90; Tumkur, 4·18, rainfall in general throughout the State.	Standing crops in good condition, except in parts of the Tumkur, Shimoga, Kadur and Hassan Districts, where they need more rain. Prospects of season favourable. Public health generally good. Cholera abating in Mysore, but continues in Closepet taluk of the Bangalore District and in parts of Tumkur, Shimoga, Kadur and Hassan Districts. Cattle-disease prevalent in parts. No material change in prices.
Mysore		
Mercara	11·74; heavy rain since 9th instant.	Prospects improved. Prices risen slightly.
Berar and Hyderabad—(Oct. 12th)		
Amraoti	Rain on 10th.	Rain on 10th beneficial to standing *kharif* as well as to *rabi* which is being sown. Cotton in pod. *Jowari* in ear. Slight cholera in Amraoti and Morsi taluks. Fever in the district. Cattle healthy. Wheat 15 and *jowari* 23 seers per rupee.
Akola		Weather warm and cloudy. Cotton in pods. *Kharif* healthy. *Rabi* sowing in progress. Cholera in Akote taluk. Cattle suffering from hoof and mouth disease.
Hyderabad (Oct. 7th)	·27; total since 1st January, 22·83.	Harvesting of *kharif* crops commenced. Cattle-disease prevalent in some places. General health good. Prices—wheat 10¾, coarse rice 12, white *juar* 18, yellow *juar* 20, and *tur* 14¾ seers per current sicca rupee.
„ („ 12th)	·06; total since 1st January, 22·89.	Harvesting of *kharif* crops in progress. Cholera has appeared in parts of Pathar taluka. Cattle-disease continues. Prices—wheat 10¾, coarse rice 12, white *juar* 18, yellow *juar* 20, and *tur* 14¾ seers per current sicca rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Central India States—(Oct. 12th)		
Indore	1·10	Weather cloudy and wet today. No more cholera.
Morar (Gwalior)		Weather cloudy and hot. Fever prevailing.
Sutna		Fever still prevalent.
Neemuch		Weather very warm. Fever prevalent.
Goona		Five deaths from cholera in Kumraj pergana, otherwise health good.
Agar		Health and prospects fair.
Sehore		Weather hot and cloudy. Crops fair. One death from cholera.
Nowgong		Weather clear. Health fair. Fever in parts. Prices steady.
Bhopawar		Weather hot. Fever prevalent in Jhabna, Alirajpur, and parts of Barwani. Prices slightly falling.
Rajputana—(Oct. 12th)		
Abu (Oct. 12th)		Weather occasionally cloudy and windy but seasonable, little hotter.
Sirohi („ 9th)		Little water in tanks; wells low. Health good. Crops cut, generally a failure. Weather warm and dry.
Marwar („ 8th)		Cholera almost disappeared. Crops doing well, except in some districts. Weather cloudy and close. Prices rising.
Meywar („ „)		Water in tanks and wells decreasing. Crops being reaped. Health very fair. Prices rising. Weather seasonable.
Pertabgurh („ „)		Tanks and wells full. Health good. Prices rising.
Harowti („ „)		*Rabi* sowings continue. Days hot, nights cool. Fever prevalent. Prices high.
Jhallawar („ 9th)		Fever general. *Rabi* preparations in progress.
Ajmere („ 11th)		Weather clear and warm. Fever and slight diarrhœa prevailing throughout the districts. *Rabi* operations progressing. *Kharif* prospects fair. Wheat 22, barley 35, and gram 37 pounds per rupee.
Jeypore („ „)		Weather seasonable. Prospects fair.
Kerowlee („ 8th)		Tanks and wells full. *Rabi* cultivation in progress. Fever prevalent. Prices steady.
Dholepore („ „)		Tanks and wells full. *Rabi* sowings commenced. Fever still prevails, health otherwise good. Prices stationary. Weather seasonable.
Bhurtpore („ 11th)		Weather sunny. Prospects fair. Fever continues. Prices steady.
Ulwar („ „)		Ploughing continues. *Kharif* crops being harvested. Prices steady. Fever prevalent. Cholera nearly gone.
Kotah („ 8th)		Prospects good. Weather seasonable. Fever still prevalent. Prices stationary.
Kherwara („ 9th)		Tanks and wells unfilled. Crops good. Health good. Prices lower. Weather fine.
Bickanir („ 8th)		Prospects fair. Fever in district. Prices stationary. Weather hot.
Nepal—(Oct. 7th)		
Katmandu (Oct. 6th)	*Nil.*	Weather seasonable. Rice being cut.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

SUSPENSIONS AND REMISSIONS OF REVENUE TO BE REPORTED TO THE GOVERNMENT OF INDIA.

Circular No. 63R. / 121—2.

Extract from the Proceedings of the Government of India, in the Revenue and Agricultural Department (Revenue), dated Simla, the 10th October, 1887.

Read—

Resolution No. 58-R., dated the 12th October, 1882, by the Government of India, Revenue and Agricultural Department.

RESOLUTION.

Under the orders conveyed in para. 27 of the Resolution read in the preamble, proposals for suspensions and remissions of revenue are sanctioned by Commissioners of Divisions and their orders, subject to revision by the Local Government or Administration, are final. The Governor-General in Council has no desire to interfere with the discretionary powers thus conferred on the Local Authorities, but requests that in future when suspensions or remissions of revenue are sanctioned, the Government of India may be informed without delay of the probable effect of such suspensions or remissions upon Land Revenue collections.

Madras.
Bombay.
Bengal.
North-Western Provinces and Oudh.
Punjab.
Central Provinces.
Burma.
Assam.
Coorg.
Hyderabad.
Ajmere.

ORDER.—Ordered, that a copy of the foregoing Resolution be forwarded to the Local Governments and Administrations noted on the margin, for information and guidance.

Ordered, that a copy be forwarded to the Finance Department for information, and that the Resolution be published in the *Gazette of India*.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 12th October, 1887.

During the first three days of the past week the weather remained as quiet and fine as was the case during the preceding week, but after the 8th conditions changed and the weather became very unsettled. Hence the week naturally divides itself into two parts. During the first, ordinary October conditions prevailed, that is, pressure was very uniform, the winds very light, and the weather fine, except in the south of the Peninsula, where the last of the monsoon current was giving fairly general rain. On the 8th it was evident that these quiet conditions were undergoing change. A comparatively brisk fall of the barometer at Madras, accompanied by overcast weather, and a north-north-west wind showed that a storm was advancing towards the Carnatic Coast from the Bay of Bengal. This storm crossed the Coast at about 8 A.M. on the 9th, and proved to be a well marked though small disturbance. It gave heavy rain (6 inches) to Madras and general rain throughout the whole of Southern India. The wind circulated cyclonically around the centre, and blew freshly at Madras, Masulipatam, and Gopalpore. By the morning of the 10th the centre of the storm had apparently reached the West Coast, its motion occasioning a rapid recovery of pressure on the Coromandel Coast and an equally rapid fall on the West Coast. All over Central and Southern India the winds were determined by this disturbance, and circulated cyclonically around the centre. In Northern India the winds and weather were but little affected, the former remaining light and variable, the latter generally fair. By the 11th the storm had advanced out into the Arabian Sea. Apparently, however, the centre had travelled more towards north than west and at no great distance from the Coast. Hence the weather remained very unsettled all over the Peninsula and the Central Provinces, and the wind there remained cyclonic. Rain was general and moderately heavy over the Peninsula and the south of the Central Provinces and the Berars, and showers had fallen in Bengal, but in Upper India the weather, though more cloudy than of late, was still generally fine. On the 12th there was comparatively little change in the relative distribution of pressure, the chief feature, as on the preceding day, being the large shallow area of depression over and off the West Coast of India. The winds of nearly all parts of India were determined by this low pressure area, and had a general cyclonic movement. They gave rain to the whole of India, except the north-west, where the weather remained fine. On the West Coast the amounts received were in some cases considerable. With this burst of rain there occurred a general and brisk fall of temperature.

The following table shows the total rainfall from the 1st June to the present time and the average rainfall for the same interval:

Stations.	Total Rainfall since June 1st, 1887.	Average Rainfall, June 1st to October 12th.	Difference.
Akyab ...	141·41	162·08	—20·67
Saugor Island ...	57·61	58·98	— 1·37
Calcutta ...	45·78	53·19	— 7·41
Dhubri ...	54·38	67·38	—13·00
Purneah ...	42·31	58·84	—16·53
Gya ...	35·96	37·64	— 1·68
Allahabad ...	33·48	36·88	— 3·40
Meerut ...	24·66	23·40	+ 1·26
Delhi ...	35·22	22·83	+12·39
Lahore ...	16·07	13·70	+ 2·37
Peshawar ...	3·24	6·05	— 2·81
Cochin ...	66·55	88·73	—22·18
Ratnagiri ...	109·47	100·84	+ 8·63
Bombay ...	93·59	68·95	+24·64
Poona ...	23·43	24·09	— 0·66
Surat ...	37·27	42·42	— 5·15
Khandwa ...	31·44	30·61	+ 0·83
Nagpur ...	48·85	38·76	+10·09

It will be seen that on the whole the main features of the table are same as those shown by the table in last week's summary.

The concluding table gives the total rainfall of the past week for the different Provinces:

Divisions.	No. of Stations.	Total Rainfall.
Burmah ...	5	2·93
Bengal and Assam ...	15	19·31
North-Western Provinces and Oudh ...	4	1·27
Punjab ...	1	0·62
Hill Stations ...	4	0·97
Ceylon ...	2	5·52
Malabar Coast ...	5	36·22
Bombay ...	8	17·24
Berars and Central Provinces ...	10	13·83
Guzerat and Central India ...	1	1·10
Sind—Rajputana ...	0	0
Madras ...	14	40·43

W. L. DALLAS,

for *Meteorological Reporter to the Government of India.*

SIMLA, *14th October, 1887.*

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXIII OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 11th September, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 10th September, 1887. Total.	Per mile open.	Total Receipts from 1st April to 11th September, 1886. Total.	Per mile open per week.	Total Receipts from 1st April to 10th September, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	decrease in 1887-88.
	Lines worked by Guaranteed Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
24th September, 1887	Oudh and Rohilkhand	683	94,519	138	686	81,712	119	30,00,922	188	27,96,192	175	...	2,13,730
24th ditto	Madras	801	1,43,777	107	831	1,29,339	156	35,38,644	175	30,44,018	188	1,05,374	..
17th ditto	South Indian	654	1,00,505	154	654	1,02,000	156	23,02,552	154	23,32,898	153	...	29,654
24th ditto	Great Indian Peninsula	1,497	5,33,009	357	1,490	4,78,960	320	1,76,09,208	502	1,81,72,320	522	5,63,112	..
24th ditto	Bombay, Baroda and Central India	461	1,92,195	417	461	1,33,000	288	63,24,181	586	55,46,314	517	...	7,77,867
	TOTAL	4,156	10,04,605	256	4,128	9,25,077	224	3,.8,44,507	338	3,24,91,742	338	...	3,52,765
	State Lines worked by Guaranteed Companies.												
1st October, 1887	East Indian	1,515	8,41,464	555	1,519	7,13,052	469	2,07,32,752	584	1,97,20,681	557	...	10,12,071
1st ditto	Patna-Gya	57	22,004	397	57	10,412	283	2,24,584	168	2,18,379	104	...	6,205
1st ditto	Dildarnagar-Ghazipur	12	525	44	12	834	69	24,041	85	21,948	79	..	2,093
1st ditto	Sindia	75	6,311	84	75	10,331	138	1,61,736	92	1,88,551	108	26,815	..
24th September, 1887	Rajputana-Malwa (*a*)	1,664	3,11,703	187	1,664	2,03,000	122	83,05,527	213	68,29,990	176	...	14,75,531
24th ditto	Bengal-Nagpur (late Nagpur-Chhattisgarh)	149	10,097	68	149	9,226	62	6,09,520	182	5,79,260	174	...	30,260
24th ditto	Southern Mahratta (*b*)	315	31,148	99	703	54,3.9	71	7,86,779	107	13,66,333	86	5,79,554	...
1st October, 1887	Indian Midland	42	2,837	68	42	1,499	80	45,278	46	65,198	67	20,020	...
17th September, 1887	Lucknow-Sitapur-Sihamau	...	...	...	85	2,798	33	...	...	84,380	44	84,380	...
	TOTAL	3,829	12,20,749	320	4,307	10,11,231	232	3,68,90,217	344	2,90,74,826	292	...	18,15,391
	State Lines worked by Government.												
17th September, 1887	Eastern Bengal (*c*)	606	1,77,199	292	645	1,92,590	299	33,09,002	233	34,86,443	232	1,77,441	...
10th ditto	Nalhati	27	1,434	53	27	1,640	61	38,490	61	42,703	68	4,213	...
10th ditto	Tirhoot	240	21,942	89	249	24,393	98	7,07,146	128	7,58,764	137	51,618	...
17th ditto	Wardha Coal	45	9,737	216	45	10,498	233	2,96,574	280	3,08,173	294	13,599	...
24th ditto	Burma	327	30,675	92	327	40,434	141	9,54,283	124	12,75,552	107	3,21,269	...
27th August, 1887	Cherra-Companyganj	...	...	...	...	(*d*)	...	(*e*) 331	7	(*f*) 798	5	467	...
1st October, 1887	North-Western (*g*)	1,885	4,48,075	238	2,470	3,27,910	133	1,16,41,107	264	91,00,374	185	...	24,80,793
24th September, 1887	Bareilly-Pilibheet	30	1,104	32	30	1,142	32	43 459	52	38,220	46	...	5,233
10th ditto	Jorhat	20	972	37	20	1,201	40	10,841	28	23,142	38	6,301	...
24th ditto	Bilaspur-Etawa (Katni-Umaria Section)	...	...	...	37	825	22	...	...	32,133	37	32,133	...
	TOTAL	3,198	6,90,598	216	3,862	6,06,433	157	1,70,05,293	227	1,51,26,308	185	...	18,78,985
	GRAND TOTAL (GUARANTEED AND STATE)	11,183	29,81,952	267	12,357	25,42,741	206	8,07,40,017	308	7,66,92,876	276	...	40,47,141
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	3,94,62,873	151	(*h*)3,71,85,378	134	...	...
	NET RECEIPTS	...	...	...	...	...	...	4,12,77,144	157	3,95,07,498	142	...	17,69,646
	Assisted Companies.												
17th September, 1887	Bengal Central	125	8,185	65	125	10,070	81	2,65,347	91	2,70,685	93	5,338	...
24th ditto	Rohilkund-Kumaon	67	3,810	57	67	4,875	73	1,50,370	90	1,48,493	90	...	1,877
10th ditto	Dibru-Sadiya (late Assam)	78	7,488	96	78	7,378	95	1,55,544	85	1,94,075	107	38,531	...
24th ditto	Bengal and North-Western	303	33,206	110	376	27,410	73	9,32,772	131	9,52,146	10.	19,374	...
24th ditto	Tarakessur	22	3,552	161	22	4,868	221	1,14,143	221	1,22,775	2.6	8,632	...
	TOTAL	595	56,261	95	668	54,631	82	16,18,176	116	16,88,174	109	69,998	...
	Native States.												
24th September, 1887	Bhavnagar Gonoal	193	14,416	75	193	12,100	63	4,72,811	105	4,72,081	105	...	730
24th ditto	Jodhpore	64	4,207	66	124	5,400	44	80,213	56	1,34,791	54	68,528	...
17th ditto	H. H. the Nizam's	208	37,165	179	208	26,484	127	6,20,07	127	6,89,.75	14.	69,203	...
17th ditto	Mysore	140	8,252	59	140	8,923	64	2,00,41	64	2,.2,.47	65	22,2,3	...
24th ditto	Morvi	24	49-	20	68	2,010	30	20.89	30	70.74	45	50,453	...
24th ditto	H. H. the Gaekwar's	59	2,537	43	59	1,900	33	75,723	55	7-,998	53	...	2,725
24th ditto	H. H. the Gaekwar's Mehsana-Vadnagar	...	...	...	21	450	21	...	...	17,100	35	17,160	...
	TOTAL	688	67 089	98	813	57,327	71	14,75,577	91	16,93,714	90	2,74,167	...

(*a*) Includes the Cawnpore-Achnera State railway.
(*b*) Includes the Bellary-Kistna State railway.
(*c*) Includes the Northern Bengal, Dacca, Kaunia-Dhurlla, and Assam-Behar State railways.
(*d*) Return not received.
(*e*) Total receipts from 1st July to 26th August, 1886.
(*f*) Total receipts from 1st April to 27th August, 1887.
(*g*) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(*h*) Calculated on percentage used for the corresponding period of 1886.

SIMLA;
The 13th October, 1887.

JAMES RAMSAY,
Offg. Under-Secretary.

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OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF SEPTEMBER 1887.

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Provinces.	Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum (*Sorghum vulgare*). Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). Past fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or Thúr Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar or Thúr Cadjan Pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras.	Ganjam	10 5	10 5	...	...	14 10	14 10	15 8	15 8	...	...	...	...	29 5	29 5	...	...	...	...	...	...	...	...	215 13	215 13	13 13	13 13
	Vizagapatam	13 0	12 0	...	...	9 8	9 0	10 3	10 3	20 8	18 14	27 11	25 11	20 3	20 3	...	...	...	...	...	...	...	...	93 5	93 5	12 14	12 14
	Godavery	9 14	9 14	...	...	13 14	13 14	15 0	15 0	19 3	19 3	24 10	24 10	21 13	21 13	...	...	...	...	...	...	...	...	243 0	243 0	12 8	12 8
	Kistna	8 14	8 14	...	...	16 6	14 13	17 0	16 8	21 2	21 2	...	...	24 5	29 13	...	...	...	...	...	...	...	...	145 13	145 13	15 0	15 0
	Nellore	9 8	9 8	...	...	12 14	12 14	15 0	15 0	25 0	25 0	...	...	29 2	29 2	...	...	...	...	...	...	...	...	93 5	93 5	14 5	14 5
	Cuddapah	11 13	11 13	...	...	13 3	13 3	14 14	14 14	25 5	25 5	...	...	30 0	30 0	...	...	...	...	...	...	...	...	140 0	140 0	14 6	14 6
	Anantapur	10 10	11 8	...	...	12 13	12 13	15 2	15 2	33 0	33 0	22 10	22 10	34 0	32 0	...	...	...	...	...	...	...	...	77 13	77 13	13 2	13 2
	Bellary	13 14	13 14	...	...	12 5	12 5	13 8	13 8	30 0	27 13	25 6	25 6	34 0	34 0	...	...	...	...	...	...	...	...	97 3	97 3	13 2	13 2
	Kurnool	12 6	11 2	...	...	11 6	12 2	12 3	12 14	32 14	32 14	27 8	27 8	...	...	...	...	...	...	...	...	...	...	139 2	114 6	13 11	13 11
	Madras	10 10	10 10	...	...	11 3	11 3	13 0	13 0	23 0	23 0	23 2	23 2	28 2	28 2	...	...	...	...	...	...	...	...	86 5	86 5	14 10	14 10
	Chingleput	...	...	...	...	14 5	15 0	15 2	15 14	...	...	21 2	21 2	26 11	26 11	...	...	...	...	...	...	...	...	106 14	106 14	14 0	14 0
	North Arcot	9 11	9 11	...	...	13 2	12 8	15 0	15 0	...	...	...	...	35 14	35 14	...	...	...	...	...	...	...	...	194 6	194 6	13 5	13 5
	South Arcot	9 0	9 0	...	...	14 6	13 14	15 13	14 14	23 8	23 8	32 5	29 5	27 0	26 3	...	...	...	...	...	...	...	...	201 11	201 11	14 6	14 6
	Tanjore	10 5	11 0	...	...	14 8	14 14	...	...	...	...	29 0	26 2	31 11	27 3	...	...	...	...	...	...	...	...	166 3	166 3	14 11	14 11
	Trichinopoly	...	...	...	...	10 14	14 0	12 11	14 8	...	22 6	25 6	25 6	27 8	27 8	...	...	...	...	...	...	...	...	232 13	174 8	14 10	14 10
	Madura	10 8	10 2	...	...	13 0	13 6	13 8	13 14	24 5	25 14	23 8	23 8	27 14	29 8	...	...	...	...	...	...	...	...	131 3	131 3	15 6	15 6
	Tinnevelly	9 14	9 14	...	...	11 8	11 8	12 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	70 0	70 0	16 8	16 8
	Coimbatore	13 2	13 2	...	...	13 8	13 8	14 8	14 8	22 10	22 10	25 6	25 6	27 14	27 14	...	...	...	...	...	...	...	...	97 3	97 3	13 11	13 11
	Nilgiris	10 11	11 6	...	...	11 3	11 3	12 0	12 0	21 10	21 10	16 13	18 3	20 14	20 14	...	...	...	...	...	...	...	...	161 13	161 13	11 0	11 0
	Salem	11 14	11 14	...	...	13 10	13 10	15 0	15 0	30 14	30 14	28 11	28 11	32 8	32 8	...	...	...	...	...	...	...	...	186 10	186 10	15 5	15 5
	South Canara	8 2	7 6	...	...	13 10	13 10	14 11	14 10	...	...	...	...	25 0	25 0	...	...	...	...	...	...	...	...	128 13	128 13	16 3	16 3
	Malabar	8 10	8 10	...	...	13 13	13 13	14 10	14 10	...	...	...	...	23 6	22 10	...	...	...	...	...	...	...	...	155 8	155 8	14 6	14 6
Bombay.	Bombay	11 3	10 6	14 9	14 10	7 2	7 2	10 13	10 13	17 0	16 15	13 1	13 3	14 4	14 3	14 6	14 5	13 14	14 1	18 5	18 5	8 7	8 7	67 1	67 1	12 9	14 6
	Daskrohi	11 0	...	20 0	...	6 8	...	11 0	...	13 0	...	15 0	...	...	...	20 0	...	16 0	...			10 0	...	80 0	...	16 0	...
	Kaira	10 11	13 5	20 0	21 5	8 14	8 14	10 0	10 0	17 12	10 10	13 13	13 13	20 0	19 13	...	...	11 12	13 5	...	...	10 0	10 10	80 0	80 0	16 0	16 0
	Surat	12 0	12 0	13 0	14 0	8 0	8 0	10 0	10 0	14 0	14 8	13 0	14 0	...	...	...	...	13 0	14 0	...	...	10 0	10 0	80 0	80 0	16 0	16 0
	Broach	12 0	12 0	...	...	8 0	8 0	11 0	11 0	16 0	16 0	14 0	14 0	...	...	...	...	13 0	13 0	...	...	11 0	11 0	120 0	120 0	14 2½	14 2½
	Tanna (Salsette)	9 12	9 12	...	...	8 3	8 3	10 0	10 0	16 13	16 13	14 6	14 6	...	...	...	...	12 5	13 3	...	...	8 0	8 3	71 2	71 2	15 4	15 5
	Colába (Alibag)	8 9	8 9	...	...	7 4	7 4	11 4	11 4	...	...	13 0	13 0	...	...	...	...	12 7	12 7	...	...	8 2	8 2	90 0	90 0	13 1	13 1
	Khandesh (Dhulia)	13 8	13 8	...	...	7 8	7 8	9 6	9 6	20 4	20 4	16 12	16 12	...	...	14 8	15 0	13 8	13 8	...	...	10 8	10 8	100 0	100 0	12 4	12 4
	Násik	13 12	13 12	...	...	10 8	10 8	12 0	12 0	25 0	25 0	17 14	17 14	25 0	25 0	...	...	17 14	17 14	...	...	9 10	9 8	106 8	106 8	15 0	15 0
	Ahmedanagar	12 8	12 8	...	...	8 8	8 6	9 8	9 6	25 2	24 14	17 11	17 8	...	...	...	...	18 13	19 1	...	...	16 3	16 1	88 4	91 6	14 4	14 7
	Poona (City)	11 8	11 8	9 0	9 0	8 9	8 9	9 13	9 13	23 15	23 15	18 6	18 6	16 6	16 6	...	...	17 4	17 4	...	...	13 8	13 8	60 13	60 13	13 6	13 6
	Sholápur	14 1	...	18 11	...	10 7	...	11 5	...	25 0	...	22 1	...	...	...	20 5	...	20 9	...	...	...	15 2	...	78 12	...	13 0	...
	Bijapur	15 6	15 6	13 2	13 2	7 1	7 1	9 12	9 12	27 0	27 0	28 10	28 10	...	...	...	...	18 11	18 11	...	...	18 9	18 9	80 0	80 0	11 5	11 13
	Satara	10 12	12 1	...	...	8 4	9 9	10 0	10 12	20 0	20 0	20 12	20 10	...	...	...	...	17 10	19 8	...	...	15 14	15 2	93 3	93 3	13 15	14 3
	Belgaum	14 8	14 0	...	...	9 8	10 0	10 0	10 8	24 0	23 0	22 0	23 0	32 0	32 0	...	...	16 8	17 0	...	...	15 8	16 0	68 0	64 0	13 0	13 0
	Dharwar (Hubli)	15 0	16 0	...	...	10 0	10 0	11 0	11 0	25 0	23 0	23 0	23 0	38 0	38 0	...	...	19 0	17 0	...	...	12 0	12 0	80 0	80 0	9 0	9 0
	Ratnágiri	8 12	8 9	...	...	9 4	8 9	11 5	10 9	18 3	15 10	15 15	14 11	16 7	16 7	...	...	14 11	14 0	...	...	10 14	10 14	120 0	120 0	12 15	12 15
	Karwar	10 8	10 8	...	...	7 0	7 0	11 5	10 4	17 0	16 8	...	...	20 12	18 0	12 0	12 0	13 0	13 0	...	...	11 8	11 8	213 5½	213 5½	12 0	11 0
	Panch Mahals (Godhra)	8 7	8 7	...	...	8 0	8 0	11 4	11 3	...	...	12 6	12 4	...	...	...	...	12 3	12 1	20 0	17 4	10 5	10 4	160 0	160 0	15 7	15 4
Bengal.	Aden	8 0	...	...	...	6 3	...	8 0	...	11 3	...	10 3	...	...	...	...	...	11 3	...	...	...	3 9	...	65 5	...	32 0	...
	Asirgarh Cantonment	13 8	13 8	...	...	9 0	9 0	10 8	10 8	17 9	17 0	19 0	20 0	...	...	19 0	19 0	16 6	17 0	...	...	10 0	10 0	160 0	160 0	11 0	...
	Baroda Camp (Sadar Bazar)	9 2	8 9	14 4½	14 4½	6 15	6 15	9 2	9 2	14 4½	14 4½	12 9	12 9	16 0	16 0	...	...	12 0	12 0	...	...	10 13½	10 13½	80 0	80 0	13 2½	13 2½
	Disa Cantonment	11 11	12 8	...	...	7 0	8 0	9 2	9 2	19 8	19 8	15 13	17 11	...	...	...	...	13 0	14 0	...	...	10 0	10 0	80 0	80 0	16 0	16 0
	Nimach Cantonment	13 0	13 0	15 5	16 8	8 0	8 0	10 0	10 0	22 0	22 4	15 0	15 9	...	...	...	...	17 0	16 12	23 8	22 0	13 0	13 0	160 0	160 0	14 0	14 0
	Nasirabad Cantonment	13 0	13 0	18 3	17 10	7 0	8 0	8 0	8 0	19 8	19 5½	18 0	14 10½	14 2½	...	...	...	18 8	18 1½	18 0	18 0	12 8	12 8	90 0	90 0	14 0	14 0
	Rajkot Station	12 0	11 12	...	...	6 8	6 8	9 0	9 0	14 8	14 4	12 0	11 12	...	...	...	...	12 0	11 12	...	...	7 8	7 8	80 0	80 0	15 8	15 8
	Upper Sind Frontier	12 4	12 4	15 0	16 0	10 0	10 0	15 0	15 0	23 0	23 0	20 0	20 0	...	...	...	...	14 5	14 5	...	...	11 5	11 5	160 0	160 0	40 0	40 0
	Karachi	11 0	11 0	18 0	17 0	8 0	8 0	14 0	14 0	18 0	19 0	14 0	15 0	†	†	†	†	15 0	14 0	14 0	14 0	8 0	8 0	85 0	85 0	12 8*	12 8*
	Haidarabad (Gidu Bunder)	12 8	12 8	20 8	13 10	13 8	10 8	19 8	16 8	19 8	17 8	18 8	18 8	...	...	...	...	12 8	12 8	...	...	...	...	160 0	140 0	13 0	12 8
	Shikarpur	11 15	11 14	15 8	15 0	10 0	10 0	13 2	13 8	20 0	20 0	22 0	22 0	...	...	...	...	14 0	14 2	...	...	10 4	10 8	160 0	160 0	14 0	14 1
	Sukkur	14 8	15 0	18 0	20 0	10 0	10 0	15 0	15 0	22 8	22 0	21 0	21 0	...	...	...	...	16 12	17 0	...	...	11 12	11 8	140 0	120 0	15 0	15 0
	Thar & Parkar (Umarkot)	13 0	13 0	...	...	...	...	15 0	15 0	...	...	18 0	18 0	...	...	...	...	...	...	...	...	...	...	160 0	160 0	14 2½	14 2
	Western Districts.																										
	Burdwan	15 0	15 0	§	§	17 4	17 4	24 0	24 0	...	...	...	...	...	...	...	...	26 0	26 0	§	§	30 0	30 0	120 0	120 0	13 12a	13 12
	Bankoora	15 0	15 0	20 0	20 0	18 0	18 0	23 2	23 2	...	...	...	...	...	...	...	...	19 8	19 8	36 8	30 0	20 0	20 0	280 0	280 0	12 0b	12 0
	Beerbhoom	16 8	16 8	...	...	16 8	17 4	22 8	22 8	...	...	...	...	...	...	...	...	26 4	24 0	...	...	15 0	13 8	160 0	160 0	12 12c	12 12
	Midnapore	15 0	15 0	...	...	18 0	18 8	24 0	24 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	13 0	13 0	120 0	120 0	13 0d	13 0
	Hooghly	14 0	14 0	...	...	10 0	10 0	16 0	16 0	...	...	...	...	...	...	...	...	21 0	21 0	...	...	13 0	13 0	120 0	120 0	13 0	13 8
	Howrah	‡	...	...	...	13 0	13 5	17 12	18 8	...	...	...	...	...	...	...	...	21 8	21 0	...	...	14 4	14 4	100 0	100 0	12 13	12 13
	Central Districts.																										
	Calcutta	14 4	‖	19 14	‖	8 12	‖	16 4	‖	19 12	‖	16 8	‖	...	‖	15 8	‖	20 0	‖	17 8	‖	18 0	‖	80 0	‖	13 0	‖
	24-Pergunnahs	14 0	14 0	26 8	26 8	8 0	8 8	16 0	16 6	...	...	...	...	...	...	20 0	20 0	20 0	22 8	21 0	26 8	18 0	19 0	100 0	90 0	12 4e	12 8
	Nuddea	16 6	16 6	36 0	36 0	16 0	16 0	20 8	20 8	...	...	...	...	...	...	...	...	29 0	29 0	...	...	20 0	20 0	...	...	11 10½f	11 10½
	Khoolna	...	...	...	...	19 0	17 0	22 0	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	10 8	10 8
	Jessore	14 8	15 0	...	...	16 4	16 0	23 8	23 0	...	...	...	...	...	...	...	...	23 8	23 0	...	...	20 0	20 0	100 0	100 0	10 12g	10 12
	Moorshedabad	16 12	16 0	...	...	13 4	16 0	22 0	24 0	...	...	...	...	...	...	...	...	30 0	32 0	...	40 0	20 0	20 0	190 0	190 0	12 0h	12 0
	Dinagepore	14 8	14 8	24 0	22 8	16 0	16 0	21 4	20 8	...	...	...	...	...	...	...	...	22 0	22 0	...	...	...	11 0	160 0	160 0	12 8	12 8
	Rajshahye	17 4	18 0	45 0	45 0	16 8	16 8	19 8	20 4	...	...	...	...	...	...	...	...	28 2	28 8	...	...	16 6	16 8	240 0	240 0	12 0i	12 0
	Rungpore	18 12	18 12	...	...	14 8	14 8	20 0	20 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	8 10	8 10	120 0	120 0	10 5j	10 5
	Bogra	15 0	15 0	...	...	15 0	18 0	24 0	24 0	...	...	...	...	...	...	...	...	20 4	19 8	...	...	...	...	90 0	90 0	10 8	12 0
	Pubna	18 0	18 0	...	...	8 0	8 0	22 8	22 8	...	...	...	...	...	...	...	...	27 0	28 8	...	...	19 0	18 12	200 0	200 0	12 0k	12 0
	Darjeeling	9 8	...	11 0	13 0	5 0	5 0	11 0	12 0	...	...	...	...	12 0	12 0	...	...	...	...	25 0	24 0	8 0	8 0	120 0	120 0	9 0l	9 0
	Jalpálguri	12 8	13 0	20 0	20 0	13 0	13 0	20 0	18 0	...	...	...	...	...	...	...	...	18 0	20 0	20 0	...	11 0	11 0	128 0	120 0	11 0m	11 0
	Eastern Districts.																										
	Dacca	16 0	14 8	26 0	26 0	15 12	17 0	22 4	19 0	...	...	...	...	...	...	...	...	21 5	19 0	...	...	16 0	18 8	120 0	120 0	12 8n	12 8
	Fureedpore	14 0	14 0	24 0	24 0	19 0	19 0	22 0	22 0	...	...	...	...	...	...	...	...	22 0	22 0	...	...	20 0	20 0	160 0	160 0	12 0o	12 0
	Backergunge	...	...	...	...	17 0	17 0	20 0	20 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	13 0	13 0	120 0	120 0	12 8p	13 0
	Mymensingh	13 0	12 0	...	...	13 4	12 8	18 0	18 0	...	...	...	...	...	...	...	...	20 0	18 0	...	...	20 0	12 8	...	...	12 4q	12 0
	Chittagong	10 0	10 0	...	...	13 0	13 0	19 0	19 0	...	...	...	...	...	...	...	...	17 0	17 0	...	...	9 0	11 0	75 0	75 0	8 8	8 0
	Noakholly	...	...	...	...	19 0	18 0	21 0	20 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	...	...	10 or	9 0
	Tipperah	13 5	11 12	...	...	16 5	17 13	24 13½	25 4	...	...	...	...	...	...	...	...	19 0	17 13	...	...	10 2½	9 8	...	...	12 0s	12 0
	Chittagong Hill Tracts	...	...	...	...	13 5	...	14 8½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	...	8 0	...
	Hill Tipperah	12 0	12 0	...	...	12 0	12 0	18 0	17 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	...	...	11 0	11 0
	Behar.																										
	Patna	19 0	19 0	28 0	28 0	11 8	11 8	21 8	21 8	26 0	26 0	26 0	26 0	26 0	26 0	24 0	24 0	30 0	30 0	34 0	40 0	26 0	26 0	120 0	120 0	11 12	11 12
	Gya	16 0	16 0	35 0	34 0	9 0	9 8	17 8	18 8	...	...	...	...	...	...	17 0	17 0	30 0	27 0	...	...	25 0	21 0	150 0	150 0	11 0	11 0
	Shahabad	16 0	16 0	33 0	28 0	9 0	9 0	16 0	16 0	...	...	...	...	...	...	...	...	28 0	28 0	...	...	16 0	16 0	160 0	120 0	...t	12 8

* In common use. † Not procurable. ‡ Not available. § No sale. ‖ Return not received.

a In sub-divisions retail prices of salt per rupee were:—Culna 12 seers, Cutwa 13 seers, and Raneegunge 12-8 seers.

b At Bishenpore retail price of salt 12 seers per rupee.

c At Rampore Haut retail price of salt 12-8 seers per rupee.

d In Tumlook sub-division retail price of salt 11 seers per rupee.

e In sub-divisions retail prices of salt per rupee were:—Baraset and Bussirhat 13 seers, Diamond Harbour (at Kulpihat) 10-8 seers, Barrackpore 12-12 seers, and Dum-Dum 12-8 seers.

f In sub-divisions retail prices of salt per rupee were:—Kooshtea 13-5 seers, Meherpore and Chuadanga 12 seers, and Ranaghat 10-14 seers.

g In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, Magoora 10-12 seers, and Bongong 13 seers.

h In sub-divisions retail prices of salt per rupee were:—Lalbagh 13 seers, and Jungipore and Kandi 12-8 seers.

i In Nattore and Nowgong sub-divisions retail price of salt 12 seers per rupee.

j In Kurigram sub-division retail price of salt 11-9 seers per rupee.

k In Serajgunge retail price of salt 13-8 seers per rupee.

l At Silliguri retail price of salt 11 seers per rupee.

m At Fallacotta in Alipore sub-division retail price of salt 10 seers per rupee.

n In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers, Moonsheegunge 10-12 seers and Naraingunge 12-4 seers.

o In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers, and Madaripore 12-8 seers.

p In sub-divisions retail prices of salt per rupee were:—Patuakhali 9-9 seers, Ferozepore 11 seers and Bhola 10-8 seers.

q In sub-divisions retail prices of salt per rupee were:—Kishoregunge 12-5 seers, Attea 12 seers, Jamalpore 10-10 seers, Sherpore 10 seers and Netrokona 10 seers.

r At Panchgatchia Hât in Fenny sub-division retail price of salt 9 seers per rupee.

s In Chandpore sub-division retail price of salt 11-8 seers per rupee.

t In sub-divisions retail prices of salt per rupee were:—Buxar 12-8 seers, Bhabooah 11 seers, and Sasseram 12 seers.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF SEPTEMBER 1887—*continued.*

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Provinces.	Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum (*Sorghum vulgare*). Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). Past fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*	*Behar*—contd.																										
	Durbhunga	17 9	18 10	38 7	33 0	14 4	14 4	17 9	17 8	...	...	...	...	38 7	40 10	...	...	31 3	28 10	38 7	38 7	18 10	20 13	176 0	176 0	12 0*u*	12 0
	Mozufferpore	22 0	21 0	35 0	30 0	12 0	12 0	22 0	22 0	...	...	...	...	30 0	31 0	40 0	40 0 (new)	20 0	20 0	120 0	120 0	12 0*v*	12 0				
	Sarun	18 0	18 0	30 0	29 0	9 0	8 8	21 0	21 0	...	...	...	...	29 0	28 0	16 0	15 0	26 0	26 0	32 0	31 0	23 0	24 0	160 0	160 0	12 0	12 0
	Chumparun	22 0	22 0	36 0	36 0	8 0	8 0	18 0	17 0	...	...	...	...	...	...	...	...	30 0	30 0	32 0	32 0	22 0	22 0	160 0	160 0	12 0*w*	12 0
	Monghyr	21 0	22 0	31 8	33 9	13 2	13 14	15 12	16 13	...	...	...	...	...	...	21 0	21 0	29 6	31 8	37 12	34 10	21 0	24 2	126 0	126 0	12 9*x*	12 9
	Bhagalpur	20 3	...	31 9	...	17 0	...	20 3	...	...	...	...	...	...	...	...	...	31 9	...	37 14	...	21 7	...	151 8	...	12 10*y*	...
	Purnea	16 0	16 0	35 0	32 0	16 0	16 0	20 0	17 0	...	...	...	...	32 0	20 8	25 0	25 0	20 0	20 0	...	...	18 0	18 0	160 0	160 0	10 8*z*	10 8
	Maldah	18 0	18 0	...	...	14 0	13 0	24 0	23 0	...	...	...	...	...	...	...	...	28 0	29 0	...	...	...	...	120 0	120 0	12 0	12 0
	Sonthal Pergunnahs	16 0	14 0	...	...	16 0	16 0	25 0	25 0	...	...	...	...	...	...	...	...	21 0	21 0	60 0	60 0	24 0	26 0	200 0	200 0	11 8*z1*	11 8
	Orissa.																										
	Cuttack	17 1	...	...	...	10 8	...	18 6	...	...	...	...	...	...	...	...	...	17 1	...	...	...	17 1	...	80 0	...	14 0	...
	Pooree	13 2	11 13	...	...	11 13	13 2	21 0	21 0	...	...	...	...	...	...	...	...	14 7	13 2	...	...	13 2	14 7	70 0	70 0	13 2	14 7
	Balasore	12 0	13 0	13 0	13 0	15 0	15 0	25 0	25 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	160 0	160 0	10 8*z2*	10 8
	Chota Nagpore.																										
	South-Western Frontier Agency.																										
	Hazáribágh	15 0	16 0	25 0	20 0	9 0	10 0	18 0	18 0	†	†	†	†	40 0	34 0	†	†	23 0	23 0	35 0	30 0	20 0	21 0	320 0	320 0	10 0*z3*	10 0
	Lohardugga	20 0	20 0	22 0	24 0	16 0	16 0	22 0 (old) 28 0 (new)	22 0	...	...	...	...	50 0 (new)	36 0	...	...	20 0	20 0	48 0	40 0	28 0	28 0	120 0	120 0	10 0	10 0
	Singbhoom	20 0	20 0	32 0	32 0	20 0	20 0	24 0	24 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	320 0	320 0	9 0	9 0
	Manbhoom	16 0	16 0	...	...	16 0	18 0	28 0	28 0	...	...	...	...	...	...	...	...	18 0	17 0	...	48 0	21 0	22 0	200 0	...	10 10*z4*	10 10
Assam.	Sylhet	13 0	13 0	...	...	12 4	12 4	19 11	19 11	...	...	...	...	...	...	...	...	21 0	21 0	...	...	12 12	13 0	108 0	108 0	11 14	12 0
	Cáchár	10 0	8 0	...	...	7 9⅔	8 14½	14 3⅔	16 0	...	...	...	...	...	...	...	...	16 0	17 12⅔	...	...	11 13⅝	12 4⅘	64 0	80 0	11 13⅔	11 6⅘
	Goálpará	20 0	20 0	...	...	8 0	8 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	80 0	80 0	11 0	11 0
	Gáro Hills	8 0	8 0	...	...	6 0	6 0	17 0	15 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	9 0	9 0	160 0	160 0	8 0	8 0
	Kámrup	16 0	10 0	...	...	8 0	8 0	19 0	18 8	...	...	...	...	...	...	...	...	13 0	14 0	...	...	11 0	11 8	160 0	160 0	12 0	11 4
	Darrang	7 0	7 0	...	...	11 0	11 0	13 0	12 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	10 0	10 0	150 0	150 0	10 0	10 0
	Nowgong	10 0	10 0	...	...	8 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	10 0	10 0	120 0	120 0	10 0	10 0
	Sibsagar	...	...	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	10 0	10 0	120 0	120 0	9 0	9 0
	Lakhimpur	9 0	9 0	...	...	8 0	8 0	15 0	15 0	...	...	...	...	...	...	...	...	15 0	15 0	8 0	8 0	11 0	11 0	160 0	160 0	10 4	10 4
	Khási and Jaintiá Hills	...	...	...	...	6 4	6 8	9 0	9 8	...	...	...	...	...	...	...	...	9 0	9 8	16 0	16 0	7 0	7 0	90 0	100 0	8 0	8 0
	Nágá Hills	...	...	...	...	...	...	8 0	8 0	...	...	...	...	...	...	...	...	3 8	3 8	...	...	4 0	4 0	64 0	64 0	3 8	3 8
N.-W. Provinces.	Dehra Dun	13 8	14 0	19 13	20 8	6 8	6 8	10 8	10 0	12 0	12 0	12 0	12 0	20 0	20 0	...	...	16 12	17 0	16 0	16 0	16 6	16 0	160 0	160 0	11 0	11 0
	Saháranpur	16 10	16 2	19 13½	19 5½	8 9½	8 9½	11 13	11 13	10 12	10 12	10 12	10 12	21 8	23 10½	21 8	32 4	18 13	19 5½	10 12	10 12	19 5½	21 8	129 0	129 0	12 14	12 14½
	Muzaffarnagar	16 8	16 8	22 0	22 0	6 9	6 9	13 4	11 0	22 0	19 12	16 8	16 8	19 12	16 8	17 10	15 6	20 4	20 4	22 0	22 0	15 6	15 6	132 0	132 0	12 6	12 2
	Meerut	14 12	15 4	22 0	22 0	6 0	6 0	14 0	14 0	18 0	18 0	16 0	16 0	18 0	18 0	18 0	18 0	19 12	20 0	22 0	23 0	23 0	23 0	100 0	100 0	13 8	13 8
	Bulandshahr	15 12	15 12	22 12	23 0	6 0	6 0	10 0	10 0	18 0	18 0	16 0	16 0	...	...	16 0	16 0	22 0	22 0	22 0	22 0	17 8	17 8	160 0	160 0	12 12	12 12
	Aligarh	14 8	14 8	20 8	20 8	6 0	6 0	11 8	11 8	19 8	19 8	15 8	15 8	...	...	16 0	16 0	20 8	21 0	25 0	28 0	27 0	27 0	140 0	140 0	14 0	14 0
	Kumaun	14 0	14 8	14 0	14 0	11 0	11 0	12 0	12 0	...	...	...	...	18 0	18 0	20 0	20 0	13 0	13 0	16 0	16 0	11 0	11 0	200 0	200 0	8 0	8 0
	Garhwál	14 8	14 8	21 0	21 0	7 8	7 8	12 0	12 0	25 0	25 0	...	...	...	...	...	...	10 8	10 8	...	...	8 8	8 8	180 0	180 0	7 8	7 8
Punjab.	Bijnor	15 8	15 8	23 10	23 4	10 2	10 2	12 6	10 11	...	...	...	...	...	...	...	...	19 11	19 11	...	...	...	...	135 0	135 0	12 2	12 2
	Moradabad	16 0	16 4	22 8	22 8	10 4	10 4	12 12	12 0	21 8	23 0	21 4	21 4	...	...	...	...	21 4	20 12	27 8	24 4	27 0	26 8	125 0	125 0	13 8	13 6
	Budaun	16 1	15 14	24 6	24 0	6 0	6 0	13 3	12 0	...	...	...	...	...	...	...	...	24 0	24 0	27 8	27 8	28 12½	28 12½	192 0	192 0	12 9½	12 9½
	Bareilly	14 3⅓	14 6	19 6	21 4	6 4	6 4	13 12	11 14	21 4	21 4	15 0	16 4	31 4	22 8	30 0	21 14	22 10	22 10	28 12½	28 12½	28 3	28 3	125 0	137 8	12 8	12 8
	Sháhjahánpur	16 0	16 8	21 8	22 8	10 0	10 0	17 0	17 0	...	...	...	...	...	...	30 0	29 0	19 6	19 6	28 2	23 12	25 0	25 0	125 0	125 0	12 8	12 8
	Tarái Pergunnahs	17 8	17 8	25 0	23 12	8 12	8 12	12 8	12 8	25 0	25 0	20 0	20 0	...	...	30 0	30 0	20 8	20 8	...	...	21 8	22 8	140 0	140 0	12 8	12 8
	Muttra	14 0	13 8	18 8	17 8	8 0	8 0	12 0	12 0	18 0	18 0	16 0	16 0	...	...	...	...	18 2	17 8	22 8	27 8	20 0	20 0	100 0	100 0	11 4	11 4
	Agra	14 0	13 12	17 8	16 12	5 0	5 0	12 0	11 8	15 8	17 8	17 8	17 8	...	...	14 0	14 0	18 0	17 0	20 0	20 0	23 8	23 8	120 0	120 0	13 0	13 0
	Farukhabad	13 4	13 8	18 0	19 0	6 8	6 8	13 0	12 0	...	...	...	...	...	...	...	...	20 8	19 4	21 0	21 8	15 0	15 0	100 0	100 0	14 0	13 8
	Mainpuri	13 12	13 12	17 4	17 4	4 8	4 8	9 8	9 8	...	...	...	...	...	...	35 0	...	16 0	16 0	23 8	21 0	20 8	21 8	155 0	140 0	12 8	11 12
	Etáwah	13 8	13 8	17 4	17 4	6 0	10 8	12 0	12 0	14 0	14 0	14 0	14 0	16 0	16 0	16 0	16 0	14 4	18 6	21 4	...	17 4	19 13	160 0	160 0	12 13	13 8
	Etah	14 4	14 12	19 4	19 8	7 0	7 0	12 0	13 0	...	...	15 8	15 8	...	...	23 8	16 0	22 8	23 8	22 4	...	15 8	14 12	140 0	140 0	12 8	12 8
	Jalaun	18 0	17 0	24 0	24 0	9 0	9 0	10 0	10 0	25 0	25 0	23 0	23 0	...	...	15 0	15 0	24 0	24 0	22 0	22 0	28 0	28 0	140 0	140 0	11 0	11 0
	Jhánsi	*	15 3½	...	...	...	6 12	...	11 0	...	20 14½	...	20 7½	...	...	...	...	...	22 0½	...	...	...	22 8	...	200 0	...	12 0
	Lalitpur	15 4	15 8	23 0	23 0	10 0	10 0	11 0	11 0	20 0	20 0	20 0	20 0	32 0	32 0	32 0	32 0	20 0	21 0	26 0	26 0	12 0	11 0	160 0	160 0	10 0	10 0
	Cawnpore	16 0	15 4	20 0	20 0	11 4	10 0	14 0	12 0	20 0	20 0	21 0	21 0	‡	...	21 0	24 0	21 8	21 0	36 0§	‡	25 0	25 0	150 0	150 0	14 0	14 0
	Fatehpur	13 2	13 2	17 0	17 12	11 4	11 4	12 4	12 4	...	...	...	...	...	...	...	...	23 8	19 12	...	...	23 8	26 0	160 0	160 0	11 8	11 8
	Bánda	19 0	19 0	23 8	25 8	8 0	8 0	12 0	11 0	23 0	23 0	21 0	19 0	30 0	30 0	24 0	21 0	26 0	28 0	...	...	19 0	20 0	160 0	160 0	12 0	12 0
	Allahabad	14 0	13 0	20 0	20 0	8 0	8 0	13 0	13 0	16 0	15 8	15 0	14 8	26 0	...	23 0	16 0	25 0	24 6	...	...	20 0	20 0	120 0	120 0	12 0	12 0
	Hamírpur	18 10	20 8	...	...	8 0	8 0	12 0	12 8	...	23 0	...	23 0	...	...	...	...	23 6	26 4	...	...	...	...	140 0	140 0	12 10	12 6
	Jaunpur	14 0	*	...	17 12	7 0	*	12 12	...	...	...	...	...	...	...	...	...	19 8	*	...	*	21 0	*	140 0	*	11 6	*
	Gorakhpur	15 5	15 5	23 13	25 3	10 6½	10 6½	18 0	16 3	...	...	...	...	28 13	28 13	27 *	25 3	25 3	26 1½	28 13	...	19 5½	20 12	140 0	140 0	12 13	12 13
	Basti	19 8	19 0	22 0	22 0	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	26 8	26 0	29 0	...	23 0	23 8	140 0	140 0	11 0	11 0
	Azamgarh	15 2	15 2	20 10	20 0	10 5	10 5	16 4	16 4	...	...	...	...	...	...	...	...	22 8	25 1	...	...	14 0	14 0	177 8	177 8	11 2	11 2
	Mirzapur	14 0	14 0	20 0	20 0	8 0	8 0	15 0	15 0	18 0	19 0	18 0	19 0	24 0	24 0	22 0	20 0	22 0	22 0	22 0	24 0	24 0	25 0	70 0	70 0	11 0	11 0
	Benares	14 10	14 10	18 2	18 11	10 13½	10 13½	16 4	16 4	19 0	19 0	16 4	16 4	16 13	†	24 6	23 14	22 8	22 4	27 2	22 12	23 1	22 12	140 0	140 0	11 13	11 13
	Gházipur	18 0	18 0	21 4	21 14	7 1½	7 1½	16 12	16 12	...	...	21 4	21 4	37 5½	37 5½	18 0	18 0	27 0½	27 0½	...	...	23 3	23 3	128 12	128 12	10 15½	10 15½
	Balia	18 0	16 12	25 12	25 12	10 4	10 4	18 0	18 0	...	...	...	...	20 4	...	19 0	18 0	27 8	25 12	25 12	25 12	23 4	23 4	100 0	100 0	11 8	11 8
	Pilibhit	13 12	15 0	19 0	23 12	12 8	12 0	16 4	13 12	...	...	...	...	...	...	...	...	19 12	20 0	30 0	...	23 12	...	140 0	140 0	11 4	11 4
Oudh.	Sultánpur	16 0	15 0	22 0	21 0	9 0	9 0	16 0	14 0	13 0	13 0	16 0	16 0	40 0	40 0	20 0	20 0	23 0	22 0	14 0	13 0	23 0	23 0	160 0	160 0	12 0	12 0
	Partábgarh	15 4	15 8	20 5	21 0	13 11	12 8	15 7	13 8	...	...	...	...	...	...	...	...	21 13	23 0	...	...	17 5	19 0	180 0	180 0	11 1	11 8
	Fyzabad	15 0	15 0	21 4	22 8	10 0	10 0	16 0	15 0	11 0	11 0	16 0	16 0	20 0	15 0	18 8	15 0	23 0	24 0	34 0	20 0	21 8	21 8	100 0	100 0	11 8	11 8
	Kheri	16 0	16 0	26 0	26 0	8 0	8 0	16 0	14 0	22 0	22 0	22 0	22 0	40 0	40 0	24 0	24 0	20 0	20 0	24 0	24 0	18 0	18 0	120 0	120 0	12 0	12 0
	Lucknow	15 0	15 3	19 8	20 5½	6 0	6 0	15 0	13 4	20 0	22 0	14 0	16 8	29 0	...	30 0	32 0	19 12	20 12	30 0	35 0	22 0	22 8	130 0	140 0	11 8	11 8
	Bára Banki	15 8	16 0	20 0	20 0	8 0	8 0	10 0	10 0	20 0	20 0	16 0	16 0	30 0	30 0	20 0	20 0	20 0	20 0	20 0	20 0	23 0	23 0	120 0	120 0	11 8	11 8
	Bahraich	17 0	17 0	27 0	27 0	13 0	13 0	17 0	17 0	25 0	25 0	21 0	21 0	...	...	...	...	26 0	26 0	26 0	26 0	25 0	25 0	160 0	160 0	12 0	12 0
	Rai Bareli	15 0	15 4	18 4	20 0	7 0	7 0	15 8	15 8	...	...	...	...	29 8	30 0	29 0	29 0	20 0	21 8	26 0	24 0	26 8	27 0	180 0	180 0	11 8	12 0
	Sitapur	16 12	16 8	23 0	23 0	8 0	8 0	16 0	15 0	23 0	...	23 0	...	...	...	34 0	35 0	23 0	22 0	32 0	...	25 0	24 0	160 0	160 0	12 8	12 8
	Gonda	18 0	18 0	22 8	23 12	13 12	13 8	14 4	14 8	20 0	18 12	16 8	16 8	29 0	28 0	16 8	16 8	22 8	23 6	22 0	21 6	26 0	26 4	200 0	200 0	12 4	12 4
	Unáo	14 8	14 8	18 0	18 0	9 0	9 0	13 0	13 8	18 0	16 0	18 0	18 0	...	...	24 0	22 0	19 8	19 8	20 0	18 0	17 0	17 0	160 0	160 0	12 0	13 0
	Hardoi	17 0	17 0	20 0	21 0	7 0	7 0	13 0	13 0	...	...	...	...	...	...	34 8	32 0	21 0	23 0	...	...	28 0	28 0	120 0	120 0	12 0	12 0
Punjab.	Hissar	16 0	16 0	21 0	21 0	...	...	10 0	10 0	24 0	24 0	20 0	21 0	...	...	...	...	27 0	27 0	20 0	20 0	...	...	100 0	100 0	13 0	13 0
	Rohtak	12 0	14 0	18 0	20 0	...	...	11 0	11 0	17 0	20 0	16 0	19 0	...	...	...	...	26 0	26 0	16 0	16 0	...	...	120 0	120 0	12 0	12 0
	Gurgaon	15 0	16 0	20 0	20 0	...	...	11 0	11 0	19 0	20 0	18 0	19 0	...	...	...	...	21 0	22 0	...	20 0	22 0	23 0	140 0	140 0	16 0	13 0
	Delhi	15 0	14 0	20 0	19 0	...	...	13 0	14 0	18 0	17 0	18 0	17 0	...	...	16 0	14 0	21 0	21 0	18 0	17 0	25 0	25 0	70 0	70 0	12 0	12 0
	Karnál	15 0	16 0	18 0	21 0	...	...	12 0	12 0	20 0	20 0	16 0	16 0	20 0	20 0	16 0	16 0	21 0	22 0	22 0	20 0	20 0	20 0	140 0	140 0	10 8	12 4
	Umballa	17 0	18 0	22 0	22 0	...	...	13 0	12 0	20 0	20 0	12 0	12 0	20 0	20 0	16 0	16 0	20 0	21 0	24 0	24 0	20 0	20 0	140 0	140 0	14 12	14 12
	Simla	11 0	12 0	13 0	13 0	...	...	8 0	8 0	13 0	13 0	10 0	10 0	16 0	16 0	10 0	10 0	13 0	11 0	13 0	13 0	10 0	11 0	70 0	70 0	9 8	9 8
	Kángra	15 0	16 0	23 0	23 0	...	...	12 0	12 0	14 0	13 0	10 0	10 0	22 0	20 0	10 0	10 0	15 0	16 0	17 0	17 0	14 0	12 0	120 0	120 0	11 0	11 0
	Hoshiarpur	17 0	17 0	20 0	21 0	...	...	10 0	10 0	19 0	19 0	13 0	14 0	12 0	12 0	16 0	16 0	20 0	19 0	19 0	18 0	12 0	12 0	120 0	110 0	14 8	15 0
	Jullundur	17 0	17 0	22 0	22 0	...	...	8 0	8 0	20 0	20 0	14 0	14 0	...	...	20 0	20 0	19 0	20 0	22 0	22 0	...	...	110 0	110 0	14 8	14 8
	Ludhiána	18 0	18 0	21 0	25 0	...	...	12 0	13 0	17 0	20 0	20 0	23 0	...	...	18 0	14 0	22 0	22 0	18 0	20 0	14 0	16 0	120 0	120 0	16 0	16 0
	Ferozepore	17 0	17 0	23 0	23 0	...	...	11 0	11 0	18 0	18 0	...	...	...	...	16 0	16 0	22 0	22 0	...	16 0	13 0	13 0	90 0	90 0	15 0	14 8
	Mooltan	14 0	14 0	17 0	17 0	...	...	10 0	10 0	19 0	18 0	15 0	15 0	...	...	16 0	16 0	18 0	17 0	16 0	16 0	...	...	100 0	100 0	12 0	15 0
	Jhang	14 0	15 0	20 0	19 0	...	...	10 0	10 0	8 0	16 0	10 0	8 0	12 0	12 0	18 0	16 0	17 0	17 0	16 0	15 0	10 0	10 0	200 0	200 0	14 0	13 0
	Montgomery	16 0	16 0	19 0	18 0	...	...	10 0	10 0	18 0	10 0	...	...	...	...	20 0	16 0	20 0	19 0	16 0	10 0	12 0	12 0	200 0	200 0	12 0	12 0
	Lahore	17 0	17 0	22 0	22 0	...	...	11 0	11 0	23 0	22 0	17 0	17 0	...	...	18 0	18 0	21 0	21 0	20 0	21 0	12 0	12 0	95 0	100 0	14 0	14 0
	Amritsar	17 0	17 0	22 0	21 0	...	...	11 0	11 0	25 0	23 0	13 0	12 0	15 0	12 0	20 0	20 0	21 0	20 0	24 0	21 0	18 0	16 0	90 0	90 0	15 0	15 0
	Gurdáspur	19 0	18 0	28 0	28 0	...	...	14 0	14 0	17 0	12 0	12 0	14 0	...	...	10 0	10 0	20 0	20 0	20 0	14 0	8 0	8 0	120 0	120 0	14 0	14 0
	Siálkot	16 0	16 0	23 0	23 0	...	...	10 0	10 0	25 0	20 0	16 0	13 0	19 0	19 0	34 0	20 0	20 0	20 0	25 0	20 0	12 0	12 0	130 0	130 0	15 0	15 0

* Return not received. † Not procurable. ‡ No sales in market. § Imperfectly dried.

u In sub-divisions retail prices of salt per rupee were:—Madhubani 11 seers and Tajpore 12 seers.
v At Seetamurhee retail price of salt 11 seers per rupee.
w At Bettiah retail price of salt 11-8 seers per rupee.
x In sub-divisions retail prices of salt per rupee were:—Begusarai 11 seers and Jamui 11-8 seers.
y In sub-divisions retail prices of salt per rupee were:—Banka and Soopole 11 seers, and Mudhepurah 12 seers.
z Retail price of salt at Kishengunge 10 seers and at Raneegunge in Arrareah sub-division 10 seers per rupee.

z1 In sub-divisions retail prices of salt per rupee were:—Deoghur 13 seers, Godda 11 seers and Pakour and Rajmehal 12 seers.
z2 At Bhuddruck retail price of salt 9-8 seers per rupee.
z3 At Kharagdiha in Giridih sub-division retail price of salt 12 seers per rupee.
z4 At Govindpore retail price of salt 12 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF SEPTEMBER 1887—*continued.*

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Provinces	Districts	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum (*Sorghum vulgare*). Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). Past fortnight.	Kangni or Kakun, Italian millet (*setaria italica*). Present fortnight.	Kangni or Kakun, Italian millet (*setaria italica*). Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—*contd.*	Gujrát	16 0	16 0	21 0	21 0	...	...	11 0	12 0	18 0	16 0	16 0	16 0	...	...	12 0	12 0	19 0	20 0	18 0	16 0	11 0	11 0	120 0	120 0	16 0	16 0
	Gujránwála	16 0	17 0	21 0	23 0	...	...	12 0	12 0	20 0	16 0	10 0	10 0	25 0	25 0	10 0	10 0	19 0	19 0	22 0	20 0	8 0	8 0	115 0	120 0	15 0	15 0
	Shahpur	14 0	14 0	19 0	18 0	...	...	10 0	10 0	17 0	16 0	16 0	16 0	20 0	20 0	16 0	18 0	18 0	18 0	16 0	16 0	10 0	10 0	240 0	240 0	16 0	16 0
	Jhelum	16 0	16 0	21 0	21 0	...	...	12 0	12 0	...	...	...	...	...	...	...	...	...	...	...	17 0	...	...	160 0	140 0	16 0	16 0
	Ráwalpindi	15 0	15 0	21 0	21 0	...	...	9 0	9 0	19 0	23 0	16 0	18 0	...	...	13 0	13 0	20 0	20 0	16 0	16 0	20 0	22 0	86 0	90 0	15 12	15 12
	Hazára	14 0	14 0	21 0	21 0	...	...	12 0	12 0	...	...	12 0	12 0	...	...	...	...	15 0	15 0	15 0	15 0	...	...	110 0	120 0	12 0	12 0
	Pesháwar	14 0	14 0	20 0	21 0	...	...	11 0	11 0	14 0	14 0	14 0	14 0	...	...	18 0	19 0	17 0	18 0	17 0	18 0	20 0	20 0	104 0	100 0	37 0	37 0
	Kohát	12 0	12 0	17 0	17 0	...	...	13 0	13 0	14 0	14 0	15 0	15 0	...	...	16 0	16 0	16 0	14 0	15 0	15 0	...	...	100 0	100 0	50 0	50 0
	Bannu	13 0	13 0	16 0	17 0	...	...	10 0	10 0	15 0	15 0	13 0	13 0	8 0	8 0	8 0	8 0	14 0	14 0	14 0	14 0	11 0	11 0	60 0	60 0	40 0	40 0
	D. I. Khán	12 0	12 0	16 0	15 0	...	...	9 0	9 0	15 0	15 0	15 0	15 0	15 0	15 0	5 0	5 0	15 0	15 0	12 0	12 0	12 0	12 0	113 0	113 0	35 0	36 0
	D. G. Khán	14 0	13 0	15 0	15 0	...	...	9 0	9 0	17 0	17 0	15 0	15 0	10 0	10 0	...	...	15 0	15 0	15 0	15 0	...	...	100 0	100 0	21 0	21 0
	Muzaffargarh	13 0	13 0	16 0	16 0	...	...	16 0	16 0	12 0	12 0	11 0	11 0	...	...	...	...	14 0	14 0	...	...	11 0	11 0	100 0	100 0	13 0	13 0
Central Provinces.	Saugor	16 12	17 6	...	...	7 15	7 15	9 4	9 4	...	...	...	...	...	...	...	...	20 13	22 12	...	...	13 0	13 0	160 0	160 0	9 4	8 0
	Damoh	20 0	20 0	...	...	10 11	11 7	11 7	12 5	...	...	...	...	...	...	...	...	24 0	26 11	...	...	12 13	12 13	200 0	200 0	9 13	10 11
	Jubbulpore	17 0	16 8	...	...	10 0	10 0	13 8	13 8	...	...	...	...	...	...	...	...	18 12	19 0	...	...	15 8	16 0	120 0	120 0	11 0	11 0
	Mandla	22 8	22 8	...	...	14 0	11 0	16 0	13 0	...	...	...	...	...	...	...	...	32 8	30 0	...	...	16 0	16 0	256 0	256 0	10 8	10 8
	Seoni	19 8	20 6	...	...	10 15	10 11	15 7	13 3	...	...	...	...	...	...	...	...	19 8	20 6	...	...	12 7	12 7	200 0	200 0	10 11	10 11
	Narsinghpur	16 0	16 0	...	...	9 3	9 3	10 8	10 8	...	...	...	...	...	...	...	...	20 11	21 11	...	...	14 15	13 7	140 0	140 0	10 11	10 11
	Hoshangabad	17 2	17 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20 0	20 0	...	...	15 0	15 0	200 0	200 0	10 14	10 14
	Nimár	14 3	14 3	...	...	7 8	7 8	11 7	11 7	19 1	19 1	...	...	...	...	...	...	14 3	14 3	...	...	12 3	12 3	120 0	120 0	12 9	12 9
	Betul	16 1	16 1	...	...	8 12	8 12	10 0	10 0	20 3	20 3	...	...	...	...	...	...	18 9	18 9	...	...	9 12	9 12	320 0	320 0	11 6	11 6
	Chhindwára	15 3	16 14	...	...	8 0	8 0	11 7	10 0	18 0	20 9	...	...	...	...	...	...	21 11	22 13	...	...	12 0	12 0	160 0	160 0	9 2	9 2
	Wardha	16 0	16 0	...	...	8 0	8 0	11 7	11 7	21 13	21 13	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	124 0	124 0	10 11	10 11
	Nágpur	17 8	18 2	...	...	8 7	8 12	11 10	13 2	19 11	20 15	...	...	...	...	...	...	17 8	18 2	...	...	13 2	13 2	109 0	109 0	11 7	10 14
	Chánda	15 0	15 0	...	...	...	...	12 13	10 11	17 13	17 0	...	...	...	...	...	...	13 12	13 12	...	...	10 8	10 0	615 0	615 0	10 8	10 8
	Bhandára	16 4	16 4	...	...	...	8 12	13 12	13 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	11 4	11 4	180 0	180 0	10 8	10 8
	Bálaghát	18 6	18 6	...	...	14 7	14 7	20 6	20 6	...	...	...	...	...	...	...	...	16 13	16 13	...	...	13 12	13 12	144 0	144 0	10 0	10 0
	Raipur	21 13	21 0	...	...	11 4	9 0	18 13	16 10	...	...	...	...	...	...	...	...	21 0	21 0	...	...	21 8	21 0	64 0	64 0	9 0	9 0
	Bilaspur	28 14	26 10	...	...	18 0	15 12	24 12	24 12	...	...	...	...	...	...	...	...	33 5	33 8	...	...	17 8	24 1	100 0	100 0	8 0	6 8
	Sambalpur	17 8	17 8	...	...	14 14	14 14	18 6	16 10	...	...	...	...	...	...	...	...	18 12	18 0	...	...	11 0	11 0	160 0	160 0	10 8	10 8
Lower Burma.	*Arakan Division.*																										
	Akyab	...	...	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	100 0	120 0	20 0	20 0
	Kyoukpyu	...	...	...	...	17 10	15 13	18 15	17 5	...	...	...	...	...	...	...	...	5 0	5 0	*	*	...	...	50 0	50 0	42 0	42 0
	Sandoway	...	...	...	...	26 13	26 13	30 13	30 13	...	...	...	...	...	...	...	...	...	...	*Nil*	24 0	...	...	469 11	469 11	22 13	22 13
	Pegu Division.																										
	Rangoon Town	11 2	11 2	...	...	10 6	10 6	12 6	12 6	...	...	...	...	...	...	...	...	15 2	15 2	*Nil*	22 2	...	...	250 0	250 0	22 2	29 2
	Pegu	...	...	...	...	8 14	8 14	11 3	11 3	...	...	...	...	...	...	...	...	11 2	11 2	...	...	...	...	168 0	135 0	26 15	26 15
	Tharrawaddy	...	...	...	...	11 14	11 14	14 5	14 5	...	...	...	...	...	...	...	...	11 1	11 1	...	...	...	...	535 11	535 11	29 12	29 12
	Prome	12 2	12 2	...	...	10 12	12 12	14 15	16 2	...	...	...	...	...	...	...	...	12 7	12 7	33 9	33 9	...	...	167 9	167 9	18 10	18 10
	Irrawaddy Division.																										
	Bassein	...	...	...	...	13 9	13 9	16 14	16 7	...	...	...	...	...	...	...	...	12 14	12 10	...	†	...	...	213 8	213 8	23 8	23 8
	Henzada	...	...	...	...	10 4	10 4	15 10	15 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	183 8	183 8	35 8	35 8
	Thongwa	...	...	...	...	9 6	9 6	10 9	10 9	...	...	...	...	...	...	...	...	12 14	12 14	...	...	...	...	246 0	246 0	39 6	39 6
	Thayetmyo	10 0	10 0	...	...	10 3	10 3	11 14	11 14	...	...	...	...	...	...	...	...	12 5	12 5	28 3	...	...	...	245 0	245 3	18 15	18 15
Hyderabad Assigned Districts.	*Tenasserim Division.*																										
	Moulmein Town and Amherst	9 0	9 0	...	...	11 8	11 8	12 2	12 2	...	...	...	...	...	...	...	...	10 2	12 2	12 2	12 2	...	...	220 0	220 0	30 8	30 8
	Tavoy	...	...	...	...	13 12	13 12	19 6	19 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	16 1	16 1
	Mergui	...	...	...	...	15 6	15 6	16 10	16 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	14 9	14 9
	Toungoo	...	...	...	...	9 14	9 14	11 10	11 10	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	27 0	27 0	18 12	18 12
	Shwaygyin	...	...	...	...	9 13	8 8	10 6	11 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	200 0	‡	18 14	18 14
	Secunderabad	10 14	11 11	...	...	6 13	6 13	10 14	10 14	19 7	19 7	20 1	20 1	...	...	...	...	14 7	14 2	...	...	11 8	11 11	115 0	115 0	10 0	9 13
	Bolarum	12 15	13 6	...	...	6 11½	6 15	9 13	9 10	20 14	20 4	...	...	...	...	...	...	15 15	15 4	...	...	...	...	116 14	116 14	10 4	10 4
	Chadarghat	9 0	9 0	...	...	7 0	6 0	11 8	9 0	20 0	19 0	21 0	20 0	...	...	...	...	15 0	15 0	...	...	12 4	12 0	120 0	120 0	9 12	10 0
	Amráoti	14 10	14 6	...	...	8 0	7 8	8 0	8 8	23 4	22 8	...	16 0	...	...	...	...	14 4	14 12	...	...	11 0	10 12	*a*	*a*	12 0	12 0
	Akola	15 0	15 0	...	...	7 0	7 0	7 0	9 8	20 0	20 0	...	17 0	...	...	...	...	13 8	15 0	...	...	14 0	15 0	*a*	*a*	11 0	11 0
	Ellichpur	14 0	14 0	9 0	9 0	7 0	7 0	7 0	9 0	21 0	20 0	...	15 0	...	...	...	...	13 0	13 0	...	...	10 0	10 0	*a*	*a*	10 0	10 0
	Buldana	16 0	16 0	...	...	8 0	8 0	8 0	10 0	21 0	21 0	...	18 0	...	...	...	...	16 0	16 0	...	...	10 0	10 0	*a*	*a*	10 0	10 0
	Wun	14 0	14 8	...	...	8 0	6 0	8 0	11 0	25 0	25 0	...	...	...	...	...	...	11 0	12 0	...	...	18 0	18 0	*a*	*a*	11 0	11 8
	Basim	18 5	17 12	...	...	6 13	6 10	6 13	9 10	25 13	26 4	...	30 0	...	...	...	...	15 13	15 5	...	...	22 0	22 0	*a*	*a*	10 0	9 10
Mysore.	Bangalore, Kolar, Tumkúr, Mysore, Hassan, Shimoga, Kadur, Chitaldroog	No return received.																									
Coorg	Coorg	10 0	10 8	9 0	9 8	13 8	14 0	16 8	17 0	...	...	...	...	41 8	40 8	...	...	25 0	26 0	...	...	...	...	110 0	110 0	10 4	10 8
Rajpootana.	Jeypore	12 8	12 8	19 8	21 0	5 0	5 0	8 12	8 12	17 8	18 0	16 8	18 0	...	...	18 0	18 0	20 to 23	19-8-22-8	16 0	20 0	25 0	25 0	110 0	115 0	15 0	15 0
	Kishengurh	11 4	12 4	19 12	21 4	9 0	9 0	10 0	10 0	21 0	22 4	15 8	14 4	...	...	...	...	20 0	19 8	17 4	17 0	...	...	...	...	16 0	16 0
	Kerrowlee	11 14	11 12	15 6	15 10	10 0	10 0	11 4	11 4	15 0	15 0	13 12	12 8	...	...	17 8	17 8	16 6	15 0	...	...	15 0	16 4	200 0	200 0	12 8	12 8
	Ulwur	14 1	14 7	17 11	18 2	8 0	8 0	11 10	11 10	18 0	17 10	15 6	15 0	...	...	17 0	17 2	21 7	20 14	18 3	18 8	24 0	24 0	200 0	200 0	14 12	14 12
	Bhurtpore (City)	13 10	13 11	17 8	17 9	7 4	7 4	8 4	8 4	14 8	14 8	16 11	16 11	...	...	13 4	13 4	18 14	18 11	20 0	20 0	21 0	21 0	200 0	200 0	12 4	12 4
	Ajmere	11 8	11 8	18 8	18 8	3 0	3 0	8 0	8 0	18 0	19 0	15 0	15 0	...	...	...	...	19 0	19 0	16 0	16 0	...	...	70 0	70 0	14 0	14 0
	Deoli Cantonment	13 15½	14 1	17 12	16 12	5 8	5 8	9 0	9 0	19 6½	20 0	16 10½	17 4	...	...	...	...	16 4	15 5	...	...	...	...	230 0	230 0	13 0	13 0
	Erinpura, Sirohee, Abu, Anadra, Bálmere, Jeysalmere	No return received.																									
	Hilly Tracts of Meywar	12 0	11 4	22 0	22 0	...	...	12 8	12 8	...	...	...	...	...	...	...	...	18 0	18 0	30 0	28 0	...	...	*b*	*c*	11 10	11 8
	Meywar (Oodeypore)	11 8½	12 12½	16 12½	17 3	9 6	8 15	9 12½	9 6	17 3	17 3	11 11½	11 5	...	‖	14 1	14 1	13 4½	12 14½	20 5	19 8½	10 8	10 8½	200 0	200 0	11 5	11 5¼
	Bánswára (Meywar Agency)	14 11	15 4	16 4	17 8	8 11	7 15	15 0	15 8	...	...	...	...	...	...	...	...	20 5	22 3	20 5	19 4	...	...	...	...	10 5	10 5
	Partábgarh (,,)	14 6	15 0	18 12	20 9	10 0	10 0	12 8	12 8	20 0	20 0	...	...	...	...	...	...	15 0	15 4	21 4	16 4	21 14	25 0	...	...	17 9	18 5
	Marwar (Jodhpore)	No return received.																									
	Bikanir	10 12	10 12	...	...	3 15	3 15	8 1	8 1	...	...	17 6	17 6	...	...	...	...	17 0	17 0	...	...	8 8	8 8	100 0	100 0	14 0	14 0
	Boondee	13 12	13 12	18 0	17 0	8 8	8 8	9 0	9 0	18 0	17 4	...	...	...	...	...	...	15 4	15 8	...	...	...	...	210 0	210 0	12 0	12 0
	Kotah	13 6	14 6	15 0	16 0	7 8	7 8	10 0	10 0	15 0	17 8	12 0	12 0	...	...	...	...	14 0	17 8	17 8	15 0	12 8	12 8	240 0	240 0	11 4	11 4
	Tonk	11 8	11 7	15 3	15 2	8 6	8 6	9 6	9 6	15 1	14 15	...	...	...	...	...	...	15 12	15 0	...	...	...	...	100 0	100 0	12 0	11 4
	Jhallawar	13 8½	14 7	16 11	17 14	7 1	7 1	8 14	8 14	20 13	21 5½	17 2	17 2	...	...	12 13½	14 2½	14 2½	14 13½	22 2	22 2	10 4	10 4	175 0	175 0	10 14	10 14
	Shahpoora	14 0	16 0	20 4	23 0	9 0	9 0	12 8	12 10	21 0	22 4	19 0	20 8	...	...	...	...	15 8	21 12	...	...	...	...	160 0	160 0	13 8	13 8
	Dholpur	13 12	13 12	16 12	17 4	9 8	9 8	9 14	...	17 6	17 5	15 12	14 9	...	...	18 0	18 0	19 8	18 8	...	...	22 0	21 8	90 0	90 0	13 4	13 2
Central India.	Indore	12 14	12 5	16 0	16 0	8 9	10 0	10 0	12 0	18 12	19 2	18 3	18 7	§	...	§	...	14 14	14 12	20 0	20 0	16 0	15 8	120 0	100 0	11 0	11 0
	Gwalior	11 14	11 9	16 5	16 5	7 4	7 4	9 9	9 9	14 8	14 8	13 9	13 9	§	§	10 14	10 14	15 3	15 0	§	§	19 11	19 8	126 14	126 14	11 6	11 6
	Goona	16 8	16 8	20 0	20 0	9 0	9 8	20 0	20 0	18 0	18 0	18 0	18 0	§	§	§	§	22 0	22 0	22 0	22 0	13 0	13 0	200 0	200 0	11 0	11 0
	Baghelkhand (Sutna)	19 8	19 0	27 0	26 0	8 0	8 0	15 8	15 0	§	§	§	• §	§	§	§	...	25 0	26 0	§	§	32 0	32 8	140 0	140 0	12 2	12 0
Baluchistan	Quetta	10 8	10 8	12 8	12 8	5 0	5 0	9 8	10 0	16 0	16 0	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	12 0	12 0	*Nil*	*Nil*	*Nil*	*Nil*	53 5	53 5	10 0	10 0

* Rı per 100 cobs. † None in the market. ‡ Rı per cart-load. § Not sold. ‖ Not procurable. *a* Firewood is sold by head-load, bullock-load, cart-load, and not by weight. *b* Eight pies per bundle. *c* Nine pies per bundle.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

E. T. ATKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 1st HALF OF SEPTEMBER 1887 PUBLISHED IN PAGES 1372, 1373, AND 1377 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 8th OCTOBER 1887.

1	2	3		4		5		6		7		8		9		10		11		12		13		14		15	
		QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.																									
PROVINCES.	DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLUM (*Sorghum vulgare*).		BAJRA OR CUMBU (*Pennisetum typhoideum*).		MARUA OR RAGI (*Eleusine coracana*).		KANGNI OR KAKUN, ITALIAN MILLET (*Setaria italica*).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (*Cicer arietinum*).		MAIZE (*Zea Mays*).		ARHAR OR THUR CADJAN PEA (*Cajanus indicus*).		FIREWOOD.		SALT.	
		Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
BOMBAY.	Daskrohi	12 0	12 0	20 8	20 0	6 8	6 8	11 0	11 0	13 0	13 0	15 0	15 0	...	...	20 0	20 0	16 0	16 0	...	...	10 0	10 0	80 0	80 0	16 8	16 0
	Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	11 3	11 3	10 3	10 3	...	...	...	...	11 3	11 3	...	...	5 9	5 9	65 5	65 5	32 0	32 0
MYSORE.	Bangalore	10 8	10 8	11 11	11 8	106	10 0	11 9	11 0	25 8	27 0	...	...	38 4	35 0	...	...	13 8	12 8	...	...	20 8	19 0	84 0	84 0	11 12	11 0
	Kolar	...	...	11 12	11 12	12 0	12 0	14 0	14 12	...	...	...	...	40 4	40 0	...	...	12 4	12 0	...	...	...	...	168 0	156 0	11 8	10 12
	Tumkur	11 0	11 0	11 0	11 0	13 8	13 0	15 0	14 0	...	...	...	...	48 0	46 0	...	...	13 0	13 8	...	...	20 0	20 0	340 0	340 0	10 0	10 0
	Mysore	9 8	10 0	10 0	10 8	10 12	10 12	13 4	13 4	40 0	40 0	32 0	32 0	38 0	39 0	12 0	12 0	12 0	11 12	...	...	14 4	16 4	81 0	81 0	9 8	9 12
	Hassan	...	...	12 0	12 0	15 0	14 0	16 0	16 0	...	...	...	...	42 0	42 0	...	...	13 0	14 0	...	...	16 0	18 0	96 0	96 0	9 8	9 0
	Shimoga	12 10	12 10	13 10	13 10	12 10	12 10	15 12	15 12	31 8	31 8	...	...	52 8	52 8	...	...	16 13	16 13	...	...	...	...	480 0	480 0	9 7	9 7
	Kadur	10 0	10 0	12 0	12 0	18 0	18 0	19 0	19 0	...	...	...	...	48 0	48 0	...	...	14 0	14 0	...	...	12 0	12 0	320 0	320 0	11 0	11 0
	Chitaldroog	12 0	13 0	13 0	14 0	11 0	11 0	14 0	14 0	42 0	40 0	30 0	24 0	48 0	48 0	55 0	50 0	12 0	12 0	...	...	22 0	18 0	320 0	320 0	8 0	9 0

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch.*)

E. T. ATKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first six months of the official year 1887-88, and of the sixteen preceding years.

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE SIX MONTHS, APRIL TO SEPTEMBER.																								YEAR.
	BENGAL.				BOMBAY.				SINDH.				MADRAS.				BURMA.				TOTAL BRITISH INDIA.					
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Import Revenue.	Export Revenue.	Total Revenue.	
1871-72	5,38	36,54	10,61	52,53	3,81	18,83	1,84	24,48	66	50	68	1,84	[illegible]	6,22	7,32	15,30	78	2,00	9,51	12,29	12,39	64,09	76,48	29,96	1,06,44	1871-72.
1872-73	6,59	36,64	11,34	54,57	2,70	19,48	1,54	23,72	53	49	1,09	2,11	[illegible]	5,85	5,64	13,43	1,60	2,25	18,00	21,85	13,36	64,71	78,07	37,61	1,15,68	1872-73.
1873-74	5,16	32,43	8,39	45,98	2,91	17,90	1,53	22,34	58	33	58	1,49	[illegible]	6,68	7,21	15,73	1,62	2,30	14,08	18,00	12,11	59,64	71,75	31,79	1,03,54	1873-74.
1874-75	5,95	38,28	6,22	50,45	3,20	19,74	1,61	24,55	59	30	66	1,55	[illegible]	6,95	6,74	15,43	2,03	3,18	9,77	14,98	13,51	68,45	81,96	25,00	1,06,96	1874-75.
1875-76	6,14	38,71	7,63	52,48	3,34	20,11	3,40	26,85	62	42	87	1,91	[illegible]	7,21	6,92	16,23	1,80	2,31	17,51	21,62	14,00	68,76	82,76	36,33	1,19,09	1875-76.
1876-77	6,31	30,89	6,07	43,27	3,92	17,55	52	21,99	70	32	11	1,13	[illegible]	6,55	4,34	13,71	2,23	2,53	12,40	17,16	15,98	57,84	73,82	23,44	97,26	1876-77.
1877-78	7,05	39,19	7,27	53,51	4,37	21,09	49	25,95	1,08	36	18	1,62	[illegible]	3,85	85	7,26	2,42	2,72	9,30	14,44	17,48	67,21	84,69	18,09	1,02,78	1877-78.
1878-79	6,55	31,32	6,59	44,46	4,05	18,70	1,07	23,82	91	25	10	1,26	[illegible]	4,74	2,05	9,76	3,63	3,34	12,94	19,91	18,11	58,35	76,46	22,75	99,21	1878-79.
1879-80	5,92	31,25	4,30	41,47	4,39	15,84	86	21,09	1,49	38	10	1,97	[illegible]	4,41	2,72	9,77	3,35	3,05	16,89	23,29	17,79	54,93	72,72	24,87	97,59	1879-80.
1880-81	6,57	29,00	5,15	40,72	4,15	22,93	77	27,85	2,11	54	10	2,75	[illegible]	5,28	4,52	12,19	2,34	3,80	18,30	24,44	17,56	61,55	79,11	28,84	1,07,95	1880-81.
1881-82	6,72	28,20	7,42	42,34	5,03	20,69	72	26,44	1,89	58	14	2,61	[illegible]	5,02	3,11	10,55	3,33	3,76	21,67	28,76	19,39	58,25	77,64	33,06	1,10,70	1881-82.
1882-83	7,01	...	7,35	14,36	5,12	-1,05*	62	4,69	1,71	3	25	1,99	[illegible]	1	2,10	4,74	3,99	3	26,41	30,43	20,46	—98*	19,48	36,73	56,21	1882-83.
1883-84	6,95	6	8,99	16,00	5,27	20	52	5,99	1,75	1	20	1,96	[illegible]	7	2,70	5,39	3,81	8	19,25	23,14	20,40	42	20,82	31,66	52,48	1883-84.
1884-85	5,91	17	4,97	11,05	4,80	19	77	5,76	1,92	2	21	2,15	[illegible]	1	3,16	5,49	3,82	6	14,08	17,96	18,77	45	19,22	23,19	42,41	1884-85.
1885-86	6,37	9	6,15	12,61	5,64	22	42	6,28	2,12	2	33	2,47	[illegible]	6	1,61	4,05	3,15	3	22,65	25,83	19,66	42	20,08	31,16	51,24	1885-86.
1886-87	6,40	19	4,96	11,55	5,84	28	52	6,64	2,20	6	45	2,71	[illegible]	6	2,64	5,70	4,40	6	18,39	22,85	21,84	65	22,49	26,96	49,45	1886-87.
1887-88	5,57	22	6,65	12,44	6,92	21	74	7,87	2,45	3	35	2,83	[illegible]	2	2,46	6,99	4,56	1	19,79	24,36	24,01	49	24,50	29,99	54,49	1887-88.

* The amount refunded is greater than the duty collected.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 19th October 1887.

E. T. ATKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 20th OCTOBER, 1887.

GENERAL REMARKS.—Except in the Punjab and Rajputana, rain has occurred generally throughout the country during the week under report. The falls were heaviest in parts of Bombay, Bengal, the North-Western Provinces and Oudh, and the Central Provinces.

The *kharif* harvest is approaching completion in the North-Western Provinces and Oudh, and is in general progress elsewhere, and prospects are on the whole very favourable.

Rabi sowings are going on throughout the country.

The standing crops in Madras, Mysore and Coorg are generally in good condition.

The rice crop in Bombay, the North-Western Provinces and Oudh, the Central Provinces, Bengal, Assam and Burma, promises well.

Cotton sowing has been completed in parts of Bombay. In the Central Provinces and Berar the crop has been injured to some extent by heavy rain.

Except for the usual fever prevalent at this time of the year, the public health continues to be generally satisfactory.

Prices are rising in four districts of the Punjab. Elsewhere they are steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Oct. 19th.)		
Bellary	Average ·39	Standing crops good, but early crops begin to wither in parts of one taluk. Harvest dry grains, yield below average. Cholera in five, and cattle-disease decreasing in three taluks.
Kurnool	Average ·53	Sowing of white *cholum* continues. Harvest early cereals, outturn below average. Small-pox in two, and cattle-disease increasing in six taluks. Cholera increasing.
Ganjam	**Average last week since revised, ·40; this week, 5·84.**	**Fever and small-pox in six, and cattle-disease increasing in five taluks. Cholera decreasing.**
Kistna	Average 2·97	Standing crops improving. Harvest dry grains, outturn below average. River 4·1 feet over Anicut. Slight fever. Cholera increasing in one, and cattle-disease decreasing in eight taluks.
Chingleput (Madras)	Average 7·15	Standing crops fair. Harvest paddy and *ragi*, outturn moderate. Small-pox in three, cholera in two, and cattle-disease decreasing in six taluks.
Coimbatore	Average 1·41	Standing crops generally good, but require rain in parts. Harvest paddy and *ragi*, outturn above average. Fever and cholera in one taluk.
Tanjore	Average last week since revised, 2·65; this week, ·80.	Standing crops generally good, but submerged in floods in parts of two taluks. Harvest wet and dry grains, outturn up to average. Cattle-disease increasing in three taluks.
Madura	Average last week since revised, 1·14; this week ·58.	More rain wanted. Slight fever. Small-pox in one, and cattle-disease in two taluks. Water-supply deficient in all but two taluks.
Malabar	Average 5·74	Harvest first crop paddy, outturn about average. Second crop cultivation progressing. Slight small-pox in seven, fever in two, cholera in one, and cattle-disease in two taluks
Travancore	2·40	Second crop cultivation progressing. Fever and small-pox in parts.
		General Remarks.—General prospects fair, except in parts of Madura and Tinnevelly.
Bombay—(Oct. 19th)		
Karachi	. . . .	River at Kotri on 17th, 8 feet 5 inches against 9 feet 1 inch on same date last year. *Kharif* harvesting in progress in seven talukas. Previous case of small-pox in Karachi still remaining. Fever in twelve and cattle-disease in one taluka. Wheat, red rice and *bajri* in Karachi 22, 28 and 28 and in Sehwan 26, 30 and 40 pounds per rupee, respectively.
Hyderabad	. . . .	*Kharif* harvesting commenced. Crops generally suffering from scarcity of water. Rice crops attacked by blight in parts of Guni and Dero Mohabat talukas. Fever in eight and small-pox and cattle-disease in two talukas. River at Kotri on 17th, 8 feet 5 inches against 9 feet 1 inch on same date last year. Wheat 23$\frac{11}{16}$, *jowari* 40, *bajri* 33$\frac{1}{2}$, white rice 19, and red rice 28 pounds per rupee.
Ahmedabad	. . .	Reaping of *kharif* in progress throughout district. Crops withering owing to want of rain. Fever in Dholka, Dhandhuka, and Sanand talukas. Wheat 26 and *bajri* 29 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Baroda . . .	. . . . .	Cholera continues in mild form in Baroda city. Crops generally fair. *Bajri* 27, wheat 19, and rice 23 pounds per rupee.
Surat	Rain in three talukas—maximum in Jalalpore, ·15 and minimum in Mandvi, ·10.	Weeding progressing. Rice and millet harvest going on in certain places. Rain wanted throughout district. Cattle healthy. Fever in Olphad, Bardoli, and Jalalpore. Cholera in Bulsar, Mandvi, and Surat city, 22 cases, 8 deaths. *Jowari* 30 and *nagli* 43 pounds per rupee.
Nasik . . .	Nasik, 1·76; Dindori, 1·35; Niphad, 1·07; Chandor, 3·59; Yeola, 1·56; Nandgaon, ·81; Malegaon, ·93; Baglan, 1·98; Kalwan, ·97; and Peint, ·20.	More rain wanted in almost all the talukas. *Kharif* crops generally good. *Rabi* sowings in progress. Reaping of rice crops commenced in Peint taluka. Public health good. Cholera in Dindori, 5 attacks, deaths none. Cattle-disease in Baglan taluka, attacks 44, deaths 34. Prices stationary.
Colaba (Bombay) . .	·05 on 12th; total to date 93·73, being 23·96 above average.	Abnormal temperature *nil* on 12th, 2° cool on 13th, and afterwards rose to 1° warm by the 18th. Vapour in air normal from 12th to 16th and excessive on 17th and 18th. Abnormal wind southerly on 14th and 15th; wind normal on other days. Thunder and lightning on 12th; lightning on 13th.
Poona	Rain throughout district—maximum 2·92 in taluka Khed and minimum ·68 in Petha Baramati.	More rain wanted in *desh* portion of the Haveli taluka. Crops doing well. Sowing of *rabi* still continues in Junnar and Bhimthari talukas and in Petha Ambegaon. Public health generally good. Slight cattle-disease in Haveli and small-pox in Khed taluka. 84 cholera cases in the district, 39 fatal. *Bajri* 41 and *jowari* 53 pounds in district and *bajri* 37 and *jowari* 44 pounds per rupee in Poona city.
Ahmednagar . .	Parner, 2·83; Newasa, 2·37; Rahuri, 2·44; Sangamner, 2·11; Nagar, 1·78; Akola, 1·38; Shevgaon, 1·16; Jamkhed, 1·00; and Karjat, ·71; slight in other talukas.	*Kharif* crops good. Reaping commenced in seven talukas. Sowing of *rabi* completed in six and in progress in remaining talukas. Cholera attacks 45, deaths 20. *Bajri* 30 and *jowari* 60 pounds per rupee.
Sholapur . . .	Rain in 7 talukas—Maximum in Sholapur, 2·29 and minimum in Barsi, ·53.	*Kharif* crops doing well. Sowing of *rabi* crops almost completed. Slight cholera in Barsi, Karmala, Sangola, and Malsiras talukas, cases 11, fatal 3. *Jowari* 57⅛ and *bajri* 47⅛ pounds per rupee.
Dharwar . . .	Rain general, varying from ·43 in Mundargi to 5·23 in Kalghatgi.	Rice crops improving. *Jowari* and minor crops good. Cotton sowing completed, except in Kod taluka. Slight cholera in Ron and Gadag talukas and slight cattle-disease in Dharwar taluka. *Jowari* 58 and rice 23 pounds per rupee.
Kanara . . .	Rain in Karwar, 12·42; total 137·51; Kumpta, 27·31; Sirsi, 8·61; Haliyal, 5·61; Supa, 7·24.	Rice harvest continues in Karwar, Akola, Kumpta, and Haliyal talukas. Cardamom and betelnut harvest in Sirsi and Siddapur. Slight cattle-disease in six talukas. Common rice in Karwar 12, district average 11½ seers per rupee.
Rajkot . . .	. . . . .	Weather hot. Fever prevalent. *Kharif* crops middling for want of latter rains. Sowing of *rabi* commenced in parts of Halar Prant. Wheat 22, *bajri* 23, and *jowari* 28 pounds per rupee. *General Remarks.*—Good rain throughout the Deccan and Southern Mahratta Country, but urgently required throughout Guzerat and Kathiawar and in parts of Nasik, Khandesh, and the Konkan. Crops suffering from scarcity of water and blight in parts of Hyderabad. *Kharif* harvest and *rabi* sowing in progress generally. Cholera in parts of fifteen, fever in parts of thirteen, cattle-disease in parts of eleven, and small-pox in parts of seven districts. No cholera reported from Ahmedabad, Ratnagiri, and Kanara.
Bengal—(Oct. 19th).		
Chittagong (Oct. 18th)	1·95	Weather seasonable. Early *aman* in ear. Prospects fair. Prices steady. Public health generally good.
Dacca . . .	3·73	Rain has done good to crops. Paddy being harvested. Sowing of pulses begun. Prospects good. Health good.
24-Pergunnahs (Calcutta).	1·51	Rain has done much good to *aman*. Ploughing for cold weather crops continues. Public health generally good.
Khoolna . . .	1·88	Prospects of *aman* good. Ploughing for winter crops going on. Public health fair.
Moorshedabad . .	3·87	Weather cloudy and rainy. Prospects of *aman*, *rahar*, and *til* good. *Kalai* and *moong* being sown. Recent rain has improved prospects in Kandi.
Pubna . . .	2·06	Weather stormy. Prospects of crops good. General health good.
Dinagepore . . .	4·00	State and prospects of winter rice good. Sporadic cholera and cattle-disease reported.
Rungpore . . .	3·44	Crops safe. Prices falling.
Midnapore . . .	2·89	Crops good, except in Ghatal, where rain wanted.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Burdwan . . .	1·69	Opportune rain has benefited crops much, but more wanted. Prices still rising in Cutwa, elsewhere stationary. Fever prevalent.
Bhagalpur . . .	·85	Prospects generally improved. *Rabi* sowings going on.
Purneah . . .	3·31	*Aghani* rice much benefited by rain. All crops doing well. *Rabi* sowings in progress. Health of people and cattle very bad.
Durbhanga . . .	3·64	Recent rain has immensely benefited rice crop, and prospects are very satisfactory. *Rabi* sowing has begun. Prices falling. Public health generally good.
Chumparun . . .	6·25	*Bhadoi* harvest finished, with good outturn. Prospects of rice excellent. *Rabi* sowings commenced. Prices show a tendency to fall. Public health good.
Patna	2·46	Rain has greatly benefited paddy crop and has improved prospects of *rabi* which is now being sown. Public health good.
Gya	·73	Paddy still suffering for want of rain. *Rabi* being sown. Fever reported.
Hazareebagh . .	1·18; rain on 11th, 13th and 14th.	Prospects greatly improved by rain. General health fair.
Cuttack . . .	·83	Weather fair. Rainfall of last week favourable to rice crop. Fever prevails. *General Remarks.*—Rain fell during the week, but the fall in parts of the Burdwan and Chota Nagpur divisions and in Tipperah and Gya scanty, except in these parts the prospects of the *aman* crops have generally improved considerably. Cultivation for the *rabi* crops advancing rapidly. Sugarcane promises well. Usual autumnal fever is prevalent in many districts.
N.-W. Provinces and Oudh—(Oct. 15th)		
Benares (Oct. 18th)	Average 3·70	Weather much cooler. Agricultural prospects greatly improved since last rainfall. Markets full. Prices steady. Health good.
Ballia („ 17th)	Heavy rain averaging 5·40, accompanied with storm.	Wind easterly. Weather getting cool. *Rabi* operations retarded, but rice crops benefited. Prospects continue favourable, and prices are unchanged. Market well supplied. Health good.
Gorakhpore („ „)	8·30 at Sadr	Harvest prospects fair. Prices falling.
Fyzabad („ 18th)	. . . . .	Weather seasonable. *Kharif* nearly gathered. *Rabi* sowing in progress. Public health good. Condition of cattle fair.
Lucknow („ 17th)	Slight rain	Weather during the greater part of the week cloudy. Prospects of *hewant* crops fair. *Rabi* sowing going on. Supplies ample. Prices almost stationary. Public health and condition of cattle good.
Rai Barelli („ „)	About 1·40 at Sadr	Supplies abundant. Prices rising. Cholera prevailing in some villages.
Partabgarh („ 18th)	About 2·00	Rain doing much good to the *rabi* sowings. Prices steady. Health good.
Allahabad („ „)	From 1·00 to 2·30 in all parganas.	Rain very beneficial to late rice and for *rabi* sowings. Markets well stocked. Prices steady. Slight fever of usual autumnal type. Cholera dying out.
Cawnpore („ „)	Rainfall in two tahsils from ·10 to 1·40	*Kharif* in good condition and being cut. *Rabi* sowings in progress. Prices steady. Fever prevalent. Cholera lingering. Cattle-disease in one tahsil.
Farakhabad („ „)	·20 in one tahsil on 12th.	Weather seasonable. Supplies ample. Prices steady. Fever and ague in places. Cholera decreasing.
Sitapur („ „)	Rainfall on 13th averaging ·50	Rain has done much good. *Rabi* sowings continue, and prospects are favourable. Cholera still prevalent.
Bareilly („ „)	. . . .	*Kharif* being harvested. General prospects good. Prices steady. Cholera decreasing. Fever somewhat prevalent.
Banda („ 17th)	General rainfall on the 12th, 13th and 14th.	Rain has done much good to both the crops. Rice being cut. Prices falling. Fever prevalent.
Kumaon („ 18th)	. . . .	Millets not harvested yet. Ploughing for *rabi* commenced. Prices falling. Three deaths from typhus fever in pargana Shor. Cattle-disease continues.
Agra („ 17th)	. . . .	*Kharif* being cut, and ploughing for *rabi* going on. Prices rising slightly. Fever prevalent.
Jhansi („ „)	Slight drizzle during the week.	*Rabi* prospects good. Prices almost stationary. Fever abating. Condition of cattle good.
Meerut („ 18th)	. . . .	Prices steady. Cholera ceasing. Fever still severe. *General Remarks.*—There was good rain during the week in the eastern districts and some also fell in a few others. The weather is cool and seasonable. *Kharif* crops have been nearly gathered, and *rabi* sowings are in progress. Prospects generally are favourable. The supplies of food-grains are ample, and prices on the whole continue steady. Fever is still prevalent, but cholera is abating, and the general health is good.
Punjab—(Oct. 15th)		
Hissar (Oct. 18th) .	. . . .	Fever prevalent. Prices slightly rising. *Rabi* sowings in progress. Prospects of *kharif* good.
Delhi . . .	. . . .	Fever prevalent. Cholera abating. Prices fluctuating. Prospects of *kharif* unfavourable.
Umballa . . .	. . . .	Fever prevalent. Cholera abated. Prices stationary. *Rabi* sowings commenced. Cutting of *kharif* crops in progress.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Jullundur	. . . .	No report received.
Amritsar	. . . .	Fever abating. Prices rising. Prospects of *kharif* crops good.
Sialkot	. . . .	Health good. Prices stationary. Prospects of *kharif*. Rice crops suffering much for want of rain.
Ferozepore	·70 at Moga; ·60 at Muktsar.	Slight fever prevalent. Prices rising.
Lahore	. . . .	No report received.
Rawalpindi	·40	Health good. Prices stationary. *Rabi* sowings in progress. *Kharif* outturn average.
Multan	. . . .	No report received.
Dera Ismail Khan	. . . .	Health good. Prices stationary. *Rabi* ploughings in progress.
Peshawar	. . . .	Fever prevalent. Prices rising. *Kharif* crops average.
Shahpur	. . . .	Slight fever in tahsils Bhera and Khushab. Prices almost stationary. *Rabi* sowings in progress. *Kharif* crops being harvested.
		General Remarks.—No rain has fallen during the week, except in the Ferozepore and Rawalpindi districts. Health is good in Sialkot, Rawalpindi, and Dera Ismail Khan. Fever prevails in Hissar, Delhi, Umballa, Ferozepore, Amritsar, Peshawar, and in the Bhera and Khushab tahsils of the Shahpur district. Cholera has abated in Delhi and Umballa. Prices are stationary in Umballa, Sialkot, Rawalpindi, Shahpur, and Dera Ismail Khan, rising in Hissar, Ferozepore, Amritsar, and Peshawar, and fluctuating in Delhi. *Kharif* prospects are good in Hissar and Amritsar, unfavourable in Delhi and Sialkot, and average in Rawalpindi and Peshawar. Crops are being harvested in Umballa and Shahpur. *Rabi* sowings in progress in Hissar, Rawalpindi, and Shahpur, commenced in Umballa, and ploughings in progress in Dera Ismail Khan.
Central Provinces—(Oct. 19th)		
Nagpur	4·86	Weather clear. *Rabi* ploughings continue. Rain very beneficial. Fever still prevalent.
Jubbulpore	5·08	Rain beneficial. Prospects good. Fever prevalent. Prices steady.
Saugor	3·33	*Rabi* sowings in progress. Fever prevalent. Prices steady.
Seoni	Rain over whole district.	Rain very beneficial. Health good. Price of rice falling. Superior rice being cut.
Hoshangabad	2·47	Weather cloudy and hot. *Kharif* crops being cut. *Rabi* ploughings in progress. Fever prevalent. Prices unchanged.
Khandwa	1·90	Weather clear and warm. *Jowari* and cotton somewhat damaged by rain. Prices unchanged.
Bilaspur	·47	More rain wanted for *rabi* sowings. Prospects fair. Fever and cattle-disease prevalent. Prices rising.
Raipur	1·98	Weather seasonable. Rain beneficial to rice and *kodo*. Fever prevalent. Prices steady.
Sambalpur	. . . .	No report received.
		General Remarks.—Rain has been very beneficial in all districts, except Khandwa, where the *jowari* and cotton suffered. More rain is wanted in Bilaspur. Prospects favourable.
Burma—(Oct. 15th)		
Akyab (Oct. 15th)	2·76 (Total rainfall to date 162·47).	Five cases of cholera in district. Crop prospects favourable. More rain wanted.
Bassein	·21 (Total rainfall to date 91·29).	Slight cattle-disease. Crops good.
Rangoon	·88 (Total rainfall to date 99·12).	
Amherst (Moulmein)	2·04 (Total rainfall to date 174·32).	Prospects of crops good.
Tavoy	. . . .	No report received.
Pegu (Oct. 8th)	1·33 (Total rainfall to date 130·0).	Crops good.
(„ 15th)	·29 (Total rainfall to date 130·29).	Crops in good condition.
Henzada	1·60 (Total rainfall to date 76·27).	Crops flourishing.
Prome	1·23 (Total rainfall to date 37·41).	Slight cattle-disease.
Toungoo	2·30 (Total rainfall to date 78·71).	Some damage to *taungyas* by rats. Prospects of crops good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Thayetmyo	·52 (Total rainfall to date 28·45).	Slight cattle-disease in two townships. Transplanting completed.
Kyaukse (Oct. 8th)	·27. (Total rainfall to date 21·01).	Prospects of crops good.
Minbu	·09 (Total rainfall to date 22·40).	Crop prospects fair. Prices normal.
Yamethen	1·23 (Total rainfall to date 30·32)	Cultivation progressing.
		General Remarks.—Cholera in Akyab and Amherst districts. Cattle-disease in four districts. Crops in Lower Burma doing well. Rain wanted in Akyab. Reports from eight Upper Burma districts. Health satisfactory. Crop prospects good. Cattle-disease and anthrax decreasing in Pyinmana.
Assam—(Oct. 19th)		
Gauhati (Oct. 18th)	·06	Weather seasonable. Public health fair. Malarial fever still prevalent in Sastra Barpetta and its vicinity, also in parts of Polasbari and Luki tahsils. *Sali* paddy in low land doing well. Ploughing land for mustard in progress. Reaping of *asra* and *kharua* paddy in parts commenced.
Sylhet	2·45	Reaping of *aus* finished. The slight rain during the week has done much good to all crops, more rain still wanted. Prospects of tea good. 60 deaths from cholera reported from Karimganj.
Cachar	·74	Weather fair. Prospects of crops good. Public health good. Price of rice steady. Tea suffering from blight.
Dibrugarh	·69	Weather hot during day; cool at night. Fever prevalent in the town.
Mysore and Coorg—(Oct. 19th)		
Bangalore	Rainfall good in Shimoga, Kadur and Hassan districts and scanty in other parts of the State.	Standing crops in good condition, being much benefited by the recent rains. Prospects of season favourable. Public health generally good. Two fatal cases of cholera reported in the Civil and Military Station, the epidemic is prevalent in Closepet and Shimoga towns and in parts of Tumkur and Kadur districts. Small-pox and cattle-disease continues in parts. Prices fallen in the Kadur district and risen in the Mysore district slightly.
Mysore		
Mercara	1·99	Standing crops in good condition. No fresh cases of cholera reported.
Berar and Hyderabad—(Oct. 19th)		
Amraoti	. . . .	Weather clear. Cotton plants in pods. *Jowari* plants in ear. Present rain has done much good to *kharif*. Fever in some taluks, and cholera in Morsi taluk. Cattle healthy. Wheat 15 and *jowari* 24 seers per rupee.
Akola	8·59	Weather cloudy and cool. *Kharif* and cotton crops suffered from excessive rain some places. Sowing of *rabi* crops in progress. Fever throughout the district. Cholera in some taluks.
Hyderabad	1·77; total since 1st January, 24·66.	Harvesting of *kharif* crops continues. Wet cultivation not progressing, owing to insufficient water in tanks. General health fair Prices—wheat 10¾, coarse rice 12¼, white *juar* 18, yellow *juar* 21 and *tur* 15 seers per current sicca rupee.
Central India States—(Oct. 19th)		
Indore	·13	Weather threatening.
Morar (Gwalior)	. . . .	Weather fair. Fever still prevalent.
Sutna	3·67	Prospects good.
Neemuch	. . . .	Fever prevalent. Weather warm.
Goona	·05	Two deaths from cholera in Kamraj pargana, otherwise health good.
Agar	. . . .	Health and prospects fair.
Sehore	·19	One death from cholera at Sehore, disease also reported at Serong and Narsingarh. Crops fair.
Nowgong	1·62	Weather seasonable. Health fair. Fever still prevalent. Prices steady.
Bhopawar	. . . .	Weather hot. Cholera cases reported in Barwani territory. Fever prevalent in Jhabna, Alirajpur, and Barwani. Prices steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana—(Oct. 15th)		
Abu (Oct. 19th)	. . . .	Evenings little cloudy. Weather seasonable but hotter. Sharp shock of earthquake last night at 10-40.
Sirohi („ 16th)	·30	Water in tanks and wells low. Health good. Crops all cut except *til*. Sharp thunderstorm on 14th. Evenings cloudy.
Marwar („ 15th)	. . . .	About three months' water in Jodhpur city tanks. Health good in city. *Kharif* being cut. Weather cloudy. Nights cool. Market light. Prices rising.
Meywar („ „)	·19	Water in tanks and wells decreasing. Prospects unchanged. Health very fair. Prices rising. Weather seasonable.
Pertabgurh („ „)	. . . .	Tanks and wells decreasing daily. Health good. Prices fluctuating.
Harowti („ „)	. . . .	Weather partially cloudy. Sowings progressing. Fever still prevalent. Prices high but steady.
Jhallawar („ 16th)	. . . .	Fever general. Cholera again reported in one pargana. *Rabi* sowings begun.
Ajmere („ 18th)	. . . .	Weather clear and warm. Fever and slight diarrhœa continue. Agricultural operations for both harvests progressing. Prices slightly risen.
Jeypore („ „)	. . . .	*Rabi* operations progressing. Fever prevalent.
Kerowlee („ 15th)	. . . .	Tanks decreasing; wells full. *Rabi* being cultivated. Fever continues. Prices stationary. Weather cloudy. Days hot; nights cool.
Dholepore („ 14th)	. . . .	Tanks and wells full. *Rabi* sowings continue. Fever still prevails, health otherwise good. Prices stationary. Weather seasonable.
Bhurtpore („ 18th)	. . . .	Weather fine. Prospects fair. Fever continues. Prices steady.
Ulwar („ „)	. . . .	Harvesting progressing. Prices almost stationary. Fever prevalent.
Kotah („ 15th)	. . . .	Fever continues. *Rabi* sowings progressing. Weather cloudy.
Kherwara („ 16th)	. . . .	Tanks and wells not filled. *Kharif* harvest good. No *rabi* sowings owing to insufficient rains. Health good. Prices steady. Weather fine.
Bickanir („ 15th)	. . . .	Prospects fair. Fever in districts. Prices stationary. Weather hot.
Nepal—(Oct. 14th)		
Katmandu (Oct. 13th)	3·44	Heavy rain for the last 36 hours. The rain is bad for the uncut rice.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 19th October, 1887.

The unsettled weather, which prevailed over a large part of India at the close of the previous week, continued during the greater part of the week under review. On the 13th the barometer was falling over the Central parts of the country, and a well marked, though feeble depression, was shown over Khandeish and the Bombay Deccan. This depression more or less affected the winds of the whole of India, occasioning south-westerly and southerly winds over the Peninsula, north-easterly winds over the Central parts of the country and in Guzerat, and northerly winds down the Indus Valley. It gave very unsettled weather to all parts of India, except the north-west, and occasioned heavy rain very generally, but especially in the south of the Central Provinces, and at Goa, Karwar, and False Point. Between the 13th and 14th the centre of lowest pressure was transferred quickly to the north-eastward, and the Chart of the latter date showed a well marked depression lying between Raipur and Allahabad. In consequence the weather remained exceedingly unsettled. On the West Coast the amount of rainfall had decreased somewhat, but in the North-Western Provinces, on the contrary, the fall had become heavier, and rain had also extended north-westward to all the stations in the North-West Himalaya. A very clearly marked cyclonic circulation of the wind existed around the depression. On the 15th the disturbance had almost disappeared, but had left the weather in Northern and North-Eastern India in an unsettled state, and rain was reported from several stations in Bengal, the North-Western Provinces, the Central Provinces, and the Punjab. Over the greater part of the Peninsula the weather was fine. On the 16th the barometer rose rapidly over North-Western, Western, Central, and Southern India, but still fe.. in the north-east. The weather was slowly improving, and was very fine over a large part of the country, though in Lower Bengal, Assam, and Burma, as well as in the south of the Peninsula, rain still fell. On the 17th, owing to a rapid decrease of pressure over Northern India, the westerly current from the Arabian Sea strengthened and a burst of rain occurred over the Peninsula. With this exception rain was confined to Burma and a few places in Bengal. On the 18th the barometer rose again in the north and fell in the south. Consequently the westerly winds on the West Coast decreased in strength, though some rain was still reported from the Peninsula. On the 19th pressure became very uniform, and conditions became quiet again. Normal October weather prevailed generally, and the tendency was towards the establishment of north-easterly winds, and fine clear weather in Northern and Central India and the usual north-east monsoon in the Carnatic.

The following table shows the progress of the season's rainfall. The main features of the return are the same as those shown in the tables published in the last two summaries :

Stations.	Total Rainfall since June 1st, 1887.	Average Rainfall, June 1st to October 19th.	Difference.
Akyab ...	143·14	163·92	—20·78
Saugor Island ...	63·80	61·86	+ 1·94
Calcutta ...	46·98	55·91	— 8·93
Dhubri ...	56·05	69·01	—12·96
Purneah ...	45·62	59·04	—13·42
Gya ...	36·70	37·84	— 1·14
Allahabad ...	34·71	36·92	— 2·21
Meerut ...	24·66	23·41	+ 1·25
Delhi ...	35·22	22·93	+12·29
Lahore ...	16·07	13·98	+ 2·09
Peshawar ...	3·24	6·19	— 2·95
Cochin ...	68·49	92·65	—24·16
Ratnagiri ...	109·65	101·32	+ 8·33
Bombay ...	93·62	69·18	+24·44
Poona ...	23·69	25·81	— 2·12
Surat ...	37·27	42·57	— 5·30
Khandwa ...	32·79	30·66	+ 2·13
Nagpur ...	52·17	38·92	+13·25

During the week the weather was much cooler than the normal over the greater part of India. Only in Sind and the Carnatic was the mean temperature above the normal, and there only slightly. In the North-Western and Central Provinces, Central India and Guzerat, on the contrary, there was a deficiency of between 3° and 4°.

The final table gives the total rainfall of the past week for the different Provinces:

Divisions.	No. of Stations.	Total Rainfall.
Burmah ...	6	11·18
Bengal and Assam ...	16	38·60
North-Western Provinces and Oudh ...	7	16·35
Punjab ...	4	1·26
Hill Stations ...	3	1·22
Ceylon ...	2	6·52
Malabar Coast ...	5	8·24
Bombay ...	8	14·42
Berars and Central Provinces ...	10	32·76
Guzerat and Central India ...	3	5·42
Sind—Rajputana ...	1	0·01
Madras ...	14	13·49

SIMLA, *21st October, 1887.*

W. L. DALLAS,
for Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXIV OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 18th September, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 17th September, 1887. Total.	Per mile open.	Total Receipts from 1st April to 18th September, 1886. Total.	Per mile open per week.	Total Receipts from 1st April to 17th September, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
	Lines worked by Guaranteed Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
24th September, 1887	Oudh and Rohilkhand	683	1,04,323	153	686	88,363	129	31,14,245	187	29,38,559	176	...	1,75,686
1st October, 1887	Madras	861	1,62,284	188	831	1,37,482	165	37,00,928	176	37,92,503	188	91,575	...
24th September, 1887	South Indian	654	97,719	149	654	98,208	150	24,60,271	154	24,33,110	153	...	27,161
1st October, 1887	Great Indian Peninsula	1,497	5,13,197	343	1,499	3,92,943	263	1,81,22,495	495	1,85,70,415	511	4,48,010	...
1st ditto	Bombay, Baroda and Central India	461	2,12,740	461	461	1,39,000	302	65,36,921	580	56,90,028	508	...	8,46,893
	TOTAL	4,156	10,90,263	262	4,128	8,55,996	207	3,39,34,770	334	3,34,24,615	333	...	5,10,155
	State Lines worked by Guaranteed Companies.												
8th October, 1887	East Indian	1,515	7,90,313	522	1,519	7,36,917	485	2,15,23,065	581	2,03,90,415	553	...	11,32,650
8th ditto	Patna-Gya	57	20,095	363	57	15,337	269	2,45,279	176	2,34,231	169	...	11,048
8th ditto	Dildarnagar-Ghazipur	12	501	47	12	615	51	24,602	84	22,563	77	...	2,039
8th ditto	Sindia	75	5,691	76	75	7,030	94	1,67,427	91	1,95,387	107	27,960	...
8th ditto	Rajputana-Malwa (*a*)	1,664	3,16,159	190	1,664	2,23,000	134	80,21,086	212	70,55,047	175	...	15,66,039
1st ditto	Bengal-Nagpur (late Nagpur-Chhattisgarh)	149	9,929	67	149	11,544	77	6,19,449	170	5,91,459	163	...	27,990
1st ditto	Southern Mahratta (*b*)	315	32,259	102	764	57,719	76	8,21,140	107	14,24,052	85	6,02,912	...
8th ditto	Indian Midland	42	3,443	82	42	1,500	36	48,721	47	64,882	64	16,161	...
1st ditto	Lucknow-Sitapur-Sihamau	...	...	...	85	2,756	32	...	...	88,288	44	88,288	...
	TOTAL	3,829	11,79,050	308	4,367	10,56,424	242	3,20,71,369	343	3,00,66,824	289	...	20,04,445
	State Lines worked by Government.												
1st October, 1887	Eastern Bengal (*c*)	606	1,51,270	250	645	2,11,630	328	34,60,272	234	36,98,073	236	2,37,801	...
1st ditto	Nalhati	27	1,480	55	27	1,442	53	39,970	61	44,127	67	4,157	...
1st ditto	Tirhoot	246	23,631	96	249	27,933	112	7,30,778	122	7,88,894	130	58,116	...
1st ditto	Wardha Coal	45	10,493	233	45	10,249	228	3,05,037	277	3,20,710	293	15,673	...
1st ditto	Burma	327	35,984	110	327	44,990	135	9,90,267	124	13,19,802	166	3,29,535	...
1st ditto	Cherra-Companyganj	...	...	...	...	(*d*)	...	(*e*) 331	7	(*f*) 798	5	467	...
27th August, 1887	North-Western (*g*)	1,885	4,50,545	239	2,470	3,58,443	145	1,20,91,712	263	95,18,817	183	...	25,72,895
1st October, 1887	Bareilly-Pilibheet	30	1,183	33	36	957	27	44,642	51	39,181	45	...	5,461
1st ditto	Jorhat	26	809	31	26	934	36	17,659	28	24,076	39	6,426	...
24th September, 1887	Bilaspur-Etawa (Katni-Umaria Section)	...	...	...	37	1,451	39	...	...	33,584	37	33,584	...
24th ditto	TOTAL	3,198	6,75,365	211	3,862	6,57,129	170	1,76,80,659	226	1,57,88,062	184	...	18,92,597
	GRAND TOTAL (GUARANTEED AND STATE)	11,183	29,44,678	263	12,357	25,69,549	208	8,36,86,798	306	7,92,79,601	273	...	44,07,197
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	4,10,27,086	150	(*h*)3,85,50,322	133	...	...
	NET RECEIPTS	...	...	...	...	...	...	4,26,59,712	156	4,07,29,279	140	...	19,30,433
	Assisted Companies.												
1st October, 1887	Bengal Central	125	10,419	83	125	11,020	88	2,75,766	90	2,81,705	93	5,939	...
1st ditto	Rohilkhand-Kumaon	67	4,605	69	67	5,583	83	1,54,975	95	1,53,024	94	...	1,951
17th September, 1887	Dibru-Sadiya (late Assam)	78	6,500	83	78	7,524	96	1,62,044	85	2,01,599	106	39,555	...
1st October 1887	Bengal and North-Western	303	23,772	78	376	27,080	72	9,56,544	129	9,78,292	107	21,748	...
8th ditto	Tarakessur	22	3,401	155	22	4,627	210	1,17,544	219	1,27,418	238	9,874	...
	TOTAL	595	48,697	82	668	55,834	84	10,66,873	115	17,42,038	107	75,165	...
	Native States.												
1st October, 1887	Bhavnagar-Gondal	193	13,314	69	193	12,679	66	4,86,125	103	4,85,307	104	...	818
1st ditto	Jodhpore	64	4,207	66	124	4,800	39	90,470	58	1,59,608	53	69,138	...
24th September, 1887	H. H. the Nizam's	208	31,660	149	208	24,198	116	6,51,132	128	7,13,383	141	62,251	...
1st October, 1887.	Mysore	140	8,803	63	140	9,439	67	2,09,222	61	2,32,136	68	22,914	...
24th September, 1887	Morvi	24	354	15	68	1,750	26	20,644	35	72,504	44	51,860	...
1st October, 1887	H. H. the Gaekwar's	59	3,380	57	59	2,310	39	79,103	55	75,308	53	...	3,795
1st ditto	H. H. the Gaekwar's Mehsana-Vadnagar	...	...	...	21	400	19	...	...	17,560	34	17,560	...
	TOTAL	688	61,118	89	813	55,486	68	15,36,696	91	17,55,806	89	2,19,110	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla, and Assam-Behar State Railways.
(*d*) Return not received.
(*e*) Total receipts from 1st July to 28th August, 1886.
(*f*) Total receipts from 1st April to 27th August, 1887.
(*g*) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(*h*) Calculated on percentage used for the corresponding period of 1886.

SIMLA; *The 20th October, 1887.*

JAMES RAMSAY,
Offg. Under-Secretary.

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SUPPLEMENT TO

The Gazette of India.

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 26th October, 1887.

The change towards cold weather conditions, which was in progress at the close of the previous week, has advanced steadily during the week under review. During that time pressure has increased over Northern India and decreased over the Peninsula,—changes which have resulted in the establishment of gradients for easterly winds over the greater part of the country, and the appearance of the north-east or winter monsoon in most places.

On the 20th pressure was rising over Northern India and falling over the Peninsula. It was very uniform generally, but was rather higher in the north than in the south. The absolutely highest reading was reported from Multan. In Northern and Central India very light and variable breezes prevailed, but at the Peninsular stations the direction was generally from between north and east. The weather was fine. On the 21st the barometer was still rising, except on the Malabar Coast. Hence the differences of pressure between the north and south were increasing and the north-easterly wind becoming more general and more decided. At the same time rain began to fall generally in the south of the Peninsula. The highest pressure reported was 30·12″ at Rawalpindi. The Chart of the next day, the 22nd, showed that the area of maximum pressure was travelling south-eastward, so that the highest reading reported (30·057″) was shown at Nowgong (Central India). With this movement south-eastward of the high pressure area the normal cold weather circulation of the winds was established, north-westerly winds being reported from the Gangetic plain, northerly winds from Bengal, and north-easterly and easterly winds from the Peninsula and Central parts of the country. In the Peninsula the area of rainfall was extending and the amounts becoming generally heavier. On the 23rd there was very little change. The area of maximum pressure was reported from Ajmere, and the wind circulation remained unaltered. In consequence exceedingly fine weather continued to prevail over Northern and Central India, while over the Peninsula as far north as a line connecting Sholapur, Secunderabad and Vizagapatam rain was falling everywhere. The Chart of the 24th showed that the area

of maximum pressure was being transferred gradually eastward, the highest reading recorded being 30·05″ at Jubbulpore, but this movement in no way affected either the winds or weather, which remained unchanged. On the 25th pressure rose quickly over Assam and North Bengal, and the main area of high pressure was transferred eastward to that region, though over the Central Provinces there existed an area within which the barometer was equally high. Rain was falling over the whole of the Peninsula, and at some stations the amounts were large. On the 26th the highest barometric reading (30·07″) was reported from Sibsagar, so that during the week the area of highest pressure had travelled right across India from the extreme North-West to the extreme North-East Frontier. The weather remained unchanged, fine settled conditions prevailing over the whole of Northern and Central India, and rainy, showery weather over the whole of the Peninsula.

During the past week pressure has been considerably above the average throughout the whole Indian region, but the excess has been much greater over Northern and Central India than over the Peninsula; hence the barometric gradient for easterly and north-easterly winds has been greater than usual. The variations of temperature from the monthly mean have been much less regular than those of pressure. In Burmah and Bombay the mean temperature has slightly exceeded the normal, but elsewhere it has been generally below. The deficit has been greatest in the north-west, where both on the hills and plains it amounted to over 3°.

The rainfall of the past week has been very remarkable. Slight local showers have occurred at different times at the stations of Dhubri, Sibsagar, Darjeeling, Delhi, Ludhiana and Indore, but with these exceptions the whole of Northern and Central India has been without rain. The parallel of 20° practically forms a divisional line to the north of which the weather has been steadily fine and to the south steadily wet. At Negapatam the week's fall exceeded 7 inches; at Colombo 6 inches; at Coimbatore and Cochin 4 inches; and at Vizagapatam, Madras and Madura 3 inches.

The concluding table gives the total rainfall of the past week for the different Provinces:

Divisions.	No. of Stations.	Total Rainfall.
Burmah ...	3	1·91
Bengal and Assam ...	3	0·46
North-Western Provinces and Oudh ...	0	0
Punjab ...	2	0·10
Hill Stations ...	0	0
Ceylon ...	2	9·24
Malabar Coast ...	5	10·16
Bombay ...	6	2·89
Berars and Central Provinces ...	0	0
Guzerat and Central India ...	1	0·05
Sind—Rajputana ...	0	0
Madras ...	14	28·18

SIMLA, *28th October, 1887.*

W. L. DALLAS,
for *Meteorological Reporter to the Government of India.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 27th OCTOBER, 1887.

GENERAL REMARKS.—The rainfall of the past week has been confined entirely to Burma, Madras, Coorg, and parts of the Bombay Presidency. Elsewhere the week has been rainless.

The reaping of the *kharif* harvest is now in progress throughout, and prospects are on the whole very satisfactory.

The *rabi* sowings are generally well advanced in most Provinces, though more rain would be beneficial in some parts of the country, notably in Bombay and the Punjab.

In Madras the harvest is yielding generally an average outturn and prospects are fair. In Mysore and Coorg the outlook is favourable.

The late rains have improved the prospects of the rice crop in Bombay and Bengal, and the condition of the crop in Burma is also promising. In Assam the crop wants more rain. Sugarcane is doing well in Bengal.

The cotton crop is in good condition in Berar, but in Kathiawar prospects are unfavourable owing to the want of rain.

Poppy sowing has commenced in the North-Western Provinces and Oudh.

Except that the usual seasonal fever is on the increase in Bengal, the public health is generally satisfactory.

Prices are rising in the Central Provinces and in some of the Rajputana States. Elsewhere they remain stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Oct. 26th.)		
Bellary . . .	Average last week since revised, ·55; this week, ·89.	Standing crops good, but early crops withering in parts of one taluk. Harvest dry grains, yield below average. Cholera decreasing in five, and cattle-disease increasing in two taluks.
Kurnool . . .	Average last week since revised, ·64; this week, ·60.	Harvest early cereals, yield below average. White *cholum* and cotton being sown. Cholera decreasing. Small-pox in two and cattle-disease decreasing in five taluks.
Ganjam . . .	Average ·31	Small-pox in five, fever in eight, and cattle-disease decreasing in five taluks. Cholera increasing.
Kistna . . .	Average ·62	Standing crops generally good, but paddy slightly affected by insects in two taluks. Harvest dry grains, outturn about average. River 5·2 feet over Anicut. Fever slight and cattle-disease decreasing in several taluks.
Chingleput (Madras) .	Average 2·41	Standing crops good. Harvest paddy and *ragi*, outturn indifferent. Small-pox in three, cholera decreasing in two, and cattle-disease increasing in six taluks.
Coimbatore . . .	Average 1·06	Standing crops good. Harvest wet and dry grains, outturn above average. Fever in one taluk.
Tanjore . . .	Average 3·86	Standing crops generally good. Harvest wet and dry grains, outturn up to average. Cattle-disease decreasing in three taluks.
Madura . . .	Average 1·50	Standing crops fair, owing to recent rain, but more wanted for wet crops. Small-pox slight, and cattle-disease decreasing in one taluk.
Malabar . . .	Average ·75	Harvest first crop paddy almost over, outturn about average. Second crop cultivation requires more rain. Small-pox slight in eight, cholera in one, and cattle-disease decreasing in two taluks.
Travancore . . .	8·89	Harvest first crop paddy, yield average. Small-pox and fever in parts. *General Remarks.*—General prospects fair.
Bombay—(Oct. 26th)		
Karachi . . .	. . . . .	River at Kotri on 24th, 7 feet 8 inches against 8 feet on same date last year. *Kharif* harvesting in progress in eight or nine talukas. Remaining case of small-pox in Karachi recovered. Fever in twelve and cattle-disease in one taluka. Wheat, red rice and *bajri* in Karachi 22, 28 and 28 and in Shahbandar 18, 32 and 40 pounds per rupee, respectively.
Hyderabad . . .	. . . . .	Harvesting commenced. Rice crop attacked by blight in Guni taluka. Fever in nine and small-pox in three talukas. River at Kotri on 24th, 7 feet 8 inches against 8 feet on same date last year. Wheat 24, *jowari* 40, *bajri* 33½, white rice 19 and red rice 28 pounds per rupee.
Ahmedabad . . .	. . . . .	Reaping of *kharif* in progress throughout the district and sowing of *rabi* commenced in Viramgaon taluka. Fever in Dholka, Dhandhuka and Sanand. Wheat 26 and *bajri* 28 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Baroda		Cholera appears to have disappeared from city Baroda, it prevails in Kathor and Palsaur taluka in Naosari division. Fever in Kadi, Kheralu, Kalol, Sidhpur and Debgaon talukas. *Rabi* sowings in progress. *Bajri* 27, wheat 19 and rice 23 pounds per rupee.
Surat	Rain in Bulsar, ·15; total to date, 82·76.	Rice harvest going on in certain places. Sowing of *rabi* crops commenced in certain places for which rain is wanted. Cattle healthy. Fever in Olphad, Bardoli, Jalalpur and Bulsar. Cholera in Chorasi, Bardoli, Chikli, Bulsar, Pardi, and Mandvi survey city; 36 cases, 21 deaths. *Jowari* 30 and *nagli* 43 pounds per rupee.
Nasik	Nasik, 1·80	Rain wanted in Dindori, Yeola and Malegaon. *Kharif* crops are generally in good condition. Reaping of *kharif* crops in progress. *Rabi* sowings in progress. Public health good. Cholera in Sinnar and Yeola; total attacks 8, deaths 4.
Colaba (Bombay)	·04 on 20th; total to date 93·77, being 23·66 above average.	Abnormal temperature 1° warm on 19th, 20th and 25th, and 2° warm from 21st to 24th. Vapour in air excessive from 19th to 21st; normal on 22nd, 23rd and 25th and defective on 24th. Wind normal. Thunder and lightning on 19th.
Poona		Crops doing well. Reaping of *kharif* is still in progress. Sowing of *rabi* completed in taluka Purandhar and Petha Baramati. Public health generally good. Slight cattle-disease in Petha Ambegaon and Haveli taluka, and small-pox in Khed taluka. 167 cholera cases in the district, 73 deaths. *Bajri* 40 and *jowari* 53 pounds in the district, and *bajri* 37 and *jowari* 43 pounds per rupee in Poona city.
Ahmednagar		Reaping of *kharif* in progress in all talukas, except Akola. Sowing of *jowari* finished in seven and in progress in four talukas, and that of wheat and gram begun almost throughout the district. Cholera; attacks 29, deaths 15. *Bajri* 36 and *jowari* 57 pounds per rupee.
Sholapur	Rain in Sholapur ·06.	Reaping of *kharif* crops commenced. *Rabi* sowing almost completed. Slight cholera in Sangola and Malsiras talukas. Cases 14, fatal 6. *Jowari* 56½ and *bajri* 47¼ pounds per rupee.
Dharwar	Rainfall general, varying from ·10 in Kalghatgi to 2·70 in Hubli.	Rice crops improving. *Jowari* and minor crops good. Sowing of cotton completed, except in Kod and another taluka and that of wheat in progress in eastern talukas. Slight cholera in Gadag and Ron and slight cattle-disease in Dharwar taluka. *Jowari* 57 and rice 24 pounds per rupee.
Kanara	Karwar, ·10; total to date, 137·61; Kumpta, ·26; Sirsi, 1·33; Haliyal, 3·43.	Rice harvest in Karwar and Akola talukas. Cardamom and betelnut harvest continue in Sirsi and Siddapur. Rice crops injured by late rain in Kumpta and Haliyal. Slight cattle-disease in three and fever in four talukas. Common rice in Karwar 12½, and district average 11½ seers per rupee.
Rajkot		Weather hot. Fever still prevalent. Harvesting of early crops commenced. Sowing of wheat and gram in progress in parts of Hallar Prant. Cotton crop promises unfavourably for want of later rains. Wheat 23, *bajri* 23, and *jowari* 29 pounds per rupee.
		General Remarks.—More or less rain in parts of seven districts. More wanted especially for *rabi* crops in parts of Guzrat, Nasik and Khandesh. Prospects of the cotton crop in Kathiawar unfavourable for want of later rains. Standing crops damaged by blight in parts of Hyderabad and by blight and insects in parts of Ratnagiri. *Kharif* harvest and *rabi* sowing in progress in most districts. Cholera in parts of fifteen, fever in parts of sixteen, cattle-disease in parts of nine, and small-pox in parts of four districts.
Bengal—(Oct. 25th).		
Chittagong (Oct. 28th)	*Nil*	Late rice in ear. Sugarcane doing well. Prospects fair. Lands being prepared for winter crops. Cholera still reported. Public health good. Prices steady.
Dacca	*Nil*	Recent rain has done much good to standing crops. Pulses being sown. Prospects of crops good. Public health good.
24-Pergunnahs (Calcutta)	*Nil*	Prospects of rice much improved by recent rain. Sugarcane continues favourable. Ploughing for cold weather crops continues. Public health generally good, but fever prevalent as usual in this season.
Khoolna	*Nil*	*Aman* prospects favourable. Ploughing for winter crops going on. Some fever. General health good.
Moorshedabad	*Nil*	Weather hot in day time; cool at night. *Aman* paddy good. *Kalai* and *moong* still being sown. *Til* and *rahar* prospering. Fever reported from Lalbagh.
Pubna	*Nil*	State and prospects of crops good.
Dinagepore	*Nil*	Prospects of winter rice good. Sporadic cholera and cattle-disease.
Rungpore	*Nil*	Crops progressing. Fever prevalent. Prices stationary.
Midnapore	*Nil*	Crops generally doing well. Prospects in Ghattal improved by recent rain.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Burdwan	*Nil*	Prospects of rice crop now fair, but more rain wanted. Sugarcane good. *Rabi* preparations in progress. Prices stationary. All round fever prevalent.
Bhagalpur	*Nil*	Prospects of *aghani* paddy improved by recent rain. *Rabi* sowings going on.
Purneah	*Nil*	All crops doing well. *Rabi* being sown.
Durbhanga	*Nil*	Rice prospects favourable. *Rabi* sowings in progress. Tobacco coming up well. Prices stationary. Public health generally good.
Chumparun	*Nil*	*Rabi* sowings in progress. Prospects of rice favourable. Prices stationary. Public health fair.
Patna	*Nil*	Weather getting cooler every day. Recent rain has improved prospects of paddy. *Rabi* sowings being pushed on. Public health good.
Gya	*Nil*	Paddy has suffered seriously for want of rain. *Rabi* being sown. Fever reported.
Hazareebagh	*Nil*	Weather bright and clear. Cloudy on 21st. Prospects of crops much improved by recent rain, but more wanted. Public health good.
Cuttack	*Nil*	Weather cloudy. *Laghu sarad* paddy ripening, *garu sarad* paddy in ear. Prospects good. Price of rice slightly risen. Fever prevails. Public health otherwise good.
		General Remarks.—No rain has fallen in any of the reporting districts during the week and the weather is becoming cool. The rain reported last has generally much improved the prospects of the rice crop, but more is still wanted in the Burdwan and Chota Nagpore divisions. The *rabi* sowings are in full progress. Sugarcane doing well. Fever is on the increase.
N.-W. Provinces and Oudh—(Oct. 26th)		
Benares (Oct. 25th)		Weather seasonable. *Kharif* prospects good. *Rabi* ploughing continues. Markets full. Prices steady. Health good.
Ballia		No report received.
Gorakhpore (Oct. 24th)		Harvest prospects fair. Prices falling.
Fyzabad („ 25th)		*Rabi* sowing in progress. Supplies ample. Prices steady. Public health and condition of cattle good.
Lucknow („ 24th)		Weather clear. *Bajri* being cut in places. Condition of other *hewant* crops good. *Rabi* sowing continues. Fields being prepared for poppy. Condition of cattle fair. Prices of wheat, barley, gram, and peas continue to rise on account of large demand for seed.
Rai Barelli		No report received.
Partabgarh		No report received.
Allahabad (Oct. 25th)	Slight rain in four tahsils.	*Rabi* sowings in progress. Some *kharif* crops being harvested. Poppy being sown. Prices show a tendency to fall. Some fever in all tahsils. Cholera dying out. Slight cattle-disease in one tahsil.
Cawnpore		No report received.
Farakhabad (Oct. 25th)		Weather pleasant. Standing crops doing well. *Rabi* ploughings continue. Supplies ample. Prices steady. Cholera in places. Fever and ague continue. No cattle-disease.
Sitapur („ „)		Weather fine. Sowing operations in progress. Mischief done to grain by catterpillars. Cholera still lingers.
Bareilly („ „)		Harvest proceeding. Prices tending to rise. Cholera still lingers. Fever abating slightly.
Banda („ 24th)		*Kharif* is being harvested in places. *Rabi* is being sown. Prospects good. Prices stationary.
Kumaon („ 25th)		Harvest over, except in northern parganas, good everywhere. *Rabi* operations in progress.
Agra		*Kharif* being cut. *Rabi* sowings continue. Prices steady. Fever prevalent.
Jhansi (Oct. 24th)		Weather cooler. *Jowari* in ear. *Rabi* sowings begun. Fever abating.
Meerut („ 25th)		Cold weather set in. Cholera disappearing. Fever still general. Prices steady. Barley dearer.
		General Remarks.—Rain in four tahsils of the Allahabad district only. Weather cool and seasonable. *Kharif* being harvested and *rabi* sowings in progress. Prospects generally favourable. Supplies ample and prices on the whole continue steady. Fever still prevalent. Cholera is abating. Cattle-disease in one tahsil of Saharanpore and in one of the Allahabad district. General health good.
Punjab—(Oct. 26th)		
Delhi		Fever prevalent. Prices rising. *Kharif* prospects unfavourable.
Hissar		Fever on decrease. Prices slightly rising. *Kharif* prospects generally good. Cutting of crops in progress. *Rabi* crops sown, except barley and wheat, which are now being sown.
Umballa		Cholera abated. Fever prevalent. Prices stationary. *Rabi* crops being sown. *Kharif* prospects fair.
Jullundur		Health good. Prices rising. *Rabi* ploughings in progress. *Kharif* reaping commenced.
Amritsar		Fever decreasing. Prices rising. *Kharif* crops good. Rain wanted.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Sialkot		Health good. Prices rising. Wheat and barley sowings commenced. *Kharif* crops average, and rice crop on *barani* lands injured much by want of rain. Crops being harvested.
Ferozepore		Slight fever prevalent. Prices stationary. *Kharif* prospects fair.
Lahore		Cholera disappeared. Prices rising. *Rabi* sowings in progress. *Kharif* crops being reaped.
Rawalpindi		Health good. Prices stationary. *Rabi* crops being sown. *Kharif* crops generally good.
Multan		Health good. Prices almost stationary. *Rabi* crops being sown. *Kharif* crops good.
Dera Ismail Khan		Health good. Prices stationary. *Rabi* ploughing in progress. Barley, turnips, peas, and gram being sown. *Kharif* prospects in Thal bad, owing to drought, in Daman fair and in Kacha good.
Peshawar		Slight cholera. Fever prevalent. Prices fluctuating. *Kharif* prospects average. Rain wanted.
Shahpur		Health good. Prices almost stationary. Wheat sowings in progress, but more rain wanted for *rabi* sowings, particularly in the *bhar*. *Kharif* prospects generally fair, except in parts of tahsil Kushab.
		General Remarks.—There has been no rain during the week. The health of the province is generally good. Fever is still prevalent in Delhi, but is abating elsewhere. Cholera is disappearing. Prices are stationary, but there is a slight tendency to rise in the districts, where important markets exist. The *kharif* prospects are fair to good everywhere, except in Delhi, where owing to excessive rain they are unfavourable. Ploughings and sowings for the *rabi* are in progress, but in some districts more rain would be beneficial.
Central Provinces—(Oct. 26th)		
Nagpur		Weather clear. *Rabi* sowings in progress. Cholera abating. Fever prevalent.
Jubbulpore		*Rabi* sowings continue. Prospects good. Fever prevail. Prices steady.
Saugor		Weather clear and pleasant. Cholera and fever continues. *Rabi* sowings in progress. Prices rising slightly.
Seoni		Weather fine and cool. Health good. Price of rice falling. *Rabi* sowings in progress.
Hoshangabad		Weather cool. *Rabi* sowings in progress. Fever prevalent. Prices rising.
Khandwa (Nimar?)		Weather clear and warm. Prospects somewhat improved by recent rain. Three cases of cholera fatal. Prices steady.
Bilaspur	·47	More rain required for *kharif* crops. Fever prevalent. Prices rising. Trade in grain.
Raipur		Weather cloudy. *Kharif* crops doing fairly well. *Rabi* sowings commenced. Fever continues. Prices slightly risen.
Sambalpur		No report received.
		General Remarks.—Weather clear. Prospects generally good, but more rain would be beneficial in eastern districts. *Rabi* sowings in progress. Fever prevalent. Prices rising in some districts.
Burma—(Oct. 26th)		
Akyab (Oct. 22nd)		No report received.
Bassein	1·11 (Total rainfall to date 92·40).	Cattle-disease in two townships. Crops good.
Amherst (Moulmein)	4·05 (Total rainfall to date 182·37).	Prospects of crops good.
Tavoy (Oct. 15th) („ 22nd)	2·49 ·16 (Total rainfall to date 181·89).	Reaping of *taungya* crops commenced. Crops good. Appearance of crops good.
Pegu	1·11 (Total rainfall to date 131·40).	Crops in good condition.
Henzada	·48 (Total rainfall to date 76·75).	Crops flourishing.
Prome	1·38 (Total rainfall to date 38·82).	
Toungoo	·93 (Total rainfall to date 79·64).	Crop prospects favourable.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Burma—*contd.*		
Thayetmyo	*Nil* (Total rainfall to date 28·45).	Cattle-disease in two townships. Transplanting finished.
Shwebo (Oct. 15th) („ 22nd)	*Nil* 1·49 (Total rainfall to date 33·52).	Crops doing well. Water insufficient.
Yamethen	·27 (Total rainfall to date 30·59).	Cultivation progressing. Rain much needed.
Ningyan (Oct. 15th & 22nd)	·22 & ·07 (Total rainfall to date 23·97).	Food-supply sufficient. Prices ordinary.
Minbu	*Nil* (Total rainfall to date 22·40).	Crop prospects fair.
Kyaukse (Oct. 15th & 22nd)	·27 & ·92 (Total rainfall to date 21·93).	Crops in good condition.
Mandalay	·82 (Total rainfall to date 28·03).	*Kyaukkyi* crops withering for want of rain. Food-supply sufficient. Prices normal.
		General Remarks.—Cholera in Amherst. Cattle-disease in three districts. Crops doing well in Lower Burma. Reports from twelve Upper Burma districts. Health good. Reaping well advanced in Yeu. Crop prospects fair, but rain urgently wanted in Shwebo, Mandalay, Yamethen and Pyinmana districts.
Assam—(Oct. 26th) Gauhati (Oct. 25th)		Weather seasonable. Public health fair. Malarial fever still prevalent in Sastra Barpetta, and its vicinity; also in parts of Polasbari and Luki tahsils. *Sali* paddy plants in parts dying for want of rain. Ploughing land for mustard still in progress.
Sylhet	·10	The state of both *aman* and *sail* good, but more rain is wanted. Ploughing for mustard has commenced, the arrangement has affected sugarcane in the jurisdiction of the South Sylhet subdivision. State of tea is favourable. Subdivisional officer, Karimganj reports 60 deaths from cholera, of which 43 reported from the jurisdiction of the Joldhup police station.
Cachar		Weather seasonable. Ploughing for mustard crop continues. Prospects of *sail* crops and public health good. Common rice 20 seers per rupee. Tea doing well.
Dibrugarh	·68	Weather hot during day and cool at night. Public health indifferent.
Mysore and Coorg—(Oct. 26th)		
Bangalore	Civil and Military Station, ·44, Bangalore district headquarters, ·81; Kolar, ·10; slight rain reported throughout the State.	Standing crops in good condition, except in parts of the Tumkur district, where they need more rain. Prospects of season favourable. Public health generally good. Four fatal cases of cholera reported in the Civil and Military Station, the disease is prevalent in Closepet and Kankanhalli taluks of the Bangalore district and in parts of Shimoga and Tumkur districts. Small-pox and cattle-disease continue in parts. Prices fallen in the Mysore and Shimoga districts, and risen in the Bangalore, Chitaldroog, and Hassan districts slightly.
Mysore		
Mercara	1·19	Standing crops promise well. Health good.
Berar and Hyderabad—(Oct. 26th)		
Amraoti		Weather cold. Cotton and *jowari* plants in good condition. Sowing of *rabi* in progress. Coughs in Amraoti taluk. Cattle healthy. Wheat 16 and *jowari* 23 seers per rupee.
Akola		Weather clear. *Kharif* crops have good prospects. Sowing of *rabi* commenced. Fever and ague throughout the district. Cholera in one village of the Ballapur taluk. Cattle suffering from disease. Wheat 15 and *jowari* 22 seers per rupee.
Hyderabad	·02; total since 1st January, 24 68.	Harvesting of *kharif* crops continues. Sowing of *rabi* commenced. Prices—wheat 10¾, coarse rice 12¼, white *juar* 17¾, yellow *juar* 20¾, and *tur* 15 seers per current sicca rupee.
Central India States—(Oct. 26th)		
Indore		Weather clear and cool.
Morar (Gwalior)		Weather fair and dry.
Sutna		Prospects good.
Neemuch		Fever prevalent. Weather seasonable. Prices rising.
Goona		Health and prospects good.
Agar		Health and prospects fair.
Sehore		Cold weather commencing. Crops fair. Cholera disappearing.
Nowgong		Weather seasonable. Prices steady. Health good.
Bhopawar		Weather hot. Cholera reported from Rajpur in Barwani. Fever in Jhabna, Alirajpur, and Barwani. Prices steady.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Rajputana—(Oct. 26th)		
Abu (Oct. 26th)	. . . . .	Cold setting in. Weather seasonable.
Sirohi („ 23rd)	. . . . .	Tanks and wells low. Health good, but some fever. Preparations for *rabi* sowings going on. Weather dry and cool.
Marwar („ 22nd)	. . . . .	Health good. *Kharif* being cut. *Rabi* in progress. Prices rising. Slight shock of earthquake on night of 18th at 10-25.
Meywar („ „)	. . . . .	Water in tanks and wells decreasing. Crops gathered. *Rabi* ploughing commenced. Health fair. Prices stationary. Weather seasonable.
Pertabgarh („ „)	. . . . .	Tanks and wells decreasing daily. Health good. Prices slightly fluctuating.
Harowti („ „)	. . . . .	Weather seasonable. *Jowari* ripening, wheat and barley being sown. Fever continues.
Jhallawar („ 23rd)	. . . . .	Much fever. *Rabi* sowings proceeding.
Ajmere („ 25th)	. . . . .	Weather clear and cool. Slight shock of earthquake on 18th night. Fever still continues. Prospects unchanged. Prices rising.
Jeypore („ „)	. . . . .	Weather seasonable. Fever prevalent. Prices still high.
Kerowlee („ „)	. . . . .	No report received.
Dholepore („ 22nd)	. . . . .	Tanks and wells full. *Rabi* sowings still going on. Fever still continues, health otherwise good. Prices stationary. Weather clear. Nights cold.
Bhurtpore („ 25th)	. . . . .	*Kharif* reaping and *rabi* ploughing commenced. Fever prevalent.
Ulwar („ „)	. . . . .	*Rabi* sowing progressing. Prices rising. Fever prevalent.
Kotah („ 22nd)	. . . . .	Health good. Weather seasonable. Prices fluctuating.
Kherwara („ 23rd)	. . . . .	Tanks and wells filled. *Rabi* unsown for want of rain. Health good. Prices steady. Weather fine. Mornings and evenings cool.
Bickanir („ 22nd)	Rain in three districts.	Crops fair. Fever in districts. Prices stationary. Weather hot.
Nepal—(Oct. 21st)		
Katmandu (Oct. 21st)	5·42	Weather clear and sunny. State and prospects of crops not good.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXV of 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 25th September, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 24th September, 1887. Total.	Per mile open.	Total Receipts from 1st April to 25th September, 1886. Total.	Per mile open per week.	Total Receipts from 1st April to 24th September, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
	Lines worked by Guaranteed Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
24th September, 1887	Oudh and Rohilkhand	683	1,03,909	152	686	98,760	144	32,56,868	188	30,41,022	175	...	2,15,846
1st October, 1887	Madras	861	1,84,950	215	831	1,51,676	183	38,85,878	177	39,58,735	188	72,857	...
1st ditto	South Indian	654	96,815	148	654	95,622	140	25,57,086	154	25,29,609	153	...	27,477
8th ditto	Great Indian Peninsula	1,497	5,38,142	360	1,496	4,44,362	297	1,86,60,547	490	1,90,13,891	503	3,53,344	...
1st ditto	Bombay, Baroda and Central India	461	1,86,507	405	461	1,56,000	338	67,23,428	573	58,50,13 2	502	...	8,73,296
	TOTAL	4,156	11,10,323	267	4,128	9,46,420	229	3,50,83,807	332	3,43,93,389	329	...	6,90,418
	State Lines worked by Guaranteed Companies.												
8th October, 1887	East Indian	1,515	8,42,166	556	1,519	7,56,942	498	2,23,65,231	581	2,11,47,357	550	...	12,17,874
8th ditto	Patna-Gya	57	24,109	423	57	12,826	225	2,69,388	186	2,47,057	171	...	22,331
8th ditto	Dildarnagar-Ghazipur	12	579	48	12	643	54	25,181	82	23,206	76	...	1,975
15th ditto	Sindia	75	6,472	87	75	8,284	110	1,73,899	91	2,03,671	107	29,772	...
1st ditto	Rajputana-Malwa (*a*)	1,664	3,00,494	181	1,664	2,61,000	157	89,22,180	211	73,18,205	174	...	16,03,915
8th ditto	Bengal-Nagpur (late Nagpur-Chhattisgarh)	149	13,922	93	149	13,037	88	6,33,370	167	6,03,241	160	...	30,129
8th ditto	Southern Mahratta (*b*)	315	36,040	114	764	53,204	70	8,57,237	107	14,77,256	85	6,20,019	...
15th ditto	Indian Midland	42	2,919	70	42	1,342	32	51,040	48	66,224	62	14,584	...
8th ditto	Lucknow-Sitapur-Sihramau	...	...	...	85	3,342	39	...	...	93,262	44	93,262	...
1st ditto	Cuddapa-Nellore	...	...	...	83	2,918	35	...	...	(*c*) 3,889	33	3,889	...
	TOTAL	3,829	12,26,701	320	4,450	11,13,538	250	3,32,98,126	342	3,11,83,428	287	...	21,14,698
	State Lines worked by Government.												
1st October, 1887	Eastern Bengal (*d*)	606	1,79,091	296	645	2,31,740	359	36,39,363	236	39,29,813	241	2,90,450	...
8th ditto	Nalhati	27	1,466	54	27	2,227	82	41,436	60	46,354	68	4,918	...
8th ditto	Tirhoot	246	26,070	106	249	25,664	103	7,50,848	121	8,14,558	129	57,710	...
8th ditto	Wardha Coal	45	10,993	244	45	11,198	249	3,16,030	276	3,31,847	292	15,817	...
1st ditto	Burma	327	46,714	143	327	44,535	136	10,36,981	125	13,04,313	165	3,27,332	...
27th August, 1887	Cherra-Companyganj	...	...	...	...	(*e*)	...	(*f*) 331	7	(*g*) 798	5	467	...
8th October, 1887	North-Western (*h*)	1,885	4,56,171	242	2,470	3,27,345	133	1,25,47,883	262	98,46,162	180	...	27,01,721
1st ditto	Bareilly-Pilibheet	36	1,760	49	36	1,291	36	46,402	51	40,228	44	...	6,174
1st ditto	Jorhat	26	948	36	26	1,009	39	18,598	28	25,085	38	6,487	...
24th September, 1887	Hilaspur-Etawa (Katni-Umaria Section)	...	...	...	37	1,343	36	...	...	34,928	37	34,928	...
	TOTAL	3,198	7,23,213	226	3,862	6,46,352	167	1,84,03,872	226	1,64,34,086	183	...	19,69,786
	GRAND TOTAL (GUARANTEED AND STATE)	11,183	30,60,237	274	12,440	27,06,310	218	8,67,85,805	305	8,20,10,903	270	...	47,74,902
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	4,26,52,684	150	(*i*) 3,99,88,430	131	...	...
	NET RECEIPTS	...	...	...	...	...	...	4,41,33,121	155	4,20,22,473	139	...	21,10,648
	Assisted Companies.												
8th October, 1887	Bengal Central	125	11,181	89	125	13,590	109	2,86,947	90	2,95,295	93	8,348	...
1st ditto	Rohilkhand-Kumaon	67	5,919	88	67	5,303	79	1,60,894	94	1,58,989	94	...	1,905
24th September, 1887	Dibru-Sadiya (late Assam)	78	6,039	77	78	7,672	98	1,68,283	85	2,09,271	106	41,188	...
8th October, 1887	Bengal and North-Western	303	27,835	92	376	27,570	73	9,84,379	128	10,08,358	106	23,979	...
8th ditto	Tarakessur	22	3,844	175	22	4,808	219	1,21,388	217	1,32,226	238	10,838	...
	TOTAL	595	54,818	92	668	58,943	88	17,21,691	114	18,04,139	107	82,448	...
	Native States.												
8th October, 1887	Bhavnagar-Gondal	193	11,969	62	193	15,400	80	4,98,094	101	5,00,904	103	2,810	...
1st ditto	Jodhpore	64	3,854	60	124	4,600	37	94,324	58	1,64,191	52	69,867	...
1st ditto	H. H. the Nizam's	208	33,183	160	208	25,009	120	6,84,315	129	7,53,431	143	69,116	...
1st ditto	Mysore	140	9,801	70	140	20,110	144	2,19,023	61	2,52,246	71	33,223	...
1st ditto	Morvi	24	353	15	68	2,114	31	20,997	34	74,620	43	53,623	...
8th ditto	H. H. the Gaekwar's	59	2,788	47	59	2,320	39	80,118	53	74,577	50	...	5,541
1st ditto	H. H. the Gaekwar's Mehsana-Vadnagar	...	...	...	21	530	25	...	...	16,714	31	16,714	...
	TOTAL	688	61,948	90	813	70,083	86	15,96,871	91	18,36,683	89	2,39,812	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Total receipts from 15th to 24th September, 1887.
(*d*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla, and Assam-Behar State Railways.
(*e*) Return not received.
(*f*) Total receipts from 1st July to 28th August, 1886.
(*g*) Total receipts from 1st April to 27th August, 1887.
(*h*) Includes the Amritsar-Pathankot and Rajpura-Patiala Railways.
(*i*) Calculated on percentage used for the corresponding period of 1886.

SIMLA;
The 27th October, 1887.

JAMES RAMSAY,
Offg. Under-Secretary.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF SEPTEMBER 1887 PUBLISHED IN PAGE 1437 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 22nd OCTOBER 1887.

1	2	3		4		5		6		7		8		9		10		11		12		13		14		15	
		QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.																									
PROVINCES.	DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLUM (*Sorghum vulgare*).		BAJRA OR CUMBU (*Pennisetum typhoideum*).		MARUA OR RAGI (*Eleusine coracana*).		KANGNI OR KAKUN, ITALIAN MILLET (*Setaria italica*).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (*Cicer arietinum*).		MAIZE (*Zea Mays*).		ARHAR OR THUR, CADJAN PEA (*Cajanus indicus*).		FIREWOOD.		SALT.	
		Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
MYSORE.	Bangalore	10 8	10 8	11 0	11 11	9 8	10 6	11 0	11 9	24 0	25 8	...	...	36 0	38 4	...	...	12 4	13 8	...	...	17 10	20 8	84 0	84 0	11 4	11 12
	Kolar	...	...	11 0	11 12	11 0	12 0	14 0	14 0	...	...	...	...	48 0	48 0	...	...	13 0	13 0	...	...	...	...	144 0	168 0	11 0	11 8
	Tumkur	10 8	11 0	10 8	11 0	13 0	13 8	15 0	15 0	...	...	...	...	40 8	40 4	...	...	12 0	12 4	...	...	20 0	20 0	340 0	340 0	10 0	10 0
	Mysore	9 8	9 8	10 0	10 0	11 0	10 12	13 6	13 4	40 0	40 0	32 0	32	38 0	38 0	12 0	12 0	12 0	12 0	...	...	14 4	14 4	81 0	81 0	9 0	9 8
	Hassan	...	...	10 0	12 0	14 0	15 0	19 0	16 0	...	...	...	...	46 0	42 0	...	...	13 0	13 0	...	...	17 0	16 0	96 0	96 0	10 0	9 8
	Shimoga	12 10	12 10	13 10	13 10	12 10	12 10	15 12	15 12	31 8	31 8	...	...	52 8	52 8	...	...	16 13	16 13	...	...	...	...	480 0	480 0	9 7	9 7
	Kadur	10 0	10 0	12 0	12 0	18 0	18 0	19 0	19 0	...	...	...	...	45 0	43 0	...	...	14 0	14 0	...	...	12 0	12 0	320 0	320 0	11 0	11 0
	Chitaldroog	12 0	12 0	13 0	13 0	11 0	11 0	14 0	14 0	40 0	42 0	30 0	30	48 0	48 0	55 0	55 0	12 0	12 0	...	...	22 0	22 0	320 0	320 0	9 0	8 0

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch.)

E. T. ATKINSON,
Offg. Secretary to the Government of India.

SUPPLEMENT TO

The Gazette of India.

No. 45.} CALCUTTA, SATURDAY, NOVEMBER 5, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 3rd NOVEMBER, 1887.

GENERAL REMARKS.—In Madras, Mysore, and in parts of Bombay there has been good rain during the past week, and some showers are also reported from Bengal and Assam. Elsewhere the week has been rainless.

The *kharif* harvest is almost over in the North-Western Provinces and Oudh, and is still progressing elsewhere. Prospects are on the whole very favourable.

Rabi sowings are in active progress everywhere.

In Madras, Mysore and Coorg the outlook continues satisfactory.

The rice crop in Bombay is being harvested. In Bengal the recent rain has improved the prospects of the crop, but in Assam more rain is wanted. In parts of the Punjab and the Central Provinces the crop has been injured by want of rain.

Cotton in Hyderabad and Wadhwan in Bombay is expected to be below average. Picking has begun in Berar and the Punjab.

Poppy is being sown in Bengal, and sugarcane is doing well there.

The public health is generally good.

Prices still show a tendency to rise in a few districts in the Punjab, and have risen in Agra and Jhansi in the North-Western Provinces and Oudh. Elsewhere they are generally stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Nov. 2nd.)		
Bellary	Average ·64	Standing crops good, but early crops withering in parts of one taluk. Harvest dry grains, yield below average. Cholera decreasing in five, and cattle-disease increasing in six taluks.
Kurnool	·58	Harvest early cereals, outturn below average. White *cholum* and cotton being sown. Cholera increasing. Small-pox in two, and cattle-disease in four taluks.
Ganjam	Average ·64	Small-pox in six, fever in seven, and cattle-disease increasing in four taluks. Cholera increasing.
Kistna	Average 1·23	Standing crops generally good. River 3·65 feet over Anicut. Cholera slight in one, and cattle-disease increasing in five taluks.
Chingleput (Madras)	Average 6·32	Standing crops generally good. Harvest paddy, outturn moderate. Cholera in one, small-pox in two, and cattle-disease increasing in six taluks.
Coimbatore	Average 1·93	Standing crops good, but *cumbu* attacked by insects in one taluk. Harvest wet and dry grains, outturn above average. Fever in one taluk. Cholera in Coimbatore town.
Tanjore	Average last week since revised, 4·07; this week, 4·67.	Standing crops generally good, but submerged in parts of one taluk. Harvest wet and dry grains, outturn up to average. Cattle-disease increasing in three taluks.
Madura	Average last week since revised, 2·04; this week, 2·04.	Standing crops improving.
Malabar	Average 3·21	Harvesting completed. Second crop cultivation progressing. Small-pox slight in eight, fever in two, cholera increasing in one, and cattle-disease in nine taluks.
Travancore	4·41	Second crop paddy thriving fairly. Small-pox and fever in parts. *General Remarks.*—General prospects very fair.
Bombay—(Nov. 2nd)		
Karachi		River at Kotri on 31st October, 7 feet 3 inches against 7 feet 1 inch on same date last year. *Kharif* harvesting continues. Fever in eleven talukas. Wheat, red rice, and *bajri* in Karachi 22, 28 and 29 and in Mirpur Batoro 22, 42 and 34 pounds per rupee, respectively.
Hyderabad		*Kharif* harvesting continues. Ground being prepared for *rabi* sowings. Crops, except at the banks of Canals good. Cotton will be a short crop. Small-pox in one and usual fever in ten talukas. River at Kotri on 31st October, 7 feet 3 inches against 7 feet 1 inch on same date last year. Wheat 28, *jowari* 36, *bajri* 33½, white rice 19 and red rice 28 pounds per rupee.
Ahmedabad	Total rain 24·62.	Reaping of *kharif* and sowing of *rabi* commenced in Viramgaon taluka. Fever in Dholka, Dhandhuka, Sanand, Parantij and Gogo talukas. Six cases of cholera in the city, all fatal. Wheat 25 and *bajri* 26 pounds per rupee.
Baroda		No report received.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Surat	Total rain in Surat at camp, 37·62; Olpad, 38·09; Chorasi, 34·21; Bardoli, 58·99; Jalalpore, 75·35; Chikli, 86·69; Bulsar, 82·76; Pardi, 87·90; and Mandvi, 56·03.	Rice harvesting in progress in certain places. Sowing of *rabi* crops commenced in certain places. Cattle healthy. Fever in Olpad and Bardoli. Cholera in Chorasi and Bardoli, 7 cases, 5 deaths. *Jowari* 30 and *nagli* 43 pounds per rupee.
Nasik		*Kharif* crops are being harvested. *Rabi* sowings in progress in Niphad and Chandor talukas. More moisture in land is required in Malegaon taluka. *Kharif* crops damaged to the extent of 8 annas in the rupee for want of timely rain while *rabi* sowings retarded in some places and in others the seeds sown have not germinated for want of sufficient and timely rain. Cholera in Dindori, 6 attacks, 3 deaths. Cattle-disease in Baglan.
Colaba (Bombay)		Abnormal temperature 2° warm on 26th and 28th, 3° warm on 27th, *nil* on 29th and 30th and 2° cool on 31st October and 1st November. Vapour in air defective, except on 29th, when it was normal. Abnormal wind from east on 26th, east-north-east on 27th, 28th and 30th October. Wind normal on all other days.
Poona		Crops doing well. Reaping of *bajri* and rice and sowing of *kharif* still continues. 159 cholera cases in the district, 68 fatal. Slight cattle-disease in Haveli and small-pox in Khed talukas. *Bajri* 40 and *jowari* 52 pounds in the district, and *bajri* 37 and *jowari* 43 pounds per rupee in Poona.
Ahmednagar		Reaping of *kharif* finished in two and in progress in nine talukas. Sowing of *jowari* in progress in four and of wheat and gram in all talukas. Cholera; attacks 32, deaths 18. *Bajri* 36 and *jowari* 54 pounds per rupee.
Sholapur	Rain in Sholapur, ·22; Barsi, ·15; Madha, ·10; Pandharpur, 1·99; and Malsiras, ·38.	Reaping of *kharif* crops in progress. *Rabi* crops doing well. Slight cholera in Sangola and Malsiras talukas. Cases 19, fatal 7. Cattle-disease in Pandharpur taluka. *Jowari* 59⅛ and *bajri* 46½ pounds per rupee.
Dharwar	Rainfall at all stations, except Hangal, varying from ·15 in Ranibennur to 3·14 in Navalgund.	Rice and early *jowari* crops in ear. Minor crops good. Young cotton plants thriving. Sowing of wheat, gram and late *jowari* in progress in eastern talukas. Slight cholera in Gadag and slight cattle-disease in Dharwar taluka. *Jowari* 57 and rice 23 pounds per rupee.
Kanara	Rainfall in Karwar, ·63; total 138·24; Kumpta, ·32; Sirsi, ·79; and Haliyal, 1·87.	Rice harvest in coast talukas. Cardamom and betelnut harvest in Sirsi and Siddapur. Slight fever in four and cattle-disease in five talukas. Common rice in Karachi 12½ and district average 12 seers per rupee.
Rajkot		Weather hot. Cholera at Porbandar, 1 case fatal. Fever and bowel-complaints generally prevalent. Wheat 23, *bajri* 23 and *jowari* 27 pounds per rupee.
		General Remarks.—Good rain throughout the Southern Mahratta Country. Slight in parts of Sholapur, Kanara and Ratnagiri. *Kharif* harvests and *rabi* sowings in progress. Generally crops slightly damaged by excessive rain in parts of Belgaum and by insects in parts of Ratnagiri. Cotton crop in Hyderabad and Wadhwan expected to be below average. Cholera in parts of fifteen, fever in parts of fourteen, cattle-disease in parts of ten and small-pox in parts of four districts.
Bengal—(Nov. 1st).		
Chittagong	0·17	Prospects fair. Lands being prepared for winter crops. Sugarcane doing well. Prices stationary.
Dacca	*Nil*	*Aman* paddy being harvested. Pulses and mustard being sown. Sugarcane thriving. Prospects continue good.
24-Pergunnahs (Calcutta)	0·5	Prospects of *aman* favourable. Sugarcane doing well. Ploughing for cold weather crops continues.
Khoolna	0·25	Weather cool. Prospects of *aman* good. Winter sowings commenced.
Moorshedabad	0·20	Weather hot at day; cool at night. *Aman* paddy in ear. Prospects good. *Kalai* and *moong* still being sown. *Til* and *rahar* progressing.
Pubna	*Nil*	Weather cloudy and close. Crops good.
Dinagepore	0·05	Weather getting cold. Prospects of paddy crop good.
Rungpore	0·20	Crops good. Mustard and pulses being sown. Prices stationary.
Midnapore	*Nil*	Crops good. Rain still needed in parts of Ghatal.
Burdwan	*Nil*	More rain still required. Prospects fair. Price of rice stationary.
Bhagalpur	*Nil*	*Rabi* sowings continue. Prospects of late rice very fair.
Monghyr		Opium sowings in progress, about 10 anna crop sown. Late rain has done much good. Prospects seem fair.
Purneah	*Nil*	All crops doing well. Sowing of winter crops in progress. River low.
Durbhanga	*Nil*	Prospects of rice continue very favourable. *Rabi* sowings in progress. Prices stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bengal—*contd.*		
Sarun		Poppy sowings going on, 35,000 bighas sown in Aliganj.
Chumparun	*Nil*	Prospects of crops favourable. Sowing of *rabi* going on.
Patna	*Nil*	Sowing of *rabi* going on. Crops sown have germinated well. Poppy being sown. Rice on low lands promising.
Gya	*Nil*	Paddy has suffered seriously for want of rain. *Rabi* being sown.
Hazareebagh	*Nil*	Weather cloudy for the past three days. Paddy being harvested, 10 to 12 annas, outturn expected. *Rabi* doing well.
Cuttack	*Nil*	Weather cloudy. *Laghu sarad* ripening and being cut. *Garu sarad* requires more rain. Prices almost stationary.
		General Remarks.—The weather has been unsettled. Showers have fallen in Orissa and in some districts of Bengal Proper, but Behar and Chota Nagpore have had no rain. Sky is now overcast. Prospects of *aman* paddy have considerably improved and are now generally fair, but more rain is still required in the Burdwan and Orissa divisions. *Rabi* crops and poppy are being sown and sugarcane is doing well.
N.-W. Provinces and Oudh—(Nov. 2nd)		
Benares (Nov. 1st)	*Nil*	Weather bright and seasonable. Agricultural prospects fair. No change in prices. Health good.
Ballia (Oct. 31st)		Sky clear. Weather cool and seasonable. *Rabi* sowings in active progress. Prospects favourable. Supplies plentiful. Prices stationary. Public health good.
Gorakhpore („ „)		Harvest prospects good. Prices stationary.
Fyzabad (Nov. 1st)	*Nil*	Weather seasonable. *Rabi* sowings in progress. Supplies ample. Health of human beings and cattle fair.
Lucknow (Oct. 31st)		Weather clear. *Bajri* being harvested. Other *hewant* crops nearly ripe. *Rabi* sowings nearly finished. Supplies abundant. Prices of *kharif* grains lowering, those of wheat stationary. Condition of cattle fair.
Rai Barelli („ „)		Weather seasonable. *Rabi* crops germinating well. Supplies ample. Prices stationary. Cholera lingering.
Partabgarh (Nov. 1st)	*Nil*	West winds. Clear weather. *Rabi* sowings nearly completed and the seeds germinating well. Prices almost stationary.
Allahabad („ „)		Weather seasonable. *Rabi* sowings including opium in progress. Prices slightly rising. Cholera almost disappeared. Fever reported in five tahsils. Slight cattle-disease in tahsil Manjhanpur.
Cawnpore („ „)	*Nil*	Condition of *kharif* fair. *Rabi* sowings approaching completion. Prices steady. Fever continues.
Farakhabad („ „)	*Nil*	Weather seasonable. *Bajri* being harvested. *Rabi* sowings progressing. Standing crops doing well. Supplies ample. Prices steady. Cholera in places. Fever and ague decreasing.
Sitapur („ „)		Weather fine. *Rabi* sowings continue. Prospects favourable. Cholera still prevails in tahsil Sitapur.
Bareilly („ „)		*Rabi* germinating and promises well. Prices decidedly rising. Cholera disappearing. General health good.
Banda („ „)	*Nil*	*Kharif* being harvested. *Rabi* being sown. Prices stationary.
Kumaon („ „)	*Nil*	*Kharif* harvest nearly over, outturn good. *Rabi* operations in progress. Wheat sowings commenced.
Agra (Oct. 31st)	*Nil*	*Kharif* continues to be cut and *rabi* sowings are going on. Prices high and rising. Fever prevalent in parts of the district.
Jhansi (Nov. 1st)	*Nil*	Weather seasonable. *Kodon* and *bajri* being cut. *Rabi* sowings continue. Prices slightly rising. Fever abating.
Meerut („ „)	*Nil*	Prices stationary. Cholera disappeared. Fever lingering in parts.
		General Remarks.—No rain has fallen during the week and the weather throughout the Provinces has been bright and seasonable. The *kharif* harvest is all but over and prospects are favourable. *Rabi* sowings are in active progress. Prices fairly stationary, except in the Agra and Jhansi districts, where they ars rising. Cholera lingers in a few districts but with the exception of this, and of a little fever the public health is good. Slight cattle-disease is reported from a few districts.
Punjab—(Nov. 2nd)		
Delhi		Fever prevalent. Prices rising. *Kharif* prospects unfavourable.
Hissar		Health improving. Prices fluctuating with tendency to rise. *Kharif* crops perhaps above average, but *moth* and *moong* poor. Crops mostly harvested, some damage in Sirsa from hail. Wheat and barley being sown. *Rabi* prospects good.
Umballa		Cholera abated. Fever prevalent. Prices stationary. *Kharif* cutting nearly completed. *Rabi* crops being sown.
Jullundur		Health good. Prices stationary. *Kharif* reaping in progress. *Rabi* sowings commenced.
Amritsar		Fever abating. Prices fluctuating. *Kharif* prospects good. *Rabi* sowings in progress.
Sialkot		Health good. Prices rising. Rice crop on Barani land much injured by want of rain. Cotton in addition to crops reported last week being harvested. Wheat and barley sowings progressing.
Ferozepore		Slight fever prevalent. Prices stationary. *Rabi* prospects good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Punjab—*contd.*		
Lahore		Slight fever, but the general health of the people is good. Prices stationary as compared with the last week. *Kharif* crops being reaped. *Rabi* sowings in progress.
Rawalpindi		Health good. Prices stationary. *Rabi* crops being sown. Prospects generally good.
Multan		Health good. Prices stationary. *Rabi* crops being sown.
Dera Ismail Khan		Health fair. Prices stationary. Prospects bad in Thal owing to drought, in Daman fair, in Kachi good. *Til* and cotton in Kachi bad. *Rabi* sowings in progress.
Peshawar		Fever prevalent. Slight cholera. Prices fluctuating. *Kharif* reaping commenced Ploughing for *rabi* progressing. Rain wanted.
Shahpur		Health good. Prices rising. *Kharif* crops being harvested. Wheat sowings in progress. Rain wanted.
		General Remarks.—No rain during the week. Health of the Province is generally good. Fever prevalent in Delhi, Umballa and Peshawar and cholera still lingers at Peshawar. Prices are stationary, except in a few districts, where there is still a slight tendency to rise. *Kharif* prospects good, except in Delhi and Dera Ismail Khan. Reaping in progress. *Rabi* ploughings and sowings in progress, and prospects are generally good, but more rain is still wanted in Shahpur and Peshawar.
Central Provinces— (Nov. 2nd)		
Nagpur		Weather clear and cold. *Rabi* sowings in progress: Cholera abating.
Jubbulpore		*Rabi* sowings continue. Prospects excellent. Fevers prevail. Prices steady.
Saugor		Weather clear and pleasant. Few cases of cholera. Fever continues. Prices slightly rising.
Seoni		Weather fine and clear. *Rabi* sowings in progress. Rice being cut. Health good. Prices falling.
Hoshangabad		Weather clear and cool. *Rabi* sowings in progress. Fever prevalent. Prices unchanged.
Khandwa (Nimar?)		Weather becoming cool. Prospects unchanged. 29 cases of cholera, 12 fatal Prices unchanged.
Bilaspur		*Rabi* sowings continue. Linseed injured by insects. *Dhan* reaping commenced. Fever and cattle-disease prevalent. Prices rising.
Raipur		Weather cloudy. *Kharif* crops doing well. *Rabi* sowings continue. Fever continues. Prices falling.
Sambalpur (Oct. 20th)	·70	Weather clear and cool. Rice on highlands suffering for want of rain. Pulses promising. Fever prevalent. Prices unchanged.
		General Remarks. Weather clear and cool. *Rabi* sowings continue. Prospects good, except in Bilaspur, where linseed injured by insects and in Sambalpur, where rice suffering for want of rain.
Assam—(Nov. 2nd)		
Gauhati	*Nil.*	Malarial fever still prevalent in parts of the district, affecting to certain extent progress of agricultural operations. Winter rice crop and pulse reported to have suffered from want of rain. Tea operations closing. Ploughing for mustard in progress.
Sylhet	0·12	Prospects of *aman* and *sali* hopeful; but more rain for *sali* and *aman* wanted at places. State of tea favourable. Ploughing for mustard has commenced. Drought has affected sugarcane in South Sylhet. 38 deaths from cholera reported from Karimganj. Subdivisional Officer, Habiganj also reports sporadic cases of cholera in Habiganj thana.
Cachar	·91	Weather unseasonable. 10 days drizzle. Ploughing for mustard crop continues. Prospects of *sail* crop, and health good. Common rice 17 seers 12 chittacks 2 kachas per rupee. Prospects of tea good.
Dibrugarh		Weather seasonable and fine. Public health good. Crops doing well.
Mysore and Coorg— (Nov. 2nd)		
Bangalore Mysore	Civil and Military Station, 1·33, Bangalore district headquarters, ·60; Mysore, ·95; Kolar, 1·32.	Rain reported more or less in other parts of the State. Standing crops in good condition, except in parts of the Tumkur district, where they are reported to be failing for want of more rain. Prospects of season fair. Public health generally good. Three fatal cases of cholera in Civil and Military Station. The epidemic is prevalent in Kankanhalli taluks of the Bangalore district and in parts of Shimoga, Tumkur, Mysore, Kadur and Chitaldroog districts. Cattle-disease in parts. Prices fallen in Kadur district and risen in Shimoga, Chitaldroog and Hassan districts slightly.
Mercara	3·31	Standing crops good. Prices slightly fallen. Health good.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Berar and Hyderabad— (Nov. 2nd)		
Amraoti		*Jowari* in ear. Cotton plants in pod. First picking of cotton commenced in some places. Sowing of linseed completed and that of wheat in progress. *Jowari* 23 and wheat 15 seers per rupee.
Akola		Weather clear and cool. Prospects of *kharif* crops good. Sowings for *rabi* in progress. *Jowari* 21 and wheat 15 seers per rupee.
Hyderabad	·94; total to date 25·62	*Rabi* sowings in progress. Agricultural prospects on the whole are fair. Cattle-disease still prevalent. Prices—wheat 11, coarse rice 12, white *juar* 18½, yellow *juar* 20½ and *tur* 15 seers per *halli* sicca rupee.
Central India States— (Nov. 2nd)		
Indore	*Nil*	Weather cool and bright.
Morar (Gwalior)	*Nil*	Weather cool.
Sutna	*Nil*	Agricultural prospects excellent.
Neemuch		Fever prevalent. Prices rising.
Goona		Health and prospects good. Prices rising.
Agar		Cholera at Piploda. Prospects fair.
Sehore		Weather getting cool. Crops fair.
Nowgong		Weather seasonable. Ploughing and *rabi* sowings continued. Prices rising. Health good.
Manpur		Weather colder. *Rabi* sowings almost finished. Prices slightly risen.
Rajputana—(Nov. 2nd)		
Abu (Nov. 2nd)		Weather seasonable and cold.
Sirohi (Oct. 30th)		Tanks and wells low. Health good. Preparations for *rabi* sowings going on. Weather dry and much cooler.
Marwar („ 29th)		Health good. *Rabi* sowing progressing. Prices steady.
Meywar („ „)		Tanks and wells decreasing. *Rabi* being sown. Health fair. Prices stationary. Weather seasonable.
Harowti („ „)		Weather seasonable. Cultivation progressing. Fever continues.
Jhallawar („ 30th)		Health slightly improved. Prices high. Scarcity of gram and wheat.
Ajmere (Nov. 1st)		Weather clear. Fever still continues. *Kharif* crops reaped; outturn poor. Prices high.
Jeypore („ „)		Weather seasonable. Fever prevalent.
Dholepore (Oct. 29th)		Wells full; tanks low. *Rabi* sowings progressing. Fever continues. Prices stationary. Weather clear.
Bhurtpore (Nov. 1st)		*Kharif* reaping and *rabi* sowing progressing. Fever continues.
Ulwar („ „)		*Rabi* sowing progressing. Prices steady. Fever continues.
Kotah (Oct. 29th)		Fever and slight diarrhœa prevailing, otherwise health good. Prices high. Weather clear.
Kherwara („ 30th)		Tanks and wells unfilled. Little or no *rabi* sowings. Health fair. Prices steady. Weather fine.
Bickanir („ 29th)		Fever in districts. Prices stationary. Weather hot.
Pertabgarh („ „)		Tanks and wells decreasing daily. Health good. Prices slightly risen.
Kerowlee („ „)		Tanks decreasing; wells full. *Rabi* cultivation progressing. Fever continues. Prices rising. Weather cool.
Nepal—		
Katmandu		No report received.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending the 2nd November, 1887.

During the week under review the weather over the Peninsula and the Bay has been in a very unsettled state, and at the close of the week these unsettled conditions extended northward, and spread into Bengal and Assam. In Northern India, though the weather throughout has been fair, the sky became more cloudy towards the close of the week, the air damper and temperature lower.

On the 27th slight showers were reported from Berhampore and Dhubri, but with this exception the weather conditions were the same as those prevailing at the close of the previous week—clear skies being reported to the north of Lat. 20° and unsettled rainy weather to the south. A large area of high pressure overlay Northern India, while the lowest barometer was reported from the Bay. On the 28th there was no practical change in the weather, the whole of the Peninsula experienced rain, while the whole of Northern India enjoyed fine clear weather. A slight barometric rise was reported from a large part of Southern India, and it appeared on that day that conditions there might shortly improve, but on the 29th the barometer was falling fast on the Coromandel Coast, and the Chart of that day showed a well-defined depression off the South Carnatic, with its centre near Madras. This disturbance occasioned moderate to heavy rain (the largest amounts reported being 4 inches at Madras and Nellore and 3 inches at Negapatam) and densely overcast skies all over the Peninsula. On the following day the barometer was still falling over Southern India with overcast rainy weather, and the storm centre was apparently off the Coast between the stations of Negapatam and Madras. On the 31st the Chart showed that the depression was travelling northward, and as a consequence, while the amount and the extent of the rainfall in the Peninsula had decreased, rain had spread northward as far as the head of the Bay. On the 1st the storm over the Bay was rapidly filling up and the barometer was rising briskly over parts of the Peninsula. At the same time at the head of the Bay rain was increasing, False Point receiving nearly 5 and Calcutta nearly 3 inches. In the Peninsula, though the amounts were smaller than of late, the extent of the rainfall area was unchanged. On the 2nd the barometer was rising all over the Bay and the depression rapidly filling up and disappearing, but the weather all around the Bay and over the south of the Peninsula remained unchanged.

In Northern and North-Western India there has occurred little worthy of notice. On the 1st, when the depression began to move northward, the sky became more cloudy and the air damper at a number of stations in Upper India, but with this exception fine settled weather has prevailed throughout.

The rainfall around the Bay has been very remarkable. During the seven days Madras received 12½ inches; Negapatam 11 inches; False Point nearly 6 inches; Galle 5½ inches; and Colombo and Wellington 4½ inches.

The weather has been cool generally for the time of year, and pressure has been above the average. In the south of the Peninsula the humidity has been much above the average, and the air on several days almost at saturation.

The concluding table gives the total rainfall of the past week for the different Provinces:

Divisions.	No. of Stations.	Total Rainfall.
Burmah ...	3	2·43
Bengal and Assam ...	8	14·13
North-Western Provinces and Oudh ...	0	0
Punjab ...	0	0
Hill Stations ...	0	0
Ceylon ...	2	10·27
Malabar Coast ...	5	12·12
Bombay ...	5	2·78
Berars and Central Provinces ...	0	0
Guzerat and Central India ...	0	0
Sind—Rajputana ...	0	0
Madras ...	14	44·01

SIMLA, *4th November, 1887.*

W. L. DALLAS,
for Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXVI OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 2nd October, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 1st October, 1887. Total.	Per mile open.	Total Receipts from 1st April to 2nd October, 1886. Total.	Per mile open per week.	Total Receipts from 1st April to 1st October, 1887. Total.	Per mile open per week.	Total increase in 1887-88.	Total decrease in 1887-88.
	Lines worked by Guaranteed Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
8th October, 1887	Oudh and Rohilkhand	683	1,16,089	170	693	81,997	118	33,72,957	187	31,25,855	173	...	2,47,102
8th ditto	Madras	861	1,56,194	181	831	1,31,262	158	40,42,072	178	40,88,574	187	46,502	..
8th ditto	South Indian	654	93,044	142	654	96,577	148	26,50,130	153	26,28,701	153	...	21,429
15th ditto	Great Indian Peninsula	1,497	4,95,030	331	1,496	4,75,714	318	1,91,55,577	484	1,94,77,079	495	3,21,502	...
8th ditto	Bombay, Baroda and Central India	461	2,14,141	464	461	1,74,000	377	69,37,569	569	60,21,871	497	...	9,15,698
	TOTAL	4,156	10,74,498	258	4,135	9,59,550	232	3,61,58,305	329	3,53,42,080	326	...	8,16,225
	State Lines worked by Guaranteed Companies.												
15th October, 1887	East Indian	1,515	8,53,780	564	1,519	5,66,544	373	2,32,19,011	580	2,17,13,901	544	...	15,05,110
15th ditto	Patna-Gya	57	20,677	363	57	4,864	85	2,90,065	193	2,51,921	168	...	38,144
15th ditto	Dildarnagar-Ghazipur	12	723	60	12	564	47	25,904	82	23,770	75	...	2,134
22nd ditto	Sindia	75	7,652	102	75	7,476	100	1,81,551	92	2,11,147	107	29,596	..
8th ditto	Rajputana-Malwa (*a*)	1,664	3,17,182	191	1,664	2,69,000	162	92,39,362	210	75,96,114	174	...	16,43,248
15th ditto	Bengal-Nagpur (late Nagpur-Chhattisgarh)	149	13,405	90	149	10,224	69	6,46,775	164	6,12,700	156	...	34,075
15th ditto	Southern Mahratta (*b*)	315	30,577	97	764	45,517	60	8,87,094	107	15,97,549	88	7,10,455	...
22nd ditto	Indian Midland	42	3,988	95	42	1,440	34	55,628	50	67,664	61	12,036	...
15th ditto	Lucknow-Sitapur-Sihamau	...	...	...	85	2,481	29	...	...	95,704	44	95,704	...
8th ditto	Cuddapa-Nellore	...	...	...	83	3,084	37	...	...	(*c*) 6,850	34	6,850	...
	TOTAL	3,829	12,47,984	326	4,450	9,11,194	205	3,45,45,390	341	3,21,77,320	284	...	23,68,070
	State Lines worked by Government.												
15th October, 1887	Eastern Bengal (*d*)	606	1,97,670	326	645	2,67,871	415	38,37,033	240	41,97,684	248	3,60,651	...
15th ditto	Nalhati	27	1,784	66	27	1,828	67	43,220	61	48,033	68	4,813	...
15th ditto	Tirhoot	246	24,947	101	249	21,892	88	7,81,795	120	8,36,450	128	54,655	...
8th ditto	Wardha Coal	45	10,687	237	45	5,274	117	3,26,717	275	3,30,776	285	10,059	...
8th ditto	Burma	327	43,023	132	327	44,788	137	10,80,004	125	14,09,586	164	3,29,582	...
10th September, 1887	Cherra-Companyganj	...	...	...	...	(*e*)	...	(*f*) 378	10	(*g*) 861	5	483	...
22nd October, 1887	North-Western (*h*)	1,885	4,02,651	214	2,470	3,59,327	145	1,29,50,534	260	1,02,05,489	179	...	27,45,045
15th ditto	Bareilly-Pilibheet	36	1,082	30	36	1,068	30	47,484	50	41,258	44	...	6,226
1st ditto	Jorhat	26	940	36	26	1,352	52	19,538	28	26,437	39	6,899	...
8th ditto	Bilaspur-Etawa (Katni-Umaria Section)	...	...	...	37	2,278	62	...	...	37,206	38	37,206	...
	TOTAL	3,198	6,82,784	214	3,862	7,05,678	183	1,90,86,703	226	1,71,39,780	183	...	19,46,923
	GRAND TOTAL (GUARANTEED AND STATE)	11,183	30,05,266	269	12,447	25,76,422	207	8,97,90,398	304	8,46,59,180	268	...	51,31,218
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	4,42,32,423	150	(*i*) 4,13,49,885	128	...	...
	NET RECEIPTS	...	...	...	...	...	...	4,55,57,975	154	4,33,09,295	140	...	22,48,680
	Assisted Companies.												
15th October, 1887	Bengal Central	125	10,319	83	125	10,432	83	2,97,266	90	3,05,727	93	8,461	...
15th ditto	Rohilkhand-Kumaon	67	9,056	135	67	5,467	82	1,09,950	96	1,63,559	93	...	6,391
1st ditto	Dibru-Sadiya (late Assam)	78	8,029	103	78	6,916	89	1,76,112	85	2,16,188	105	40,076	...
15th ditto	Bengal and North-Western	303	23,916	79	376	26,640	71	10,08,295	126	10,38,858	105	30,563	...
15th ditto	Tarakessur	22	4,022	183	22	4,716	214	1,25,410	216	1,36,942	237	11,532	...
	TOTAL	595	55,342	93	668	54,171	81	17,77,033	113	18,61,274	106	84,241	...
	Native States.												
15th October, 1887	Bhavnagar-Gondal	193	13,644	71	193	12,747	66	5,11,738	100	5,13,889	101	2,151	...
8th ditto	Jodhpore	64	3,293	51	124	4,200	34	97,617	58	1,68,408	52	70,791	...
8th ditto	H. H. the Nizam's	208	20,745	100	208	34,982	168	7,19,297	131	7,74,176	142	54,879	...
15th ditto	Mysore	140	15,051	107	140	13,659	98	2,24,273	61	2,70,808	74	46,535	...
8th ditto	Morvi	24	458	19	68	2,065	30	21,455	34	76,687	43	55,232	...
8th ditto	H. H. the Gaekwar's	59	2,479	42	59	2,720	46	82,597	53	77,378	50	...	...
8th ditto	H. H. the Gaekwar's Mehsána-Vadnagar	...	...	...	21	600	29	...	...	17,306	31	17,306	...
	TOTAL	688	55,670	81	813	70,973	87	16,56,977	91	18,98,652	89	2,41,675	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Total receipts from 15th September to 1st October, 1887.
(*d*) Includes the Northern Bengal, Kaunia-Dharlla, Dacca, and Assam-Behar State Railways.
(*e*) Return not received.
(*f*) Total receipts from 16th June, 1886, to 11th September, 1886.
(*g*) Total receipts from 1st April to 10th September, 1887.
(*h*) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(*i*) Calculated on percentage used for the corresponding period of 1886.

SIMLA;
The 3rd November, 1887.

JAMES RAMSAY,
Offg. Under-Secretary.

GOVERNMENT OF INDIA 12 NOV 87 REVENUE DEPARTMENT

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

PROPOSED RAILWAY FROM UMBALLA TO KALKA, WITH EXTENSION TO SIMLA.

No. 1183 R.C., dated Simla, 2nd November, 1887.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Public Works Resolution No. 520R.C., dated 24th June 1884.

Letter from the Government of India, Public Works Department, No. 553R.C., dated 3rd July 1884, to the Secretary to Government of Punjab, Public Works Department.

Letter from the Secretary to the Government of the Punjab, Public Works Department, No. 2785, dated 17th May 1886, to the Secretary to the Government of India, Public Works Department, with enclosures.

Read also—

Letter from Secretary to Government, Punjab, Public Works Department, No. 82C., dated 16th June 1887, to Secretary to Government of India, Public Works Department, submitting detailed estimates of, and reports on, a line of railway on 2′ gauge from Kalka to Simla.

OBSERVATIONS.—With the Resolution above read again* was published a Report by Mr. T. B. Morris, M.I.C.E., with Appendices and Abstract Estimates for a line of Railway on the 5′ 6″ gauge from the Umballa Cantonment station of the North-Western Railway to Kalka, a distance of 35·6 miles.

* Published as a Supplement to the *Gazette of India*, dated 28th June 1884, on page 1011.

2. The estimate, of which detailed abstracts accompanied the Resolution, gave the following figures :—

See Abstracts, Parts I and II, appended to Reports published with Resolution No. 520R.C., dated 24th June 1884.

	Rs.
Direct charges	29,59,749
Indirect	2,74,420
Total ...	32,34,169

This estimate includes no provision for Rolling-stock, as the line would probably be worked with North-Western Railway stock under an arrangement with the authorities of that line.

This estimate was commented on favourably by Mr. Molesworth.

3. Various statistics of traffic were given, but these were said in the report† to be "conspicuously inaccurate" as shown by the item of liquor alone, which, according to the returns supplied by the two firms of Messrs. Meakin and Dyer, gave a down traffic in the period included in the returns of 145,000 maunds, whilst the registered down traffic at Kalka for this item was entered as 1,544 maunds and at Lalru as 17,288 maunds.

† Paragraph 12 of Report.

4. But on the statistics in his possession, with corrections in the item above referred to, the estimate of returns per mile framed by Mr. Morris was as follows‡ :—

‡ Paragraphs 18-26 of Report.

	Rs.
994,112 maunds of goods, at 1 pie per maund per mile ...	5,178
166,991 3rd class passengers, at 4 pies per mile	3,479
1st and 2nd class passengers	840(*a*)
Military transport	500(*b*)
Total per mile ...	9,997

(*a*) Based on returns of actual numbers, received from Postal Department, with railway rates.
(*b*) Based on actual cost of transport, as supplied by Postal and Commissariat Departments, with an allowance for decreased cost of carriage by railway.

C

Deducting from these estimated gross earnings per mile, 60 per cent. for working expenses, the balance (Rs. 3,999) gave a return of 4·39 per cent. on the estimated capital outlay, including indirect charges, and 4·79 per cent. on the direct charges alone.

Paragraph 27 of Report.

5. In a later part of his report, Mr. Morris showed that, in his opinion, comparisons of various kinds with the neighbouring main line (then the Sind, Punjab and Delhi Railway) gave grounds for the conclusion that the gross earnings as calculated from existing traffic statistics, "are misleading, and far below what the actual earnings are likely to be."

Paragraph 34 of Report.

6. The Government of the Punjab in reviewing this report remarked on the high rates assumed by Mr. Morris for both goods and 3rd class passengers (an average of 1 pie per maund per mile, and 4 pies per mile respectively) as compared with those in force on the neighbouring line, where the 3rd class passenger rate was only $2\frac{1}{2}$ pies per mile, and the average rate of goods was supposed not to be much more than $\frac{1}{4}$ pie per maund per mile, and they further considered that the allowance for working expenses on a line with such steep gradients for a portion of its length, should be increased to 70 per cent.

Paragraph 5 of Punjab Public Works letter No. 1441, dated 18th March 1884, published with Resolution No 520 R. C., dated 24th June 1884.

The capital outlay was further increased by the Punjab Government to 38 lakhs to provide for rolling-stock.

On this basis the gross returns were reduced to Rs. 7,000 per mile, and the net return on capital to 2 per cent.

The Government of the Punjab, in making these calculations, retained the figures referring to weight of goods and numbers of passengers which were used in Mr. Morris' report, but expressed its willingness to arrange for a further registration of traffic.

7. The Government of India in their Resolution remarked that a further registration of traffic would furnish a more reliable basis for the calculation of probable earnings of the proposed railway, and that they would await with interest a further report on the subject.

8. Some further statistics relating to the whole line from Umballa to Simla were supplied with the Punjab Government letter as per margin, and abstracts of these, with the covering letter, are appended to this Resolution as Enclosure No. 1. They refer chiefly to the period from the beginning of August 1884 to the end of July 1885.

Punjab Public Works Department No. 2785, dated 17th May 1886.

The detailed lists, showing the traffic of each kind, referred to in the covering letter as statements 1 to 4, are voluminous and are not now published, but can be obtained from the Public Works Department of the Government of India or of the Punjab.

9. The registration at Lalru shews but little variation in the aggregate from the figures of 1878-79, but the Kalka returns show an increase in up traffic from 550,622 to 837,524 maunds, and of down traffic from 102,350 to 138,695.

The Punjab letter contains the following remarks as to the value of these statistics :—

Paragraph 12.

"In some respects these statistics, as registered at the various posts, involve certain anomalies that tend to shake confidence in their value for practical purposes, and seem to require further analysis and enquiry."

No further communication on this part of the subject has been received, but the report on the Kalka-Simla section, referred to further on, contains other statistics.

KALKA-SIMLA SECTION.

10. The papers relating to this section which were published in 1884 consisted merely of a report of a reconnaissance survey by Mr. Morris, on two routes, called respectively A and B, of which the latter was recommended, and of a Note on the same by Mr. Molesworth, Consulting Engineer to the Government of India for State Railways, in which some modifications of Mr. Morris' route B were proposed.

11. With Punjab Public Works letter No. 82C., dated 16th June 1887 (Enclosure 2) a report by Mr. Morris [Enclosure 2 (*a*)], together with fully detailed estimates for this section of the complete project were submitted; abstracts of which are appended to this Resolution [Enclosures (*a* i) and (*a* ii) 2].

They aggregate—

		Rs.
Direct charges	... ...	56,90,021
Indirect ,,	... ...	4,88,389
	Total ...	61,78,400

for a line $68\frac{1}{8}$ miles in length with 35 lbs. flat-footed rails on a 2-feet gauge.

This estimate includes a sum of Rs. 4,92,852 for Rolling-stock.

12. A note on the project by the Under-Secretary to the Government of the Punjab, Public Works Department [Enclosure No. 2(*b*)] shows that he considers the estimate generally fair except as regards "Establishment" which he notes as being Rs. 3,05,283, on an estimate of Rs. 53,84,738.

In that Note it is proposed to raise the estimate for establishment to 23 per cent. on works, making the total—

		Rs.
Direct charges without establishment	...	53,84,738
23 per cent. on above for establishment	...	12,38,490
Total	...	66,23,228
Indirect charges, say	...	5,00,000
Grand Total	...	71,23,228

13. Mr. Molesworth, in a note appended to this Resolution [Enclosure No. 3], would increase the estimate for direct charges alone from Rs. 83,523 to Rs. 96,000 per mile, and strongly advocates the use of steel instead of deodar sleepers at a further cost of Rs. 4,000 per mile, or one lakh per mile for direct charges only.

The first figure would bring the direct charges to Rs. 65,40,000, and the latter figure to Rs. 68,12,500. In each case about five lakhs of rupees would, on the basis adopted in the estimate, have to be added for indirect charges, bringing the total to about seventy and-a-half lakhs and seventy-three lakhs of rupees respectively.

14. As to probable returns, Mr. Morris appends to his report various abstracts, numbered A to L, which give the best information now available as to the traffic between Simla and Kalka [see Enclosure No. 2 (*a* iii)]; and the probable returns based on this traffic are reviewed in the body of his report, and are criticised in the Under-Secretary's Note [Enclosure No. 2(*b*)] paragraphs 4 to 15.

RESOLUTION.—With reference to the estimates summarised above, it appears necessary to make a correction in both with regard to indirect charges, it not being the practice of the Government of India to include in estimates for railways any charge for interest on capital during construction.

The charges on this account which are included are—

		Rs.
Umballa-Kalka	... ...	1,18,390
Kalka-Simla	... ...	2,23,601

and the revised figures after making this correction would be—

Umballa-Kalka :

		Rs.
Direct charges, excluding Rolling-stock	... ...	29,59,749
Indirect ,,	... ...	1,56,030
	Total ...	31,55,779

Kalka-Simla (with deodar sleepers) :

	Rs.
Direct charges, according to Mr. Molesworth's estimate ...	65,40,000
Indirect ,, ,, ,, ,, ...	2,76,399*
Total ...	68,16,399

Kalka-Simla—(with steel sleepers) :

	Rs.
Direct charges, according to Mr. Molesworth's estimate ...	68,12,500
Indirect ,, ,, ,, ,, ...	2,76,399
Total ...	70,88,899

2. The statistics of traffic are obviously subject to considerable qualification; whether in the direction of excess, or the reverse, must be a matter of opinion. The Government of India must be understood as not accepting any responsibility with respect to them.

3. The Government of India are not prepared under present circumstances to undertake the construction of either of these lines as a State Railway, or to offer any guarantee or subsidy on their concession to private enterprise.

4. In the event, however, of any substantial private Company being disposed to embark in one or both undertakings, they would be prepared—

I.—To permit the construction of the Umballa-Kalka Railway on terms similar to those which have been arranged with the Tarakeshwar Railway Company, namely, that the Company make the line at their own expense, and that it be worked by the North-Western Railway, which will receive $\frac{1}{5}$th net profits as remuneration, and also 5 per cent. on the value of rolling-stock supplied.

II.—To permit the construction of the Kalka-Simla Railway on terms similar to those granted to the Bengal and North-Western Railway Company.

III.—In the event of a Company offering to construct the Umballa-Kalka Railway, and no other Company simultaneously expressing a desire to undertake the Kalka-Simla Railway, the first named Company will receive, should they so desire, a preferential right for a term of 3 years to the concession of the Kalka-Simla Railway.

The Governor-General in Council desires to notice with special commendation the very excellent manner in which the details of this project have been elaborated by Mr. Morris.

ORDERED, that this Resolution be sent to the Government of the Punjab, and also be published for general information in the *Gazette of India*.

UMBALLA-SIMLA RAILWAY.

List of Enclosures to P. W. Dept. Resolution No. 1183 R.C., dated November 2, 1887.

1. Punjab P. W. D. letter to Government of India, No. 2785, dated 17th May 1886, and enclosures as follow :—

(*a*) Bullock train traffic from 1st September 1884, to 31st August 1885 between Umballa and Simla.

(*b*) Abstract of passenger traffic between Umballa and Simla.

(*c*) Summary of traffic by Bullock train and other means of conveyance for 12 months between Umballa and Simla.

2. Punjab P. W. D. letter No. 82C., dated 16th June 1887 and enclosures, as follow :—

(*a*) Report by Mr. Morris, Executive Engineer, on Kalka-Simla Railway project, and accompaniments.

i Abstract Estimate, direct charges.
ii Ditto indirect charges.
iii Abstract of traffic, A to L.

(*b*) Extract from Note by Mr. E. E. Oliver, Under Secretary to the Government of Punjab, Public Works Department, on Kalka-Simla Railway project, dated 18th May 1887.

3. Note by Mr. G. L. Molesworth, Consulting Engineer to the Government of India for State Railways, on the Kalka-Simla Railway project, dated 13th August 1887.

* Estimate of five lakhs, framed by Under-Secretary, Punjab (see paragraph 12 *ante*) reduced by amount named above.

Enclosures Nos. 1—3 to P. W. D. Resolution No. 1183 R. C., dated 2nd November, 1887.

[Enclosure No. 1.] No. 2785, dated 17th May, 1886.

From—The Secretary to the Government, of the Punjab, Public Works Department,

To—The Secretary to the Government of India, Public Works Department.

With reference to Public Works Department Resolution No. 520 R. C., dated the 24th June 1884, forwarded under cover of your Office letter No. 553 R. C., dated 3rd July 1884, and to subsequent reminders on the subject, I am directed to submit, herewith, Statements 1 to 7 of Statistics of Traffic in connection with the proposed Railway from Amballa to Kalka, with possible extension to Simla.

2. Statements marked A (1 to 4)* contain returns of traffic registered at the four posts of Lalru, Kalka, Badhaighat, and Mamlik-ka-Kupri.

Statement No. 5 shews the maundage carried in Bullock Train, registered at Amballa and Simla, and the intervening stations of Kalka, Kasauli, Dagshai, Sabathu, and Solon.

Statement No. 6 shews the passenger traffic registered at Lalru, Kalka, Badhaighat, and Mamlik-ka-Kupri.

Statement No. 7 is a summary of goods and passenger traffic on the proposed line of railway.

3. Of the four statements marked A. (1 to 4)* no account has been taken of the traffic at Mamlik-ka-Kupri, as from the accompanying sketch* it will be seen it is off the Amballa and Simla road.

The remaining statements (1 to 3)* are taken to represent traffic along the sections of the road as follows :—

(*a*) Section of road, Amballa to Kalka, 36 miles, registration post at Lalru (Sheet 1).*

(*b*) Section of road, Kalka to Solon, 33 miles, approximately, registration post at Kalka (Sheet 2).*

(*c*) Section of road, Solon to Simla, 34 miles, approximately, registration post at Badhaighat (Sheet 3).* In the summary (Sheet 7) the above order has been followed.

4. Statement (5) Bullock Train maundage. The returns in this statement have been worked into the summary sheet (7) as follows :

The total weight of goods is assumed to have been carried over two-thirds of the whole length of 103 miles of road. This plan of dealing with the figures is adopted in consequence of the position of the stations between Amballa and Simla, and the absence of information as to the actual distances over which the goods were *conveyed*.

5. Thus the total upward traffic, statement (5), is 86,939 maunds from all stations, and two-thirds of 86,939 = 57,959, which is the quantity assumed to have been carried over the whole length of road. The quantity carried over each section is as follows :—

	Miles.	*Maunds.*
Amballa to Kalka	36	20,258
Kalka to Solon	33	18,569
Solon to Simla	34	19,132
Total		57,959

Similarly, the total downward traffic, statement (5), is 77,143 maunds, and two-thirds of 77,143 = 51,429, the quantity for each section is given below :—

	Miles.	*Maunds.*
Simla to Solon	34	16,977
Solon to Kalka	33	16,476
Kalka to Amballa	36	17,976
Total		51,429

6. In the summary statement (7) these several quantities have been added to the totals obtained from Statement A (1 to 3), making a grand total of traffic over each section of the roads, as follows :—

	Maunds.
Amballa to Kalka	5,05,443
Kalka to Solon	9,76,219
Solon to Simla	2,96,311

7. Statement 6. The last six columns have been neglected as representing passenger traffic at Mamlik-ka-Kupri, for reasons stated at paragraph 3.

The returns of passenger traffic at the remaining three stations of Solon, Kalka, and Badhaighat are included in the summary statement (7).

* Not printed.

8. A comparison of the goods traffic registered on the present occasion (1884-85) and previously in (1878-79) give the following results:—

Stations.	Year.	Up traffic.	Down traffic.
		To Simla, maunds.	*From Simla, maunds.*
Lalru	1878-79	2,78,039	2,19,163
	1884-85	2,66,588	2,38,855
Kalka	1878-79	5,50,622	1,02,350
	1884-85	8,37,521	1,38,695

The returns for Lalru approximate very closely. At Kalka there is considerable difference, showing a large increase in 1884-85. The up traffic has increased by 50 per cent., down traffic 30 per cent., on the previous figures.

9. Of the upward trade, the principal items in which a large increase has occurred, are the following:—

	1878-79. *Maunds.*	1884-85. *Maunds.*
Grain	1,46,667	2,56,215
Brass and Copper	1,768	51,770
Oils	6,847	37,060
Salt	18,696	55,040
Sugar	32,504	69,638

In the downward traffic returns for 1878-79, beer is not shown; in those for 1884-85 the quantity registered is 66,918 maunds. A further communication in regard to this item will follow after reference to Messrs. Dyer and Meakin, Brewers.

10. The following is a comparison of the passenger traffic in 1878-79 and 1884-85:—

Passengers.	Travelling up towards Simla.		Travelling down from Simla.	
	1878-79.	1884-85.	1878-79.	1884-85.
Lalru.				
In vehicles	20,613	38,279	20,613	46,923
Mounted	5,213	13,745	3,580	16,328
On foot	44,586	60,358	41,615	70,172
Total ...	70,412	112,382	65,808	133,423
Kalka.				
All passengers	83,213	99,723	83,748	84,731

which shows an increase in every case in the returns for 1884-85.

11. The summary statement (7) shewing amount of goods and passenger traffic is incomplete, the rates for carriage of goods and the fares for passengers not having been included.

12. In some respects these statistics, as registered at the various posts, involve certain anomalies that tend to shake confidence in their value for practical purposes, and seem to require further analysis and enquiry. This will subsequently be made, but the reply to your letter under reference having already been so long delayed, I think it is better, in the first instance, to send on the figures as received in this office, reserving for a subsequent letter, any explanation that further enquiries may result in.

[Enclosure 1 (a).]

STATEMENT No. 5.

Statement showing maundage of Goods carried in Bullock Train, as registered at Stations between Amballa and Simla, from September 1884 to August 1885, compiled from figures furnished by the Post Master General, Punjab.

Month and year.	Upward Traffic, i.e., in direction towards Simla.						Downward Traffic, i.e., in direction Simla towards Amballa.						Grand Total ... 77,143 maunds.
	Amballa.	Kalka.	Kasauli.	Dagshai.	Sabathu.	Solon.	Simla.	Solon.	Sabathu.	Dagshai.	Kasauli.	Kalka.	Amballa.	
September 1884 ...	3,163	208	184	90	71	11	1,532	225	746	731	462	1,320	1,712	
October ,, ...	3,210	334	92	138	206	58	1,285	283	1,168	1,205	597	2,401	6,308	
November ,, ...	3,269	317	392	120	...	13	767	27	527	407	356	1,095	7,942	
December ,, ...	1,389	60	86	69	6	51	626	12	83	339	295	1,218	1,338	
January 1885 ...	1,292	80	110	12	59	9	850	25	144	256	274	829	1,950	
February ,, ...	2,727	56	45	56	44	...	1,140	7	106	306	299	979	639	
March ,, ...	7,966	140	24	79	34	7	6,618	64	117	390	348	1,865	1,364	
April ,, ...	9,145	110	59	198	•6	...	7,106	205	586	373	514	771	619	
May ,, ...	5,827	130	481	87	255	26	3,709	540	582	851	731	1,129	775	
June ,, ...	3,301	623	174	...	184	14	1,917	146	32	...	633	277	1,250	
July ,, ...	4,646	253	81	134	45	28	1,923	419	539	941	1,045	1,371	1,366	
August ,, ...	4,495	162	327	107	26	15	2,251	423	613	784	1,024	1,292	1,370	
Total ...	50,429	2,473	2,055	1,090	936	232	29,724	2,376	5,243	6,673	6,578	14,547	25,733	
Grand Total ...					86,939 maunds.									

[Enclosure 1 (*b*).]

STATEMENT No. 6.

Abstract of Passenger Traffic statistics not shewn in the Trade Returns' figures furnished by the Financial Commissioner, Punjab, from August 1884 to July 1885, and from October 1884 to August 1885.

Months.	VIÁ LALRU.						VIÁ KALKA.						VIÁ BADHAIGHAT.						VIÁ MAMLIK-KA-KUPRI.					
	COMING UP.			GOING DOWN.			COMING UP.			GOING DOWN.			COMING UP.			GOING DOWN.			COMING UP.			GOING DOWN.		
	Foot.	Mounted.	In vehicles.	Foot.	Mounted.	In vehicles.	Foot.	Mounted.	In vehicles.	Foot.	Mounted.	In vehicles.	Foot.	Mounted.	In vehicles.	Foot.	Mounted.	In vehicles.	Foot.	Mounted.	In vehicles.	Foot.	Mounted.	In vehicles.
1884.																								
August	6,777	918	3,189	4,917	678	2,679	...	6,827	...	...	6,597	...	...	...	...	...	...	...	...	...	...	...	...	...
September	4,597	964	2,997	4,792	1,069	3,846	...	6,014	560	...	6,477	591	...	...	...	...	...	...	...	...	...	...	...	...
October	7,460	1,365	4,380	3,378	813	3,069	...	7,677	333	...	9,857	1,337	...	1,182	...	...	4,430	...	...	4,121	...	...	5,187	...
November	3,049	720	2,769	8,938	2,505	6,996	...	6,681	371	...	12,496	519	...	2,465	...	...	4,785	...	...	6,839	...	...	15,274	...
December	2,206	1,058	2,382	2,414	1,054	2,548	...	5,115	...	...	5,648	...	...	1,434	...	...	1,778	...	...	8,952	...	...	10,882	...
1885.																								
January	2,799	1,530	2,412	3,275	2,136	2,837	...	5,062	...	...	5,061	...	...	1,219	...	...	1,289	...	...	5,472	...	...	5,778	...
February	4,169	1,218	877	5,478	1,653	3,025	...	7,353	...	...	5,660	...	...	1,928	...	...	923	...	...	5,041	...	...	4,039	...
March	8,580	657	4,562	11,937	923	5,826	...	12,449	...	...	8,110	...	...	3,799	...	...	1,571	...	...	8,576	...	...	5,569	...
April	7,743	2,212	5,311	4,136	1,713	3,657	...	17,551	...	...	6,312	...	...	5,484	...	...	2,294	...	...	8,081	...	...	4,927	...
May	4,471	1,544	3,595	6,734	1,880	5,107	...	10,288	...	...	5,035	...	...	2,689	...	...	1,758	...	...	8,716	...	...	5,766	...
June	5,742	824	3,662	7,965	1,013	5,617	...	7,568	...	...	5,457	...	...	2,201	...	...	1,904	...	...	6,531	...	...	4,027	...
July	2,765	735	2,145	6,208	991	2,316	...	5,874	...	...	5,574	...	...	1,993	...	...	1,909	...	...	5,018	...	...	3,602	...
													Aug.	1,714	...	...	2,128	...	...	4,461	...	...	3,690	...
Total ...	60,358	13,745	38,279	70,172	16,328	46,923	...	98,459	1,264	...	82,284	2,447	...	...	...	...	...	...	...	...	...	...	...	...
	1,12,382			1,33,423			...	99,723		...	84,731		...	26,108		...	24,769		...	71,808		...	68,741	
	2,45,805						...	1,84,454					...	50,877					...	1,40,549				

[Enclosure 1 (*c*).]

STATEMENT No. 7.

Summary showing amount of Goods and Passenger Traffic as actually observed in 1884-85, on different sections of the proposed Amballa and Simla Railway.

Name of Section.	Length of proposed line of Railway.	GOODS AS OBSERVED BY STAFF APPOINTED BY FINANCIAL COMMISSIONER AND BY POSTMASTER GENERAL.			PASSENGERS AS OBSERVED BY STAFF APPOINTED BY FINANCIAL COMMISSIONER.		
		Up Traffic.	Down Traffic.	Total.	Up.	Down.	Total.
	Miles.	Maunds.	Maunds.	Maunds.	No.	No.	No.
Umballa to Kalka, registration post Lalru, *vide* sheet A (1)	36	2,46,330	2,20,879	...	112,182	133,423	245,605
Bullock Train maundage		20,258	17,976	...	...	...	...
		2,66,588	2,38,855	5,05,443	...	...	...
Kalka to Solon, registration post Kalka, *vide* sheet A (2)	33	8,18,955	1,22,219	...	99,723	84,731	184,454
Bullock Train maundage		18,569	16,476	...	...	...	...
		8,37,524	1,38,695	9,76,219	...	...	...
Solon to Simla, registration post Badhaighat, *vide* sheet A (3) ...	34	2,36,184	24,018	...	26,108	24,769	50,877
Bullock Train maundage		19,132	16,977	...	...	...	...
		2,55,316	40,995	2,96,311	...	...	...
Total ...	103	13,56,428	4,18,545	17,77,973	238,013	242,923	480,936

[Enclosure No. 2.] No. 82C., dated 16th June 1887.

From—The Officiating Secretary to Government of Punjab,

To—The Secretary to the Government of India, Public Works Department.

With reference to Public Works Department Resolution No. 520R. C. of the 24th June 1884, and Public Works Department letter No. 553R. C. of the 3rd July 1884, I am directed to forward the detailed plans, reports, and estimates, as per accompanying list, for the Mountain Railway from Kalka to Simla.

2. The project is based on the alignment of the alternative route B. of the barometrical reconnaissance as modified by Mr. Molesworth, referred to in the above mentioned Resolutions. The Engineering details have been carefully elaborated, and the project generally submitted in such a form as to leave no doubt that within the lines laid down for his guidance the essential features have been fully considered by Mr. Morris.

3. The financial aspect of the present project has been dealt with in the accompanying note by the Under-Secretary in this Department, in which conclusions the Officiating Chief Engineer generally concurs. While acknowledging the care with which Mr. Morris has prepared the project, His Honor the Lieutenant-Governor thinks the anticipated returns as set forth in that gentleman's report are somewhat too sanguine. The conditions of the Kalka-Simla Line would differ materially from those of the Darjeeling Railway, on which Mr. Morris relies mainly for his comparison, and it appears to Mr. Lyall exceedingly problematic if the former could be expected to pay 4 per cent. at any rate for many years to come.

4. Some allowance must undoubtedly be made for the development of traffic, which, although not likely to be so rapid or so extensive as in districts possessing agricultural or mineral resources, might, however, to a certain extent, be looked for. The statistics quoted by Mr. Morris go to show that the traffic between Simla and the Plains has materially increased during recent years, and it may be reasonably assumed that the establishment of Railway communication would go far to stimulate this still further.

5. It will be gathered from the foregoing remarks, that if this line had nothing to recommend it beyond the prospect of success as a commercial enterprise, the Lieutenant-Governor would scarcely feel justified in advocating its construction. But there is another aspect of the question, and while recognising the somewhat uncertain prospect of an adequate direct financial return, Mr. Lyall has no doubt as to the considerable administrative and military advantages the proposed line would possess.

6. In regard to the latter, a letter has been addressed to the Quarter Master General enquiring if the conditions as regards the locating of troops, and the value of a Mountain Railway serving the various Hill Depôts have in any way altered, and a subsequent communication in regard to this will follow on receipt of the Quarter Master General's reply.

7. To some of the administrative advantages attention has been drawn both in Mr. Morris' report and in the Office Note referred to above, His Honor the Lieutenant-Governor recognises that the want of effective communication between the station which has become the Head Quarters of the Government of India for several months of the year, and the Railway system of the country is commonly regarded in the present day as a reproach to the administration. Moreover, there can be no doubt that its construction would be not merely a great public convenience, but would in many ways, result in a considerable saving to the State of both time and money.

8. On the grounds of public policy, therefore, His Honor would desire to record his sense of the desirability of the construction of such a line.

[No. 2 a.] KALKA—SIMLA RAILWAY PROJECT.

Report by MR. T. B. MORRIS, M. I. C. E., *Executive Engineer.*

PART I.—TRADE, STATISTICS AND REVENUE PROSPECTS.

Authority for the preparation of the project. Estimated cost.

The project herewith submitted was called for by the Government of India in Public Works Department Resolution No. 520 R. C., dated Simla, June 24th, 1884, and provides for the construction and equipment with rolling stocks of a 2 feet gauge railway from Kalka to Simla, length 68⅛ miles, at the following estimated cost, *viz.*:—

	Rs.
(1) Direct charges ...	56,90,021
(2) Indirect „ ...	4,88,389
Total ...	61,78,400

2. The traffic statistics, on which the estimate of gross probable earnings is based, will be described further on, also the method by which the working expenses have been calculated, but with a view to clearness and brevity, it will be convenient to bring forward at once the main results arrived at, *viz.*:—

Estimated gross earnings, working expenses, and return on capital.

	Rs.	
(1) Estimated gross earnings ...	6,86,830	
(2) Estimated working expenses ...	4,34,152	
(3) Estimated nett earnings ...	2,51,634	
(4) Estimated return on capital outlay, direct charges only	4·42	per cent.
(5) Estimated return on direct charges *plus* cost of exchange on English payments	4·27	„
(6) Estimated return on total amount of direct and indirect charges ...	4·07	„

3. The estimated gross earnings are based on traffic statistics for the year 1884-85, furnished by the Financial Commissioner, Punjab, and by the Postmaster General, Punjab. The rates adopted are the lowest now obtaining on the Kalka-Simla Cart Road, for the carriage of passengers and goods. The following statement shows the total estimated maundage annually over each section of the proposed railway:—

Estimated maundage annually over each section of the proposed Railway.

	Miles.	Upwards.	Downwards.	Total Maunds.
(1) Kalka to Dhurmpore	17	8,62,852	1,80,932	10,43,784
(2) Dhurmpore-Muthan	10½	5,54,342	99,667	6,54,009
(3) Muthan-Solon	12	4,51,294	93,416	5,44,710
(4) Solon-Simla	28⅝	2,66,358	47,163	3,13,521

4. The authorised loads and rates of hire for country carts on the Kalka-Simla road, as communicated by the Deputy Commissioner, Simla, are as follow:—

Authorized loads and rates of hire for country carts on the Kalka-Simla Road.

	Rs.	
2 Bullock cart, load 8 maunds, hire	1-8	per stage.
3 Do. do. 12 do.	2-4	do.
4 Do. do. 16 do.	3	do.

There are five stages between Kalka and Simla, therefore the cost of carrying, say 8 maunds, the entire distance by country cart, will be Rs. 7-8-0, to which must be added 4 annas for toll at Dhurmpore, making in all Rs. 7-12-0 or 15·5 annas per maund. Taking the road mileage as 57½ the rate per maund per mile will be $\frac{186}{57\cdot5}=3\cdot23$ pies.

Rate adopted in calculating earnings from goods traffic.

5. Assuming, however, that native carriers will take 50 per cent. more than the authorized loads (by agreement), the rate per maund per mile will then come to $\frac{124}{57\cdot5}=2\cdot15$ pies. The equivalent to this rate by the proposed railway (which is longer than road) will be $\frac{2\cdot15\times57\cdot5}{68\cdot125}=1\cdot8$ pies per maund per mile, and this is the rate adopted in framing an estimate of probable earnings by railway for the total quantity of goods registered as having been carried over the road in country carts.

6. The Government Bullock Train rate for carriage of goods from Kalka to Simla is 14 annas per maund, or 2·92 pies per maund per mile. The equivalent of this rate by railway will be, therefore, $\frac{2\cdot92\times57\cdot5}{68\cdot125}=2\cdot45$ pies per maund per mile, and this rate has been adopted in framing the estimate of probable earnings, by railway, for the quantity of goods carried by the Government Bullock Train. Bearing in mind the class of goods carried by Government Bullock Train, *i. e.*, personal baggage and goods imported from Europe, it seems legitimate to adopt a higher rate (in our estimate of probable earnings by railway) for the quantity so carried than for the class of goods carried by country carts, which mainly consists of country produce.

7. Working therefore on the foregoing data for quantities and rates, the estimated gross earnings from goods traffic over each section of the proposed railway will be as follows :—

Estimated gross earnings from goods traffic over each section of the proposed railway.

	Miles.	Up. (Maunds).	Down. (Maunds).	Rs.
(1) Kalka to Dhurmpore	17	1,40,043	29,929	1,69.972
(2) Dhurmpore to Muthan	10½	55,221	10,434	65,655
(3) Muthan to Solon	12	52,084	11,169	63,253
(4) Solon to Simla	28⅝	74,304	14,206	88,510
Total gross estimated earnings from goods traffic ...				3,87,390

8. For the purpose of framing a fairly reliable estimate of the gross annual earnings likely to accrue to the railway from 3rd class passenger traffic, only one-half the number of passengers shown in the returns of the Financial Commissioner as travelling over the Kalka-Simla Road are taken into account as likely to avail themselves of the railway. Proceeding on this assumption, the following figures have been arrived at of the probable number of 3rd class passengers likely to travel annually, over each section of the proposed railway, *viz* :—

Probable number of 3rd class passengers likely to travel annually over each section.

	Miles.	Up.	Down.	Total.
(1) Kalka to Dhurmpore	17	49,862	42,365	92,227
(2) Dhurmpore to Muthan	10½	31,862	30,884	62,746
(3) Muthan to Solon	12	25,862	24,884	50,746
(4) Solon to Simla	28⅝	13,054	12,384	25,438

9. The authorized rates of hire for ekkas on the Kalka-Simla Road have been ascertained from the Civil Authorities of the Simla District and are as follow, *viz* :—

Authorised rates of hire of ekkas on the Kalka-Simla Road.

	Rs.
(1) Hire of an ekka from Kalka to Simla from April to June	9
(2) *Vice versa*	7
(3) Hire of an ekka from Simla to Kalka from October to December	9
(4) *Vice versa*	7

Taking, therefore, Rs. 8 as the average rate and adding 4 annas for toll, we have Rs. 8-4 as the hire of an ekka between Kalka and Simla. The maximum number of passengers each vehicle is allowed to carry is three; therefore each passenger has to pay one-third of the total hire, or Rs. 2-12. This comes to 9·18 pies per passenger per mile.

10. The Government Bullock Train rate for a passenger from Kalka to Simla is Rs. 2-10 or 8·76 pies per mile. The equivalent of this rate by railway, will be $8·76 \times 57·5 \div 68·125 = 7·39$ pies, and the equivalent of the ekka rate = 7·75 pies. The average of the two comes to 7·57 pies per mile. The rate adopted in calculating probable gross earnings from 3rd class passenger traffic on the proposed Railway, is 7 pies per mile, which means a saving of four annas, in the journey from Kalka to Simla, to a 3rd class passenger, compared with what he would have to pay by road at the average rate hire for an ekka. This in addition to the saving in time,

Government Bullock Train rate for carriage of passengers.

and the greater comfort of the railway journey, would, no doubt, attract passengers to the railway.

10*a*. Working on the foregoing data for probable number of passengers and rate of fare per mile, the following figures exhibit the gross probable earnings annually from 3rd class passenger traffic over each section of the proposed railway, *viz.* :

Gross probable earnings from 3rd class passenger traffic over each section of the proposed railway.

	Miles.	Up.	Down.	Total.
		Rs.	Rs.	Rs.
(1) Kalka to Dhurmpore	17	30,903	26,257	57,160
(2) Dhurmpore to Muthan	10½	12,196	11,823	24,019
(3) Muthan to Solon	12	11,314	11,016	22,330
(4) Solon to Simla	28⅝	13,623	12,924	26,547
Total gross earnings from 3rd class passenger traffic ... ... Rs.				1,30,056

11. The probable number of 1st and 2nd class passengers is arrived at from information furnished by the Post Master General, Punjab, with regard to the Tonga Service at present maintained by Government on the Kalka-Simla Road. The total number of tongas despatched, both ways, during the year 1885-86 was 7,782. Assuming 2 as the average number of passengers travelling in each tonga, we have 15,564. This number may be accepted, for present purposes, as representing the probable total number of 1st and 2nd class passengers the railway would have to carry annually between Kalka and Simla both ways. Assuming one-third of this number to be 1st class passengers and two-thirds 2nd class, the number of each class respectively will be 5,188 and 10,376. The passenger service rates on the Kalka-Simla Road by the conveyances of the Postal Department are as follow, *viz.* :

Probable number of 1st and 2nd class passengers. Tonga rates on the Kalka-Simla Road.

(1) Phæton or Invalid Hill carriage, carrying 2 inside and 1 outside ...	... Rs. 50
(2) Express Tonga carrying 3 passengers	... „ 20
(3) One seat in the Ordinary	... „ 7

Tolls in addition, have to be paid at Dhurmpur, amounting to Rs. 2 for a four wheeled carriage and Re. 1 for a tonga.

12. The 1st and 2nd class passenger fares proposed to be charged for the single journey between Kalka and Simla by railway, are Rs. 10 and Rs. 5 respectively. The probable gross earnings annually from this class of traffic will therefore be as follow, *viz.* :

Proposed rates by railway for 1st and 2nd class passengers and gross earnings.

(1) 5,188 1st class passengers	@ Rs. 10—Rs. 51,880
(2) 10,376 2nd „ „	@ „ 5— „ 51,880
Gross probable earnings annually from 1st and 2nd class passenger traffic	... Rs. 1,03,760

13. With regard to the carriage of Mails and Parcels, from which a considerable revenue might reasonably be expected to accrue to the proposed railway, no definite information can be furnished by the Postal Department as to what the annual cost by the present arrangement amounts to, as the mail bags are not weighed, and no separate accounts are kept of the mail and passenger services. The following figures have, however been furnished by the Post Master General, Punjab, in his No. 4329C, dated 11th December 1886, to the address of the Superintending Engineer, 2nd Circle, and from them it will be seen that the working of the combined passenger and mail service between Kalka and Simla results in a heavy annual loss to Government.

Carriage of Mails and Parcels. Annual loss to Government under the present arrangement.

(1) Gross annual expenditure on the passenger service between Umballa and Simla for the year 1885-86, as per statement furnished by the Post Master General, Punjab	Rs. 2,49,703
(2) Gross annual earnings of the passenger service during the same period, as per statement furnished by the Post Master General, Punjab ...	Rs. 2,02,571
Annual deficit	Rs. 47,132

14. Of the above mentioned annual deficit on the working of the Mail and Passenger Service between Umballa and Simla (96 miles by road) the proportion chargeable to the Kalka-Simla section of the road (58 miles) cannot be less than Rs. 28,475. If, therefore, an annual subsidy of Rs. 18,000 (say) is paid by the Postal Department to the Railway, for the carriage of mails and parcels between Kalka and Simla, there will be a clear annual saving to Government of Rs. 10,475 (*vide* also para. 36).

Proposed amount of annual subsidy for carriage of Mails. Saving to Government.

15. As one of the most important advantages of the proposed railway will be the serving of the five military stations between Kalka and Simla, a considerable revenue may be expected from military transport. The actual expenditure annually incurred under this head cannot (it is stated by the Examiner, Military Accounts, Bengal) be furnished without an expenditure of considerable time and labour. To avoid delay, therefore, in submitting the accompanying project, a sum of Rs. 500 per mile is assumed as representing what the gross annual earnings under this head will probably amount to. This was the amount entered in the Umballa and Kalka railway project, based on information received at the time from the Military Department.

Military Transport.

16. The following statement shows the estimated gross earnings annually, over the entire length of the proposed railway from Kalka to Simla from all classes of traffic, *viz.*:

Gross probable earnings of the proposed railway.

	Up.	Down.	Total.	Per mile.
	Rs.	Rs.	Rs.	Rs.
Goods	3,21,652	65,738	3,87,390	5,686
Passengers	1,19,916	1,13,900	2,33,816	3,432
Mails and Parcels	9,000	9,000	18,000	264
Miscellaneous	6,812	6,812	13,624	200
Military Transport	17,000	17,000	34,000	500
TOTAL ...	4,74,380	2,12,450	6,86,830	10,082

17. Working on the data of the registered traffic returns, the average number of tons daily to be carried over each section of the proposed railway, upwards, *i.e.*, in direction from Kalka towards Simla, will be as follow, *viz.*:

Average tonnage daily (upwards) over each section.

	Miles.	Tons.
(1) Kalka to Dhurmpore	17	84½
(2) Dhurmpore-Muthan	10½	54½
(3) Muthan-Solon	12	44½
(4) Solon-Simla	28¾	26$\frac{1}{16}$

18. The greatest paying load an engine of the type proposed to be used, can take up the steepest incline on each section is worked out in the Engineering Report, and the results are as follow:

Greatest paying load engines of the proposed type can take over each section of the line.

	Miles.	Tons.
(1) Kalka to Dhurmpore	17	30·18
(2) Dhurmpore-Muthan	10½	44·42
(3) Muthan-Solon	12	86·73
(4) Solon-Simla	28¾	31·42

19. Two goods trains (with two engines each) will, therefore, be required, on an average, daily to work the traffic between Kalka and Dhurmpore. Over the upper sections one goods train daily will suffice, except between Dhurmpore Station and the Toll Bar where an auxiliary engine will be required for about a mile, to push the train when it exceeds 45 tons in weight. The Goods Train Mileage will therefore be as follow:

Goods Train Mileage.

17 × 2 × 365 = 12410
51½ × 1 × 365 = 18661 } = 31071 up.
68½ × 1 × 365 = ... 24866 down.
TOTAL ... 55937

20. The average number of passengers over each section of the railway daily deduced from the figures already given, will be approximately, as follows, *viz.*:

Average number of 1st, 2nd and 3rd class passengers daily over each section of the proposed railway.

	Miles.	Up.	Down.	Total.
(1) Kalka to Dhurmpore	17	157	137	294
(2) Dhurmpore-Muthan	10½	108	106	214
(3) Muthan-Solon	12	91	89	180
(4) Solon-Simla	28¾	57	56	113

The average weight of a passenger train, on the Kalka-Dhurmpore section, will be about 50 tons, and as one engine can only take a paying load of 30·18 tons up the steepest gradient on this section, it follows that two engines will be required for an average passenger train. One train will be sufficient for the traffic (except during the busy season when there will be two passenger services daily).

Average weight of a Passenger Train on the Kalka-Dhurmpore section.

21. The passenger train mileage will therefore be as follow:

Passenger Train Mileage.

(1) One train each way daily $68\frac{1}{2} \times 2 \times 365$ ... = 49,732
(2) Extra service for three months of the year each way $\frac{68{\cdot}125 \times 365}{2}$ ... ... = 12,432
} 62,164

22. The total train mileage will, therefore, be approximately as follows:

Total Train Mileage.

Goods 55,937
Passengers 62,164
} = 1,18,101

and adding 5 per cent for shunting and contingencies the grand total of train mileage comes to 1,24,000.

23. The additional engine mileage will be:

Additional Engine Mileage.

17 × 3 × 365 = 18,615
17 × 1 × $\frac{3{\cdot}5}{4}$ = 1,301
} = 19,916 up

and as these engines will run back to Kalka light, the total additional engine mileage will be 19,916 × 2 = 39,832.

24. In estimating the probable working expenses of the proposed Kalka-Simla Railway, the most reliable basis to work upon will be the actual expenditure annually incurred in working a line of similar character, and for this purpose we may take the Darjeeling Railway as a fair criterion. For the year ending 31st December 1885 (being the latest complete returns at hand) the working expenses of that Railway amounted to Rs. 2,67,753. The proportional expenditure, under this head, on the Simla line will be 26,773 × 68·125 ÷ 50·75 = Rs. 3,59,422 and adding 10 per cent. to these figures for contingencies, the total working expenses of the proposed railway should not exceed Rs. 3,95,364 or 3,95,364 ÷ 1,24,000 = Rs. 3·18 per train mile.

Working expenses per train mile.

25. Taking, therefore, the train miles at Rs. 3·18 and adding auxiliary engine mileage at Re. 1 we arrive at the following figures for annual working expenses on the proposed Kalka-Simla Railway, *viz.*,

Annual working expenses of the proposed railway.

	Rs.	Rs.	Rs.
1,24,000 Train miles @ ...	... 3·1884	= 3,95,364	4,35,196
39,832 Additional engine miles @ ...	1 =	39,832	

26. The gross annual earnings are estimated at Rs. 6,86,830, therefore the percentage of working expenses to gross earnings comes to 63·2. Deducting working expenses from gross earnings, there remains a balance of Rs. 2,51,634 for nett annual earnings, representing the following percentages on the estimates for direct and indirect charges, *viz.*,

Probable return on estimated cost of Railway.

(1) Direct charges (Rs. 56,90,021) ... ... 4·42 per cent.
(2) Direct charges *plus* cost of exchange on English payments (Rs. 58,90,616) ... ... 4·27 „
(3) Total estimated capital outlay direct and indirect charges combined, Rs. (61,78,400) ... ... 4·07 „

27. For the purpose of comparison, the following information in connection with the Darjeeling Railway, obtained from the traffic returns for 1885, is placed side by side with the corresponding figures for the proposed Kalka-Simla Railway:

Comparative Statement.

		Darjeeling Railway.	Kalka-Simla Railway.
1	Gauge	2 feet.	2 feet.
2	Length in miles	50·75	68·125
3	Cost per mile ... ... Rs.	53,750	90,622
4	Ruling gradient	1 in 28	1 in 33
5	Gross earnings per mile ... ... Rs.	8,495	10,082
6	Nett ditto ... ... ,,	3,219	3,694
7	Working expenses per mile ... ... ,,	5,276	6,373
8	Percentage of working expenses to gross earnings	62·10	63·20
9	Percentage of nett earnings to capital outlay	5·98	4·07
10	Number of train miles per mile of railway	2029·57	2112·5
11	Gross earnings per train mile ... ... Rs.	4·18	4·77
12	Working expenses per train mile ... ... ,,	2·56	3·18
13	Ditto per additional engine mile ... ... ,,	0·78	1·00
14	Nett earnings per train mile ... ... ,,	1·62	1·75
15	1st class passenger fare per mile	6 annas	2 As. 4 P.
16	2nd ditto ditto	3 ,,	1 A. 2 P.
17	3rd ditto ditto	1 A. 3 P.	7 pies.
18	Lowest goods rate per maund per mile (excluding coal rate)	2·35 pies	1·8 pies.
19	Highest goods rate per maund per mile	5 pies	2·45 pies.

28. In the above statement the figures given for percentage of nett earnings to capital outlay are (in the case of the Kalka-Simla Railway) the lowest result arrived at. The working expenses per train mile (also in the case of the Kalka-Simla Railway) *i.e.*, Rs. 3·18, are for trains with one engine only. When two engines are required, the working expenses are taken at Rs. 4·18, *i.e.*, Rs. 3·18 for the train miles and one rupee per additional engine mile. Nos. 10, 11, 12 and 13 include light running.

Explanatory remarks with regard to the foregoing statement.

29. It may here be pointed out that in estimating the gross probable earning on the proposed railway, future development of trade has not been taken into account, but that such a contingency may be considered certain, the following figures will amply demonstrate:

Future development of trade not taken into account in calculating probable earnings of proposed railway. Increase in traffic on the Kalka-Simla road in five years.

	Up.	Down.	Total.
(1) Maundage registered at Kalka in 1878-79, as shown in the returns of the Financial Commissioner, Punjab	550,622	102,350	652,972
(2) Ditto 1884-85	818,955	122,219	941,174
Increase in five years	...	....	288,202

30. Of the total quantity of goods shown in the 1884-85 returns of the Financial Commissioner as passing upwards from Kalka towards Simla, *viz.*, 818,955 maunds, the following are the percentages of the principal items:—

Percentages of principal commodities carried upwards.

1	Gram and Pulse	31·27
2	Grain of all kinds	19·43
3	Sugar (refined and unrefined)	11·51
4	Salt	6·72
5	Iron (wrought and unwrought)	6·32
6	Oil (common and kerosine)	4·52
7	Tobacco	2·83
8	European Piece Goods	2·23
9	Fruits	2·10
10	Drugs and Medicines	1·97
11	Firewood	1·80
12	Potatoes	1·49
13	Brass and Copper	1·05
14	Indian Piece Goods	·67
15	Other articles	7·09

30. (*a*) Of the downward traffic from Simla, shown in the Kalka returns (for 1884-85) of the Financial Commissioner, *viz.*, 1,22,219 maunds, the following are the percentages of the principal items:—

Percentage of principal commodities carried downwards.

1	Beer	54·75
2	Spring Crops	14·11
3	Dyes	8·17
4	Potatoes	6·51
5	Drugs	4·26
6	Other articles	12·20

31. The above percentages show that the greater part of the downwards goods traffic to Kalka consists of Brewery produce. Messrs. Meakin & Co. and Messrs. Dyer & Co. have kindly furnished the following figures with regard to their Export and Import trade *viâ* the Kalka-Simla Cart Road. The returns of the former firm refer to the year ending the 31st October 1886, whilst those of the latter firm refer to the year ending 30th September 1885.

Malt Liquor Trade. Unreliable nature of the registered traffic returns on the Kalka-Simla Road.

	Down maunds.	Up maunds.
Messrs. Meakin & Co.	87,964	89,120
Messrs. Dyer & Co.	44,286	31,463
Total maundage	1,32,250	1,20,583

The above totals include malt liquor, malt, fuel, barley, empty casks and sundries. The notable point is, that the export traffic of these two firms alone considerably exceeds the gross total maundage downwards, shown in the Kalka returns of the Finance Commissioner for 1884-85. This fact points to the unreliable nature of the registered traffic returns on the Kalka-Simla road, and should be borne in mind when viewing the prospects of the proposed railway in the light of such data.

32. The following statement, furnished by the Quarter Master General in India, shows the number of European troops located during the summer of 1886, in the hill stations which the proposed Kalka-Simla Railway will serve:—

Number of European Troops stationed in hills.

Station.	Men.	Women.	Children.
(1) Kasauli ...	559	69	153
(2) Dagshai ...	1061	63	86
(3) Subathu ...	589	25	34
(4) Jutogh ...	279	10	16
Totals ...	2,488	167	289

33. The population of the Simla District in 1881 (when the latest census was taken) was 2,386 per square mile. The number of inhabitants within the Municipal limits of Simla was 12,305, but as the census was taken during the month of February, these figures do not, of course, include the summer population. The Secretary to the Municipality is unable to furnish any further information on the subject. A fair idea however, of the European population of Simla during the season, may be formed from the fact that there are about 450 houses in the station (exclusive of those occupied by natives), besides numerous hotels and public offices. The income of the Simla Municipality for the year 1884-85 amounted to Rs. 2,03,911.

Population of Simla District. Income of the Simla Municipality.

34. The details submitted in the preceding pages with regard to traffic, working expenses, rates, number of troops located in the hills, civil population, &c., will, it is hoped, be sufficient to enable Government or private promoters (with the aid of the accompanying detailed plans and estimates) to judge whether the financial prospects of the proposed railway herein shown are sufficiently encouraging to warrant its construction. It has already been pointed out that the registered traffic statistics of the Kalka-Simla Road (on which are mainly based the gross probable earnings of the railway) fall far short of the actual maundage carried over the road. The fares and rates adopted in estimating the probable revenue likely to accrue to the railway from passenger and goods traffic are, for the former class of traffic, lower than existing fares, whilst for the latter class, they do not exceed established rates for the carriage of goods between Kalka and Simla.

Financial prospects of the proposed railway rates.

35. The conclusion therefore arrived at by undersigned, that the undertaking will yield a return of over 4 per cent. on the estimated capital, does not appear to him open to question on any grounds other than those which may be advanced to prove that a much *higher* rate of return on capital may be expected, when railway communication with Simla is established and the certain development of traffic follows. This view of the case is fully borne out by the fact brought forward in para. 29 of this report.

Conclusion arrived at as to probable return on capital outlay.

36. The general grounds on which the construction of a railway to Simla is regarded as necessary have often been discussed in the public press, and are well known to everybody. They are briefly as follow, and need no enlargement here:—(1) The railway would meet a long-felt public want. (2) It would, by facilitating communication and decreasing cost of transport of military stores, enable Government to locate more troops in the hills. (3) The summer Capital of the Government of India would be placed in direct communication with the railway system of the country, instead of being isolated (as at present) by a tedious road journey of 96 miles. The saving to Government in the matter of travelling allowances and carriage of office records, would, no doubt, be considerable if a railway were made from Umballa to Simla; how much this saving would amount to cannot here be stated, as no information on the subject is at hand. The following figures will show, however, that quite independent of the saving in travelling allowances, &c., a very large annual saving would accrue to Government by the construction of a railway to Simla *viz.*:—

General grounds on which the Construction of the Simla Railway is regarded as necessary. Gross annual saving to Government.

	Rs.	Rs.
(1) Annual deficit in the passenger and mail service between Umballa and Simla	47,132	1,22,132
(2) Annual cost of maintaining the Umballa-Kalka-Simla cart road ...	75,000	

From the above total must be deducted the following items, *viz*:—

(1) Loss of tolls on the Kalka-Simla road consequent on the opening of the Railway	20,000	55,000
(2) Probable cost of maintaining the metalled road after the Railway is open	35,000	

The net annual saving to Government (on the above two items of expenditure alone), consequent on the construction of a railway to Simla, would be 1,22,132 – 55,000 = Rs. 67,132, or, deducting the probable annual subsidy to be paid to the Railway administration for the carriage of mails and parcels between Umballa and Simla, say Rs. 25,000, the clear saving to Government would be Rs. 42,132 annually.

37. The following traffic statements are appended to this report, *viz.*:—

Traffic statements herewith submitted.

A. Abstract of registered traffic (upwards) (exclusive of Government Bullock Train maundage) between Kalka and Simla, for the year 1884-85, compiled from returns furnished by Financial Commissioner, Punjab.

B. Ditto ditto ... ... (downwards).

C. Statement showing Government Bullock Train traffic (upwards) between Umballa and Simla, for the year 1884-85, compiled from returns furnished by Post-master General, Punjab.

D Ditto ditto ... ... (downwards).

E. Abstract of maundage (upwards) over each section of the proposed railway between Kalka and Simla, compiled from returns for 1884-85 furnished by Financial Commissioner, Punjab, and Post-master General, Punjab.

F. Ditto ditto ... ... (downwards).

G. Abstract (compiled from returns furnished by Financial Commissioner, Punjab) of probable number of 3rd class passengers (upwards) over each section of the proposed railway.

H. Ditto ditto ... ... (downwards).

I. Abstract of probable gross receipts from passenger traffic (upwards).

J. Ditto ditto ... ... (downwards).

K. Abstract of gross probable earnings from goods, passengers, mails, military transport, &c. (upwards).

L. Ditto ditto ... ... (downwards).

38. The following is a statement of the territories through which the alignment for the proposed railway passes, *viz.*:—

Territories through which the Kalka-Simla Railway would pass.

(1)	British Territory	3 miles	3½ furlongs.
(2)	Puttiala „	34 „	1 furlong.
(3)	Bhaghat „	26 „	4½ furlongs.
(4)	Junga „	4 „	
	Total length of line ...	68 „	1 furlong.

KALKA-SIMLA RAILWAY.

[No. 2 *(a)*. i.]

KALKA TO SIMLA, 68¾ MILES.

General Abstract of probable cost.

Part I.—Direct charges.

Main Head.	Minor Head.	Total of Minor Head.	Total of Main Head.
		Rs.	Rs.
I.—Preliminary Expenses ...	.....	1,00,000	1,00,000
II.—Land	.....	84,017	84,017
III.—Construction of Line ...	1. Earthwork	16,78,954	
	2. Bridgework	7,75,163	
	3. Level Crossings, Huts, &c.	5,640	
	4. Fencing	6,813	
	5. Mile and Gradient posts	1,282	
	6. Road diversions...	3,28,581	27,96,433
IV.—Ballast and Permanent-way ...	1. Ballast	92,024	
	2. Laying Permanent-way	35,500	
	3. Rails	5,95,478	
	4. Sleepers	3,32,812	10,55,814
V.—Stations and Buildings ...	1. Station Buildings	1,51,253	
	2. Staff Quarters	51,548	
	3. Station Machinery	53,929	2,56,730
VI.—Roads	1. New Road from Mathan to Sabathu ...	12,500	
	2. Approach to Dhurmpur Station ...	2,500	15,000
VII.—Temporary Quarters for construction Staff	.....	17,670	17,670
VIII.—Rolling Stock ...	.....	4,92,852	4,92,852
IX.—General Contingencies calculated at 8 per cent. ...	**Total ...**	8,77,481	48,18,516 3,77,481
X.—Plant	1. Tools and Plant	1,88,741	1,88,741
XI.—Establishment ...	1. Direction	1,17,963	
	2. Construction as per Form 130 M ...	1,87,320	3,05,283
	Grand Total ...	...	56,90,021

KALKA-SIMLA RAILWAY.

[No. 2 *(a)* ii.]

KALKA TO SIMLA, 68¾ MILES.

General Abstract of probable cost.

Part II.—Indirect charges.

Vide *Circular No XX, Government of India, dated 7th March* 1881.

Main Heads.	Amount.	Remarks.
	Rs.	
Capitalization of abatement of Land Revenue ...	25,296	25 years purchase at an average rate of Rs. 2 per acre.
Charges for exchange on English payments, calculated at 1s. 6d. per rupee	2,00,595	Calculated on the English cost of articles specified in form 130K.
Leave and Pension allowances calculated @ 20 per cent. on the provision for salaries ...	38,897	
Interest on money to be provided during construction	2,23,601	Calculated at 4 per cent. on direct charges, less preliminary expenses.
Total ...	4,88,389	

T. B. MORRIS, Mem. Inst., C.E.,

Executive Engineer, Kalka-Simla Railway.

[No. 2 *(a)* iii.]

A

KALKA-SIMLA RAILWAY PROJECT.

Abstract of Registered Traffic (exclusive of Government Bullock Train Traffic) between Kalka and Simla.

UPWARD TRAFFIC,

i.e., in direction from Kalka towards Simla.

Goods.

	Maunds.
Total quantity registered at the Kalka Post during the year ending 30th June 1885	818,955
Total quantity registered at the Badhaighat Post during the year ending 30th September 1885	236,184
Difference between quantity registered at Kalka and that registered at Badhaighat	582,771
Distribution of difference (no data for this)	

	Maunds.	
Kasauli, Sanawar and Dagshai	300,000 (*a*)	
Sabathu	100,000 (*b*)	582,771
Solon Cantonments, Brewery, Kandaghat and Sogi ...	182,771 (*c*)	

Working from the tolerably reliable basis of the actual quantity of goods despatched from Kalka, *viz.*, 818,955 maunds, the following statement exhibits the probable maundage over each section of the proposed Railway (supposing the whole of the carrying trade to accrue to the Railway).

	Maunds.		Miles.
Kalka to Dhurmpur	818,955	...	17
Dhurmpur to Muthan 818,955—300,000 (*a*) = 518,955 ...	518,955	...	10½
Muthan (Sabathu) to Solon 518,955—100,000 (*b*) = 418,955	418,955	...	12
Solon to Simla 418,955—182,771 (*c*) = 2,36,184... ...	236,184	...	28⅝

B

KALKA-SIMLA RAILWAY PROJECT.

Abstract of Registered Traffic (exclusive of Government Bullock Train Traffic) *between Simla and Kalka.*

DOWNWARD TRAFFIC,

i.e., in direction from Simla towards Kalka.

Goods.

	Maunds.	Add difference between quantity of malt Liquor as shown in the Registered Traffic returns and that certified to by Messrs. Meakin and Dyer. Maunds.	Total. Maunds.
Total quantity registered at the Badhaighat Post during the year ending 30th September 1885 ...	28,705	2,465	31,170
Total quantity registered at the Kalka Post during the year ending 30th June 1885	122,219	39,717	161,936
Difference between total quantity of goods passing Badhaighat downwards and total quantity of goods reaching Kalka	...	...	130,766
Distribution of Difference—			

	Maunds.		
Despatched from Solon Cantonments and Brewery	46,000	(*a*)	
Ditto Subathu ...	5,000	(*b*)	1,30,766
Kasauli and Dagshai	79,766	(*c*)	

Working (as in the case of upward traffic) from the registered traffic at starting point (in this case we assume the quantity registered at Badhaighat to be the quantity actually despatched from Simla) the following statement exhibits the probable maundage over each section of the proposed Railway. Supposing, as in the case of the upward traffic, the whole of the carrying trade to accrue to the railway.

	Maunds.		Miles.
Simla to Solon	31,170	...	28½
Solon to Muthan (Subathu) 31,170 + 46,000 (*a*) = 77,170 ...	77,170	...	12
Muthan (Subathu) to Dhurmpur 77,17 0+ 5,000 (*b*) = 82,170	82,170	...	10½
Dhurmpur to Kalka 82,170 + 79,766 (*c*) = 1,61,936 ...	1,16,936	...	17

C.

KALKA-SIMLA RAILWAY PROJECT.

Statement showing maundage of Goods carried by Government Bullock Train between Umballa and Simla, from September 1884 to August 1885, compiled from Returns furnished by Post Master General, Punjab.

UPWARDS TRAFFIC,

i.e., in direction from Umballa towards Simla.

Period.	1. Maunds despatched from Umballa.	2. Maunds delivered at Kalka.	3. Maunds delivered at Kasauli.	4. Maunds delivered at Dagshai.	5. Maunds delivered at Subathu.	6. Maunds delivered at Solon.	7. Maunds delivered at Simla.	8. Maunds locally despatched from Kalka.	9. Maunds locally despatched from Kasauli.	10. Maunds locally despatched from Dagshai.	11. Maunds locally despatched from Subathu.	12. Maunds locally despatched from Solon.	13. Total maundage despatched from Kalka, *vide* note in Remarks Column.*	14. Total maundage despatched from Dharmpur, *vide* note in Remarks Column.	15. Total maundage despatched from Dagshai, *vide* note in Remarks Column.	16. Total maundage despatched from Solon, *vide* note in Remarks Column.	17. Received at Simla, as per Column 7.	Remarks.
September 1884 ...	3,162	808	411	467	583	175	1,532	112	132	8	43	2						
October ,, ...	3,210	927	384	607	297	101	1,985	4	63	32	9	22						
November ,, ...	3,269	506	255	184	129	1	767	31	18	3	Nil	6						
December ,, ...	1,389	427	230	216	12	4	626	20	4	15	5	3						
January 1885 ...	1,292	294	192	186	59	18	850	35	95	45	49	9						
February ,, ...	2,727	572	280	278	94	6	1,140	35	44	77	44	Nil						
March ,, ...	7,965	772	289	314	100	61	6,618	26	19	194	29	Nil						
April ,, ...	9,145	827	442	369	585	30	7,106	100	45	85	6	Nil						
May ,, ...	5,827	906	621	798	576	529	3,709	110	467	Nil	229	18						
June ,, ...	3,301	879	578	Nil	2	142	1,917	256	112	59	8	7						
July ,, ...	4,646	889	791	861	472	365	1,923	55	42	59	20	10						
August ,, ...	4,495	496	989	747	597	372	2,251	155	315	76	16	19						
Total ...	50,429	7,455	5,462	4,997	3,506	1,804	29,724	933	1,346	603	468	90	43,897	36,733	32,339	30,625	29,724	

* The total maundage despatched from Kalka is arrived at by subtracting the quantity delivered at Kalka from the quantity despatched from Umballa, and adding the quantity locally despatched from Kalka, and similarly for Dharmpur, Dagshai and Solon.

Working from the above results we arrive at the total quantity of the Bullock Train traffic that will accrue to each section of the proposed Railway.

Kalka to Dharmpur ...	(5,462 + 4,997) + (1,346 + 603) =	43,897 maunds	17 miles.
Dharmpur to Muthan	43,897 — (5,462 + 4,997) + (1,346 + 603) =	35,387 ,,	10½ ,,
Muthan to Solon	35,387 — 3,506 + 466 =	32,339 ,,	12 ,,
Solon to Simla	32,339 — 1,804 + 90 = 30,625 + 23,724 / 2 =	30,174 ,,	28½ ,,

D.

KALKA-SIMLA RAILWAY PROJECT.

Statement showing maundage of Goods carried by Government Bullock Train between Simla and Umballa, from September 1884, to August 1885, compiled from Returns furnished by Post Master General, Punjab.

DOWNWARD TRAFFIC,

i.e., in direction from Simla towards Umballa.

Period.	1 Maunds despatched from Simla.	2 Maunds delivered at Solon.	3 Maunds delivered at Subathu.	4 Maunds delivered at Dagshai.	5 Maunds delivered at Kasauli.	6 Maunds delivered at Kalka.	7 Maunds delivered at Umballa.	8 Maunds locally despatched from Solon.	9 Maunds locally despatched from Subathu.	10 Maunds locally despatched from Dagshai.	11 Maunds locally despatched from Kasauli	12 Maunds locally despatched from Kalka.	13 Total maundage despatched from Solon Downwards (*vide* Remarks).*	14 Total Maundage despatched from Dugshai Downwards (*vide* Remarks).	15 Total maundage despatched from Dharmpore Downwards (*vide* Remarks).	16 Total maundage despatched from Kalka Downwards (*vide* Remarks).	17 Received at Umballa as per Column 7.	Remarks.
September 1884 ...	1,025	9	27	82	51	95	1,712	50	162	293	50	511						* The total quantity despatched from Solon is arrived at by subtracting the quantity delivered at Solon from the quantity despatched from Simla, and adding the quantity locally despatched from Solon, and similarly for Dugshai, Dharmpur and Kaika.
October „ ...	4,089	35	196	105	39	329	6,308	182	870	687	213	1,473						
November „ ...	6,716	6	*Nil*	117	374	285	7,942	24	397	222	100	588						
December „ ...	523	48	1	53	82	39	1,338	7	69	122	65	790						
January 1885 ...	350	*Nil*	10	3	15	43	1,050	6	84	69	82	534						
February „ ...	213	*Nil*	*Nil*	10	1	3	639	1	11	27	18	406						
March „ ...	308	7	5	2	4	5	1,364	2	15	75	58	1,092	16,246	17,432	19,089	25,549	25,733	
April „ ...	229	*Nil*	*Nil*	3	14	1	619	2	*Nil*	3	72	243						
May „ ...	451	7	25	1	14	19	775	10	5	52	110	220						
June „ ...	915	7	175	*Nil*	62	22	1,250	3	30	*Nil*	55	244						
July „ ...	708	17	25	74	37	197	1,366	53	66	79	253	531						
August „ ...	516	2	9	30	11	29	1,370	51	15	37	34	795						
Total ...	15,993	138	473	480	704	967	25,733	391	1,724	1,666	1,110	7,427						

Working from the above results we arrive at the total quantity of the Bullock Train traffic (Downwards) that will accrue to each section of the proposed railway,

Simla to Solon	= 15,993	maunds	28¾ miles.
Solon to Mathan, 15,993 — 138 + 391 = 16,246 ...	= 16,246	„	12 „
Mathan to Dharmpur 16,246 — 473 + 1,724 = 17,497 ...	= 17,497	„	10½ „
Dharmpur to Kalka 17,497 — (480 + 704) + 1,666 + 1,110 = 18,996	= 18,996	„	17 „

E.

KALKA-SIMLA RAILWAY PROJECT.

Abstract of maundage over each Section of the proposed Railway between Kalka and Simla, compiled from the Registered Traffic returns of the Kalka Simla Cart Road (furnished by Financial Commissioner, Punjab) and Government Bullock Train returns furnished by Post Master General, Punjab.

UPWARD TRAFFIC—GOODS,

i. e., in direction from Kalka towards Simla.

	Maunds as per Statement A.	Maunds as per Statement C.	Total maundage over each Section.	Mileage of each Section.	Maund miles at 1·8 pies.	Receipts.	Maund miles at 2·45 pies.	Receipts.	Gross Receipts from Goods carried Upwards.	Total Ton miles.	Average daily Despatch, in tons, from each Station.
						Rs.		Rs.	Rs.		Tons.
Kalka to Dharmpore	8,18,955	43,897	8,62,852	17	1,39,22,235	1,80,521	7,46,249	9,522	1,40,043	11,97,468	84¼
Dharmpore to Mathan (Subathu)	5,18,955	35,387	5,54,342	10½	54,49,028	51,105	3,71,568	4,116	55,221		54¼
Mathan to Solon	4,18,955	32,339	4,51,294	12	50,27,460	47,132	3,88,068	4,952	52,084		44⅓
Solon to Simla	2,36,184	30,174	2,66,858	28¾	67,60,767	63,282	8,63,731	11,022	74,304		26 1/17

F.

KALKA-SIMLA RAILWAY PROJECT.

Abstract of maundage over each section of the proposed Railway between Simla and Kalka, compiled from the registered Traffic Returns of the Kalka-Simla Cart Road, furnished by Financial Commissioner, Punjab, and Government Bullock Train Returns furnished by Post Master General, Punjab.

DOWNWARD TRAFFIC—GOODS,

i.e., in direction Simla towards Kalka.

	Total maundage over each Section.	Maunds as per Statement B.	Maunds as per Statement D.	Receipts.	Maund miles at 2·45 pies.	Receipts.	Gross Receipts from Goods carried downwards over each section.	Gross Receipts from Goods Traffic downwards over whole line.
				Rs.		Rs.		Rs.
Simla to Solon	47,163	31,170	15,993	5,841	4,57,799	8,365	14,206	65,738
Solon to Muthan (Subathu)	93,416	77,170	16,246	2,488	1,94,952	8,681	11,169	
Muthan to Dhurmpore	99,667	82,170	17,497	2,345	1,83,818	8,089	10,434	
Dhurmpore to Kalka	1,90,932	1,61,936	18,996	4,121	3,22,932	25,808	29,929	
	Miles. 28¾	12	10½	17				
	Maund miles at 1·8 pies.				8,92,241	9,26,040	8,62,786	27,52,912

G

KALKA-SIMLA RAILWAY PROJECT,

Abstract of probable number of 3rd Class Passengers,

UPWARDS,

i.e., in direction Kalka towards Simla.

Total number of passengers shown in the Returns as passing Kalka towards Simla, during the year ending July 1885. } 99,723 ... Classification (*viz.*, whether mounted, in vehicles or on foot) incomplete.

Total number of passengers shown in the Returns as passing Badhaighat towards Simla, during the year ending July 1885. } 26,108 ... Classification (*viz.*, whether mounted in vehicles or on foot) incomplete.

The difference between the above figures, *viz*, 73,615 may be taken as representing the number of passengers passing off at Dharmpur, Dagshai, Subathu, Solon and other places, *en route*, say 36,000 are bound for Dharmpur, Dagshai and surrounding places, 12,000 for the Subathu District, 15,000 for Solon and vicinity, 10,615 for Kandaghat and Sogi, we arrive approximately at the number of passengers due to each section of the proposed railway, *viz.*, Kalka to Dharmpur 99,723, Dharmpur to Mathan (Subathu) 99,723—36,000 = 63,723, Mathan to Solon 63,723—12,000 = 51,723, Solon to Simla 51,723—(15,000 + 10,615) = 26,108. Assuming that one-half only of the above numbers to represent the probable number of passengers likely to avail themselves of the Railway, we have the following figures on which to base our estimate of probable earnings, *viz.*:—

Kalka to Dharmpur	... 49,863 ...	3rd class passengers	... 17 miles.
Dharmpur to Mathan	... 31,862 ...	Ditto	... 10½ „
Mathan to Solon	... 25,862 ...	Ditto	... 12 „
Solon to Simla	... 13,054 ...	Ditto	... 28¾ „

Average number of passengers daily.

Kalka to Dharmpur, 3rd class passengers	...	136
Dharmpur to Mathan,	ditto	... 87
Mathan to Solon,	ditto	... 70
Solon to Simla,	ditto	... 36

The probable number of 1st and 2nd class Passengers respectively is arrived at [redacted] Master General, Punjab. The number of Tongas of all kinds despatched both ways between Kalka and Simla = 7,782. The number respectively for Up and Down traffic is not given, but assuming one-half go up and the remainder down we have $\frac{7782}{2}$ = 3,891 each way. The average number of passengers in each Tonga may be taken as 2 and 3891 × 2 = 7,782 = the number of 1st and 2nd Class passengers going upwards annually. Say one-third of this number to represent 1st class passengers and two-thirds 2nd class passengers, we have $\frac{7782}{3}$ = 2594 1st class passengers and $\frac{7782 \times 2}{3}$ = 5,188 2nd class passengers.

H

KALKA-SIMLA RAILWAY PROJECT.

Abstract of probable number of 3rd Class Passengers,

DOWNWARDS,

i. e., in direction from Simla towards Kalka.

Total number of Passengers shown in the Returns as passing Badhaighat towards Kalka, during the year ending July 1885 24,769

Total number of Passengers shown in the Returns as passing Kalka towards Umballa, during the year ending July 1885 84,731

The difference between the above figures, *viz.*, 59,962 may be taken as representing the number of passengers from Sogi, Kandaghat, Solon, Subathu, Dagshai, &c., assuming that 10,000 passengers come from Sogi and Kandaghat 15,000 from Solon and vicinity, 12,000 from the Subathu side, and 22,962 from Dagshai, Sanawar and surrounding places, we arrive approximately at the number of passengers due to each section of the proposed Railway, *viz.*, Simla to Solon 24,769, Solon to Mathan (Subathu) 24,769 + 10,000 + 15,000 = 49,769, Mathan to Dharmpur 49,769 + 12,000 = 61,769, and Dharmpur to Kalka 61,769 + 22,962 = 84,731. Assuming that one-half only of the above numbers to represent the probable number of passengers likely to avail themselves of the Railway, we have the following figures on which to base our estimate of probable earnings, *viz.:*

Simla	to Solon	...	12,384	3rd Class Passengers	28½ miles.
Solon	to Mathan	...	24,884	ditto	12 ,,
Mathan	to Dharmpur	...	30,884	ditto	10½ ,,
Dharmpur	to Kalka	...	42,365	ditto	17 ,,

Average number of Passengers daily :—

Simla	to Solon	3rd Class Passengers	35
Solon	to Mathan	ditto	68
Mathan	to Dharmpur	ditto	85
Dharmpur	to Kalka	ditto	116

The number of 1st and 2nd class passengers respectively, will be the same as that arrived at for up traffic, *vide* note on opposite page.

I

KALKA-SIMLA RAILWAY PROJECT.

Abstract of probable receipts from Passenger Traffic Upwards, i.e., in direction from Kalka towards Simla.

	Miles.	3rd class passenger miles (for number of 3rd class passengers, see Statement G).	Rate per passenger mile, 3rd class.	Total receipts from 3rd class passenger traffic &c.	Average number of express tonga despatched upwards annually.	Average number of ordinary and mail tongas.	Probable number of 1st class passengers.	Probable number of 2nd class passengers.	Proposed 1st class fare to Simla.	Proposed 2nd class fare to Simla.	Total receipts from 1st class passenger traffic.	Total receipts from 2nd class passenger traffic.	Total receipts from 3rd class passenger traffic.	Gross receipts from 1st, 2nd, and 3rd class passenger traffic (upwards).	Rate per passenger mile 1st cl's.	Rate per passenger mile 2nd class.
Kalka to Dharmpur ...	17	8,47,645	7 pies	Rs. 30,903			2,594	5,188	Rs. 10	Rs. 5	25,940	25,940	68,036	1,19,916	2·34 As.	1·17 As.
Dharmpur to Mathan ...	10½	3,34,545	Do.	12,196												
Mathan to Solon ...	12	3,10,338	Do.	11,314	2,338	1,568										
Solon to Simla ...	28½	3,74,434	Do.	13,623												

K

Abstract of probable Gross Receipts for Goods, Passengers, &c., upwards, i.e., Kalka to Simla.

		Rupees.		
Goods as per Statement H	...	3,21,652		
Passengers as per Statement I	...	1,19,916	Rs.	
Mails and parcels at Rs. 750 a month	...	9,000	4,74,380	
Military Transport at Rs. 250 per mile	...	17,000		
Miscellaneous receipts at Rs. 100 per mile	...	6,812		
Probable Earnings, Goods, Passengers, Mails, &c., upwards, Rs. 4,74,380 annually.				

J

KALKA-SIMLA RAILWAY PROJECT.

Abstract of Probable Receipts from Passenger Traffic Downwards, i.e., *in direction from Simla towards Kalka.*

	Miles	3rd class passenger miles; for number of 3rd class passengers, see statement F.	Rate per 3rd class passenger mile.	Total receipts from 3rd class passenger traffic.	Average number of ordinary and mail tongas.	Average number of express tongas despatched downwards annually.	Total receipts from 2nd and 3rd class passenger traffic (Downwards).	Gross receipts from 1st, 2nd and 3rd class passenger traffic (Downwards).	Probable number of 1st class passengers.	Probable number of 2nd class passengers.	Proposed 1st class fare, Simla to Kalka.	Proposed 2nd class fare, Simla to Kalka.	Total receipts from 1st class passenger traffic.	Total receipts from 2nd class passenger traffic.	Total receipts from 3rd class passenger traffic.	Rate per passenger mile, 1st class.	Rate per passenger mile, 2nd class.
				Rs.			Rs.	Rs.			Rs.	Rs.			Rs.	As.	As.
Simla to Solon	28½	3,54,492	7 pies	12,924													
Solon to Mathan	12	2,98,620	,,	11,016		2,322											
Mathan to Dharmpur	10½	2,24,287	,,	11,823	1,568												
Dharmpur to Kalka	17	7,20,322	,,	26,257													

L

Abstract of Probable Gross receipts for Goods, Passengers, &c.

DOWNWARDS,

i.e., in direction Simla to Kalka.

Rupees.

Goods as per Statement F	...	66,788
Passenger ,, J	...	1,18,900
Mails and Parcels @ Rs. 750 a month ...	...	9,000 } 2,12,450
Military Transport @ Rs. 250 per mile ...	...	17,000
Miscellaneous Receipts	...	6,812
Probable Gross Earnings, Goods, Passengers, Mails, &c., Downwards	...	2,12,450
Ditto ditto Upwards and Downwards	...	6,86,830

[Enclosure No. 2. *b.*] KALKA-SIMLA RAILWAY PROJECT.

Extract from a note by the Under-Secretary to Government, Punjab, Public Works Department.

* * * * * *

3. The project has been somewhat delayed—it was begun in October 1884 and submitted in April 1887—but it appears to have been most carefully got up and in the fullest detail. Much credit, I think, is due to Mr. Morris for the neat and admirable way in which it has been sent up.

4. To deal first with the financial aspect of the project. The estimate seems fairly complete. It includes a lakh for preliminary expenses, which would include cost of preparation of present project. There would seem to be few, if any, items on which material reduction is probable. It is possible a saving might be arranged in "Temporary Quarters," but the total provision is only Rs. 17,000. Contingencies are put at 8 instead of 5 per cent., certainly a desirable precaution in a work of the kind.

5. On the other hand, there may prove to be some additions. Establishment would seem to be much under-estimated, Rs. 3,05,283 on a total of Rs. 53,84,738 only is allowed, and it is assumed the work would be completed by one Executive Engineer and six Assistants in two years. Nothing is allowed for Direction and Accounts. This is less than 6 per cent. The usual 23 per cent. would amount to—

	Rs.
on	53,84,738
at 23 per cent.	12,38,490
	66,23,228
Again, the indirect charges on this would amount to, say ...	5,00,000
	71,23,228

or in round numbers 71¼ lakhs.

6. In regard to the probable gross earnings, I think Mr. Morris assumes somewhat too favourable rates. To do a successful business in the lowest class goods and passengers, which in all cases form the bulk of the traffic to which a Railway has mainly to look, it will be necessary to offer both great inducements to take the rail rather than the road. For his lowest goods rates Mr. Morris takes 1·8 pies per maund mile, or about 10½ annas per maund from Kalka to Simla, equal to 43·6 pies per ton mile. Taking the cheapest form of carriage which I believe at times prevails, probably about 6 annas per maund for the whole distance, or 1·08 pies per maund mile or 29·16 per ton mile. But say even 36 pies or 3 annas per ton mile.

7. Then for the lowest class passenger he assumes Rs. 2-8 from Kalka to Simla. An Ekka in the season will generally take a man up for Rs. 2 to 2-8, at times for less. It will certainly, within my knowledge, often bring him down for less. By the old road the distance can easily be walked in two days, and the rate for coolies carrying loads between Kalka and Simla is only Rs. 1-1. I should think Rs. 1-4 is a much more probable rate than Mr. Morris' Rs. 2-8, and I doubt if even that would catch all the foot passengers. Assuming 1-4 for the 68 miles by rail, this would be nearly 4 pies per passenger mile as against the 7 pies of Mr. Morris' paragraph 10.

8. The rates he takes for 1st class passengers of Rs. 10, and 2nd class of Rs. 5, seem fair enough, and I think perhaps 2-8 might be got for intermediate class; those who, for instance, now use the bullock train.

9. Reducing Mr. Morris' figures to ton miles (see his para. 3) we have 14,78,260 ton miles at 3 annas=to, say, Rs. 2,80,000, though it may be admitted a portion of these would represent goods of a nature justifying a higher rate. And reducing his lowest class passengers (see his para. 8) to passenger miles, we have 3,541,973 which at 4 pies=Rs. 73,800.

10. Perhaps very little useful comparison can be made between this proposal and the recently opened Amritsar and Pathankot line, which is of about equal length, but during the latter's first two years after opening—1884 and 1885—the passenger miles amounted to 10,842,230 and 13,114,216 respectively. The estimate of little more than one quarter as many passengers on the Simla line is probably within rather than over the mark. Mr. Morris, moreover, has only taken half the number of people shown by the Financial Commissioner, as travelling over the road as likely to use the Railway.

11. It might, I think, be fair to add double as many Intermediate as Second Class passengers, or say 20,000; and these at Rs. 2-8 would add another Rs. 50,000 to the receipts.

J

12. Then comparing Mr. Morris' para. 16 we have—

	Rs.	Rs.
Lowest class goods	...	2,80,000
Passengers, 1st & 2nd	1,03,760	
Intermediate	50,000	
Lowest class	73,800	
Total Passengers	...	2,27,560
Mails and Parcels	...	18,000
Miscellaneous	...	13,624
Military Transport	...	34,000
Total gross receipts	...	5,73,184

This would equal about Rs. 8,700 per mile, which corresponds very closely with what is given in para. 27 as the gross earnings per mile on the Darjeeling-Himalayan Railway (*viz.*, Rs. 8,495).

It is only fair to note that the rates for goods and passengers, even as assumed by Mr. Morris, are very much under those said to prevail on the Darjeeling Railway, and I think it may be fairly assumed that the gross earnings on the Kalka-Simla ought to be much greater. And it should also be noted that the last Traffic statement of that Railway shows the percentage of net earnings on total Capital outlay to be 8·86 per cent. The actual dividends paid according to the last Report by the Directors, amounted to 8½ per cent. for the year 1886, and the *ad interim* dividend for the last half year, *viz.*, 31st January 1887, was at the rate of 6 per cent.

13. In the matter of working expenses it is exceedingly difficult to form any reliable estimate. Mr. Morris takes as a basis of comparison, the rates quoted for the Darjeeling Railway, which are shown as 62·10 per cent. only. Taking these figures and adding 10 per cent., and allowing for additional Engine-power on one length, he works out the "Working Expenses" for the Kalka-Simla Railway as a probable 63·2 per cent.

This is less than many lines in the Plains, and considering the nature of a mountain Railway like the one proposed, is, I think, much too hopeful.

In this respect (see also Mr. Morris' para. 27), a comparison with the Darjeeling line is misleading. The latter Railway differs materially from the Simla-Kalka line.

The Darjeeling Company, I understand, simply laid their line on a road made for them by Government at great expense, and I have an idea Government is still saddled with the upkeep of the road, or a part of it. The Company found the curves in some parts of the road too sharp, and has had to alter them, and possibly here and there the gradients; but certainly the main part of the line was laid on road already made [and (?) partly maintained by Government]. On the contrary the Kalka-Simla line has to be made quite apart from the road; if in any part it encroaches on the road, a corresponding widening is provided. And it has to provide for a separate maintenance.

14. I understand the configuration of the hills is sharper and the rock more rotten in the case of the Simla hills. In any case the maintenance of the Kalka-Simla line, liable as it will be to constant slips of shale, &c., is likely to be exceptionally expensive.

Any estimate must be more or less of a guess, but I should say 70 or 75 per cent. would be a much safer figure to take.

Taking working expenses at 75 per cent., and the gross earnings at 5,73,184, the net earnings would amount to Rs. 1,43,296, or about 2 per cent. on an outlay of Rs. 71,23,228. (Rs. 1,42,465 is exactly 2 per cent.)

15. Nothing, as I propose to notice lower down, is allowed in this calculation for development of traffic. But the construction of the line would undoubtedly bring about some actual savings to Government, which should not be left out of the account. Mr. Morris refers to these in his paragraph 36.

The saving in travelling allowances, carriage of official records, and the time of Government officers, cannot, perhaps, be assessed, but in the matter of the existing mail service, and maintenance of road, I think, after allowing for sums to be paid to Railway and spent on road, a saving of some Rs. 35,000 a year might be effected. And at least another ½ per cent. could be credited to the proposed line under this head.

16. It does not seem necessary to review at length, the Engineering features of the line, which are set forth in detail in Mr. Morris' report, and which requires to be read in connection with the reference Maps.

17. The project, based on Route B. of the reconnaissance as modified by Mr. Molesworth, is divided into six sections, aggregating a total length of 68½ miles. It follows, with one or two exceptions, the general alignment of the present cart road, in places close alongside, and occasionally cutting into and crossing, but in every case the maintenance of existing width of road is fully provided for. The steepest gradient is 1 in 33 of which there is a total of nearly 12 miles, all on the Kalka-Dharmpur section, and for this length extra engine power is provided.

There is a little bit of 1 in 34 on the length from Badhaighat to Simla, and on all the sections there are 42 miles with gradients between 1 in 33 and 1 in 50.

The sharpest curve is 70 feet radius, and 32 miles of the line are on curves from 70 to 750 feet radius.

18. Stations are provided at Kalka, Dharmpur (for Kasauli, Sunawar and Dagshai), Mathan (five miles from Subathu), Solon and Simla. The last is in the compound known as "Innes' Own." There are in addition six watering stations.

19. There are only two bridges of any importance; one at Jhajra, with two openings of 60 feet, and one at Jabli with one of 50 feet. The others, though numerous, are all unimportant bridges and culverts, for which type drawings are provided.

20. When the transverse slope of the hill side exceeds 30°, breast walls are provided. It is very possible, I think, additional expenditure may be found necessary under this head.

21. Nine tunnels are provided of an aggregate length of 842 yards, the longest being 267 yards through the Sabathu Ridge.

22. The gauge is to be 2 feet with 35 lb. steel rails laid on deodar sleepers with bearing plates.

23. It is proposed to dispense with feneing, on the ground of its excessive cost, a dry stone wall being substituted between the road and the railway. Provision being also made for planting cactus on either side of the latter. This, I think, may well be accepted.

24. Rolling stock is included in the estimate. Provision being made for 16 locomotives, 50 coaching vehicles and 125 goods wagons, of types similar to those now on the Darjeeling Railway.

25. It is proposed to limit the speed between Kalka and Dharmpur, and again between Badhaighat and Simla, to seven miles an hour, and on the other portions of the line to 10 miles an hour.

26. The rates appear to have been drawn up in communication with the Executive Engineer, Simla Provincial Division. This is a matter on which we should have had Superintending Engineer's opinion. The cost of land has not been checked by the Deputy Commissioner, but the rates seem very ample.

27. Mr. Morris' estimate may, I think, be taken as representing very fairly, with the [redacted] as regards the probable [redacted] such a line would pay anything like 4 per cent. at any rate for some time to come.

28. There are, however, several points that would render such a return hopeful in the not distant future. The traffic returns are not very reliable, the amount of traffic on the road seems to have been under-estimated. In the matter of beer only, Mr. Morris shows (paragraph 31) that in the returns supplied by Messrs. Meakin and Dyer, their gross total maundage downwards alone exceeds the total registered traffic returns. Their up and down traffic is not far short of 10,000 tons per annum. Mr. Morris' statistics and the above note are both based on the registered returns, but Mr. Morris considers "the returns fall far short of the actual traffic passing over the road."

29. Another important feature is the future development of the traffic, which has, of course, been entirely left out of the calculation. That, even without a railway, this development has in recent years been considerable is amply demonstrated by the fact that during the five years between 1879 and 1884-85 this traffic has increased by upwards of 10,000 tons; see (Mr. Morris' paragraph 29) and there can be no reasonable doubt that the stimulus of a railway would tend to develop this with arithmetical progression.

30. The possibilities of developing mineral wealth should not be lost sight of. Mr. Morris refers in his paragraph 5 ii, to the probability of some good slate beds being exposed; and in both directions some trade in building stone might be looked for.

31. Great additional facilities would also be afforded for the opening out of industries, such as the cultivation of tea and of fruit, &c.; Mr Morris instances the property at Shalegra, as admirably adapted for this purpose (paragraph 6 ii). Indirectly this would all tend to bring traffic to the line.

32. The general grounds demanding the construction of such a line are, of course, well known. The importance of bringing the summer capital of both the Supreme and Local Governments into direct communication with the Railway system in the Plains and by facilitating communication with the hill Sanitaria, enabling Government to locate more troops in the hills, and to materially decrease the cost of keeping those already so located.

33. The Military value of a line connecting some half a dozen hill depôts with Railway communication to the Bolan and the North-West Frontier is, perhaps, alone a justification for the construction of the line, and a line that, besides being an administrative necessity, will pay at present 2½ per cent. on outlay and offer a fair prospect of working up to 4 per cent. in the future, can hardly be classed as an extravagance.

18-5-87. (Sd.) E. E. O.

[Enclosure No. 3.]

Note by the Consulting Engineer to the Government of India for State Railways, dated 13th August 1887.

The general question of the alignment of the Simla-Kalka Railway has already been dealt with by me after a reconnaissance I made of the line of country in 1884.

After that reconnaissance I made certain suggestions for the improvement of the alignment, which Mr. Morris has carried out with satisfactory results. An alternative line, which I marked on the map, near Dharampore, has led to the elimination of the long tunnel originally proposed through the Dharampore ridge, and the gap through which I recommended the line to be taken through the Subathu range has effected a saving of 10 miles in the through lengths between Kalka and Simla. The tunnel rounding the bluff near 29½ mile has been avoided without heavy work, and the deviation which I suggested to the west of Solon, has been proved by survey to be satisfactory.

My reconnaissance of 1884 convinced me that but little use could be made of the existing cart road for the purposes of the railway, the conditions being totally dissimilar from those which existed in the case of the Darjeeling Light Railway, for which the cart road was utilized to a considerable extent.

In the case of the Simla-Kalka road the country is more rugged and broken, the angular turns sharper and more numerous, and the material less reliable.

In fact I am of opinion that even in the small degree to which Mr. Morris has utilized the Simla-Kalka road in the project now under consideration, he has done so to a greater degree than is desirable, and that in many cases the cost of providing for the road is not justified by the advantages gained by utilising it for railway purposes; but I propose to deal with this question in greater detail at a later stage of this note.

The project for the Simla-Kalka Railway appears to have been prepared by Mr. Morris with very great care and ability, and I cannot speak too highly of the very thorough manner in which he has dealt with every detail connected with the project. The line passes through a most difficult country, which renders the work of setting out most difficult and arduous, the route being on sidelong ground for nearly its entire length and traversing extremely broken and rugged ground.

As the cart road cannot be utilized for the purposes of the railway, the line will be longer and more expensive than was originally anticipated; it is necessarily very tortuous, and the curves, in order to avoid excessively heavy work, must be very sharp; even with curves of 75 feet radius, the work is very heavy.

The total length of the line from Kalka to Simla is 68⅛ miles, the ruling gradient 1 in 33, and the sharpest curve 75 feet radius.

The gauge is two feet, and the weight of the rails 35 lbs. per yard.

The line, immediately on leaving Kalka, diverges from the cart road and curves round into the valley of the Guggur, in order to avoid the very steep ascent which the cart road makes on quitting Kalka. Afterwards, however, the line sweeps round and joins the cart road about the third mile post and unavoidably runs close to it, and in some places on it, as far as the sixth mile post. It then gradually passes below it, following the contour lines of the valley, so far as is necessary to preserve a ruling gradient of 1 in 33, as it gradually ascends the same valley as that in which the cart road has been made, until it reaches Dharampore; it then curves round the Dharampore spur and, running under Dharampore, sweeps round below the road and thence, rounding the "Temple spur," passes underneath the Simla-Kalka road close to the toll-bar.

After this it diverges from the cart road, gradually descending to the river which divides the Kasauli range from that of Subathu, and, after crossing this river, it rises gently to a gap in the range, about five miles from Subathu; here it crosses the range with a short tunnel, after which it turns up a subsidiary valley, after crossing which it rounds a steep rocky bluff, and thence generally follows the direction of the Subathu and Solon bridle road.

Before reaching Solon, however, it turns off to the west of the cantonment, whereas the cart road passes to the east of it; but it joins the cart road again about a mile beyond Solon.

Thence it keeps, with little variation, close to the cart road, and in many places on it, as far as Kandaghat. From Kandaghat it follows the general direction of the cart road, but considerably below it, diverging, where necessary, to round certain spurs, the crossing of which would involve sharp gradients or heavy work, until the Chakidula spur has been rounded, after which it approaches the cart road once more and keeps close to it, and in many places on it, until it approaches Badaighat, where it passes over the road and thence diverges from it, keeping along the contour of the hills until it reaches "Innes' Own," which is the proposed site for the Simla Station.

The line appears to have been judiciously set out; but, as in all railways of this character, the setting out must be considered simply as a basis for work, subject to modification, after a careful study of all the conditions during construction.

The estimate, as submitted by Mr. Morris, stands as follows, per mile of railway:

	Rs.
Preliminary expenses	1,648
Land	1,223
Earthwork	16,367
Retaining walls	7,073
Tunnels	1,235
Minor bridges	8,749
Large „	2,630
Level crossings	83
Fencing, mileposts, &c.	119
Road diversions	4,825
Ballast	1,351
Permanent-way	14,147
Stations	2,222
Staff quarters	1,016
Workshops	...
Station machinery	792
New roads	220
Rolling stock	7,223
Plant	2,771
Establishment	4,480
Contingencies	5,541
Total direct charges	83,523

The principal rates on which this estimate has been based are as follows:

	Rs.	
Cutting in clay	4	per 1,0 0 cubic feet.
Do. boulders and gravel	6	„ „ „
Do. rock and clay	10	„ „ „
Do. loose rock	20	„ „ „
Do. hard rock	25 to 30	„ „ „
Do. dry stone rubble	5 „ 7	„ 100 „
Do. side drains and retaining walls	7	„ „ „
Do. coursed rubble	31 „ 40	„ „ „
Masonry in arching	50 „ 70	„ „ „
Concrete	22 „ 30	„ „ „
Boulder pitching	4	„ „ „
Tunnelling	100	per linear yard.
Ironwork for girders	250	per ton.
Deodar timber	2	per cubic foot.
Ballast	2-14 to 6-8	per 100 cubic feet.
Sleepers	1-14	each.
Laying permanent-way	500	per mile.

The rates for earthwork appear to me to be somewhat low, especially that for hard rock, which varies from Rs. 22 to 30 per 1,000 cubic feet, and I should be disposed to estimate it at Rs. 40.

Between the 4th and 6th miles the line interferes with the road to some extent; this however appears to be unavoidable; but between the 39th and 47th miles, as well as between the 59th and 64th miles, it appears to me that the interference with the road might be avoided.

At mile 38½ I should be disposed to keep the gradient up, so as to be somewhat higher than the road, where it joins it near the 28th milepost, and then, instead of crossing the road, the railway line should keep, with a tolerably even gradient, well above the road, and clear of it from the 39th mile to Kandaghat. I have roughly marked on the large scale map, in dotted blue pencil lines, the alignment which I think should be adopted between the 39th and 47th miles of the railway. Between the 59th and 65th miles I have also marked on the map, in dotted blue lines, an alternative alignment, which I think should be adopted to prevent interference with the road.

The railway keeps on or near the cart road for about 16 miles of its entire length, and on this portion it involves an expenditure of Rs. 3,28,581 for road diversions, &c., and this, divided over a length of 16 miles, amounts to upwards of Rs. 20,000 per mile, although the utilization of the road on these 16 miles is only partial, as the sharp turns of the road render it impossible for the railway to keep to it in all its sinuosities.

It appears to me therefore very questionable whether any advantage is to be gained by adhering to the cart road in the places abovementioned.

At Badaighat it will be desireable to lower the level of the railway so as to pass underneath the cart road; this arrangement will keep the line more clear of the road just after passing it.

At Kandaghat the road should be diverted to the back of the houses through which the line is shewn to pass, and the railway line should take the present site of the road in passing through the neck at that part.

The rates for dry rubble masonry appear to me to be somewhat low, more especially as the stone in many portions of the line is liable to disintegration, and for building purposes it may have to be carried for a considerable distance with very scanty means of transport where a road may not exist. The rate for tunnels also appears to be low; I should be disposed to double it.

The tunnel at Boch (the 31st mile) might probably be saved by a deviation; but as the more circuitous line would not effect a very large saving, and as it would interfere with some temple buildings, I am of opinion that the tunnel line at that part may be retained. At mile 33½ however, if the contouring correctly represents the outline of the hillside, the tunnel at that point might probably be avoided by a slight deviation. With regard to the fencing, I agree with Mr. Morris in thinking that dry stone walling will be the most suitable fencing for this railway in the majority of cases.

The bridge drawings will suffice for the purposes of the estimate, but will require careful revision for the purposes of construction.

In each case the special conditions of the site will have to be separately considered. In some places drop wells at the inlet and outlet of the bridge or culvert will be desirable so as to break the force of the falling stream by water cushions.

In other cases where a solid outlet can be obtained the culverts may be contoured out on sidelong ground, instead of descending steeply.

In other places where the stream takes its source close at hand, or where the quantity of water is small, the stream may be bunded or passed between the sleepers or through rail openings; but all such cases must be the subject of judicious and intelligent study of the Engineer charged with the execution of the work of construction.

In several of the bridge drawings the rails are shown supported on cross girders *between* the main girders, which have to be a considerable distance apart in order to allow for the curvature; but in such cases, when the head-way is sufficient to allow it, I should prefer to place the cross girders on the top of the main girders and to draw the main girders nearer together.

When there is no curve the transverse sleepers might be placed directly on the top of the main girders, without the intervention of cross girders.

In many cases I think it may be advisable to insert girders of greater span than it absolutely necessary for the waterway, in order to keep the abutments well clear of the stream, and to save masonry.

Level crossings for bridlepaths, &c., should be avoided as far as practicable, and the traffic passed under the line by small bridges or "cattle-creeps." The sidelong ground, which prevails throughout the line between Kalka and Simla, affords great facilities for passing such traffic under the line.

In the drawing of the level crossing gate it may be noted that the pin which actuates the locking bolt should be in the signal handle, and the slot should be in the bolt; this alteration has been found necessary in practice.

The rate for sleepers seems to be low; but on further consideration I think the length of sleepers may be reduced from 4 feet 6 inches to 4 feet, so that perhaps the rate may stand. It may, however, be a question for consideration whether it would not be prudent on this line, which abounds with excessively sharp curves, to adopt transverse steel sleepers 3 feet 9 inches in length.

The preservation of the gauge is a matter of great importance on such curves; and although steel sleepers would be more expensive than deodar, they would be far more durable and would economise in maintenance. Their adoption would probably add about 4,000 rupees per mile to the cost of the railway.

Where curves are so sharp and so numerous as on this line, I would advise that the rails should be laid "*break-joint*," as this arrangement will save much expense and trouble in cutting the rails, which would be necessary if it were attempted to keep the joints of the rails opposite to each other.

The distance of the stations apart is as follows:

	Miles.
Kalka to Dharampore	17
Dharampore to Mathan	10½
Mathan to Solon	12
Solon to Kandaghat	7½
Kandaghat to Badaighat	17½
Badaighat to Simla	3½

I think that a small station might with advantage, be interpolated between Kalka and Dharampore, near Koti, and also between Kandaghat and Badaighat, near Shalighat, or else near Shogi.

At Kalka station some of the sidings should be extended so as to run alongside the passenger station platform of the 5-feet 6-inch gauge railway, which might be made of a medium height, say 15 inches, above rail level, being somewhat low for the 5-feet 6-inch gauge and somewhat high for the 2-feet gauge. As an alternative site for Simla station, I think the spur on which "*Mervin Lodge*" is situated might be examined. The site selected at "*Innes' Own*," however, appears to be suitable and convenient.

The provision for staff quarters appears to be insufficient, and will probably have to be increased. The same remark may apply to the item of station machinery.

No provision has been made for workshops; and as the Simla-Kalka Railway will be a short isolated line, the cost of workshops will be comparatively greater, mile for mile, than would be necessary in a more extended system.

For engines, Mr. Morris proposes to use an engine of 11 tons weight, similar to those in use on the Darjeeling Light Railway; and for carriages, the Cleminson flexible type. The type of engine may be adopted; but for carriages and wagons I should prefer the double bogie system, care being taken to allow the bogies to adjust themselves horizontally to the rails as well as to the curves.

The quantity of rolling stock proposed is—

16 engines.
50 coaching vehicles.
125 goods vehicles.

This provision may probably suffice for the first opening; but as the steep gradients of this railway will necessitate a larger proportion of engine power to carriage and wagon stock than is usual on lines with flatter gradients, an increase will probably be necessary with the development of the traffic.

The railway for a considerable portion of its length, runs near the watershed of the country, and consequently there are no bridges of any magnitude on it; the provision for plant therefore need not be large.

The amount provided for establishment appears to be low.

Taking into consideration the foregoing remarks, I am of opinion that the mileage estimate of Rs. 83,524 will require to be increased to Rs. 96,000 per mile for direct charges; and if steel sleepers be adopted instead of deodar, the mileage rate should be increased, in round numbers, to one lakh of rupees per mile.

With regard to the probable returns of this railway, I consider that Mr. Morris, in allowing no increase on the existing traffic for future development, has under-estimated the returns.

The facilities afforded by a railway are certain to bring a large accession to existing traffic, and past experience has shewn that even without a railway the traffic between Kalka and Simla has been largely and steadily on the increase.

On the other hand, I do not thinking that the working expenses of the Darjeeling Light Railway can be taken as a guide for estimating the probable cost of working the Simla-Kalka Railway. It is true that this railway will have the advantage of a better ruling gradient than that of the Darjeeling Railway, the former having a ruling gradient of 1 in 33, whilst the latter has a ruling gradient of 1 in 28; but the Simla-Kalka Railway will have one important factor in the working expenses, which is to a great extent, wanting in the case of the Darjeeling Railway, namely the maintenance of bridges, embankment walls, and other works.

The Darjeeling Railway is, as I have already observed, laid for a considerable portion of its length, on an existing road; and one provision in the contract of agreement between the Secretary of State and the Darjeeling Railway Company is "that the Secretary of State shall at all times hereafter, and at his own expense, maintain the said cart road, with all bridges, walls, fences, culverts, and other works, now and hereafter to be constructed for the upkeep and maintenance thereof."

The maintenance of such works as those above specified must necessarily form a very important factor in the working expenses of such a railway as the Simla-Kalka line, for the soil is, as a general rule, of a very unreliable character, very subject to slips and failures of foundations of the retaining walls and other structures; and even though curves of a very sharp radius have been adopted, it has been impossible to avoid numerous and deep cuttings or high retaining walls throughout the whole length of the line, and it is impossible for any human being to predict with any certainty the cost of maintaining such works.

I am of opinion, however, that the working expenses of the Simla-Kalka Railway will be largely in excess of those of the Darjeeling Railway.

As a set off against this excess, however, it must be remembered that the rates which have been adopted by Mr. Morris for the carriage of passengers and goods on the Simla-Kalka Railway, are considerably lower than those ruling on the Darjeeling Railway, which appear to be sufficiently low to attract traffic, and the development of the existing traffic, which will certainly be consequent on the construction of a railway, would appear to offer a fair prospect of success for the future, moreover, the cost of maintenance of the earthworks and retaining walls on this railway will probably as time goes on, diminish as the weak places are cleared away.

The manner in which the whole project has been prepared reflects very great credit on Mr. Morris.

R. C. B. PEMBERTON, *Colonel, R.E.,*
Secretary to the Government of India.

SUPPLEMENT TO

The Gazette of India.

No. 46.} CALCUTTA, SATURDAY, NOVEMBER 12, 1887.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.

Railway.

GUARANTEED RAILWAYS.

SYNOPSIS OF TRANSACTIONS FOR AND TO END OF THE YEAR 1886.

No. 743 A.R., dated Simla, November 2, 1887.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Public Works Department Resolution No. 532 A.R., dated 29th July 1886.

Read also the following:—

Note by Major A. G. BEGBIE, R.E., Officiating Accountant General, Public Works Department, No. 1140R., dated 22nd September 1887.

I beg to lay before the Government of India the Synopsis of transactions of Guaranteed Railways for and to end of the year 1886.

A

2. The subscribed Capital on 31st December 1886 of the several Railway Companies bears interest as shown below:

Railway.	Capital bearing interest at 3½%	4%	4½%	4⅝%	5%	Premium on Stock.	Discount on Stock.	Total Capital raised.
	£	£	£	£	£	£	£	£
Madras	157,800	102,200	500,000	999,960	8,757,670	12,014	...	10,529,644
South Indian	870,000	...	425,000	166,904	3,042,841	62,410	3,750	4,563,405
Bombay, Baroda and Central India	888,500	...	...	...	7,550,300	32,270	14,000	8,457,070
Great Indian Peninsula	820,500	2,992,450	...	...	20,000,000	74,187	2,773	23,884,364
Oudh and Rohilkund	2,455,000	2,345,000	...	...	4,000,000	19,672	43,861	8,775,811
(1) Total to end of 1886	5,191,800	5,439,650	925,000	1,166,864	43,350,811	200,553	64,384	56,210,294
(2) Ditto ditto 1885	4,481,800	6,217,450	925,000	1,169,624	43,348,189	209,165	56,134	56,295,094
(3) Ditto ditto 1884	4,325,750	4,911,950	925,000	1,179,519	43,338,789	209,702	46,134	54,844,594
(4) Ditto ditto 1883	1,501,900	6,254,650	925,000	1,196,834	43,322,340	437,820	265,879	53,372,665
(5) Ditto ditto 1882	2,117,800	5,905,250	925,000	1,198,768	43,322,873	431,470	262,129	53,639,032
(1) Compared with (2) Increase	710,000	...	...	...	2,622	...	8,250	...
(1) Compared with (2) Decrease	...	777,800	...	2,760	...	8,612	...	84,800

3. The following table shows the growth of the Capital Accounts of the Guaranteed Railways during the last five years, the net increase to the aggregate subscribed Capital during that period being £3,069,187.

Total capital subscribed. Year.	Amount.	Increase.	Decrease.	Remarks.
	£	£	£	
To end of 1882	53,639,032	497,925	...	
„ 1883	53,372,665	...	266,367	
„ 1884	54,844,594	1,471,929	...	
„ 1885	56,295,094	1,450,500	...	
„ 1886	56,210,294	...	84,800	
		3,420,354	351,167	
Net Increase	...	3,069,187		

Capital Outlay.

4. The aggregate outlay finally charged off to "Construction" has stood at the end of each of the last five years as follows:—

	£	Increase. £
To end of 1882	51,429,069	320,561
„ 1883	52,096,035	666,966
„ 1884	53,240,053	1,144,018
„ 1885	54,516,361	1,276,308
„ 1886	55,517,215	1,000,854
Increase in five years	...	4,408,707

5. The expenditure charged to "Construction," on the open lines of railway, during and to end of the year, gives the following cost per mile:

Railway.	Construction expenditure per open mile. During 1886.	To end of 1886.	Remarks.
	₹	₹	
Madras	942·17	1,31,265·94	
South Indian	632·31	67,945·29	Metre gauge.
Bombay, Baroda and Central India	2,170·84	2,05,288·59	
Great Indian Peninsula	1,695·60	2,02,944·08	
Oudh and Rohilkhund	20,369·48	1,16,367·41	
Average outlay, excluding South Indian	3,036·48	1,68,391·75	
Ditto including ditto	2,636·18	1,51,667·47	

Capital locked up in stores.

6. The subjoined table shows the fluctuations in the value of stores in stock during the past five years. The figures in antique represent increases of stock:—

Railway.	Reduction in stock. 1882.	1883.	1884.	1885.	1886.	Total reduction in five years.
	₹	₹	₹	₹	₹	₹
Madras	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
South Indian	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Bombay, Baroda and Central India	1,23,525	1,36,077	1,86,482	2,76,348	6,18,977	5,69,663
Great Indian Peninsula	11,43,198	22,48,846	3,40,888	20,24,643	13,64,804	14,24,599
Oudh and Rohilkhund	4,48,927	21,21,133	6,62,439	8,34,436	20,34,445	3,63,668
Total	10,67,126	37,93,357	2,98,473	24,11,752	40,93,186	13,43,270

7. The reduction in the store balances on the Railways in the Bombay presidency is explained to be due mainly to the diminished imports of English materials, and that on the Oudh and Rohilkhund Railway is attributed to the large balance under the head "London stores in transit" having been charged off to final heads during the year under review.

8. On 31st December 1886, the value of the stores in stock on Guaranteed Railways exceeded the limits provisionally assigned for Capital to be locked up in stores to the following extent.

Railway.	Limit assigned.	Stock in hand.	Excess.
	₹ Lakhs.	₹ Lakhs.	₹ Lakhs.
Madras	22½	31½	9
South-Indian	not fixed	(a) 23½	...
Bombay, Baroda and Central India	21⅛	27⅛	5⅞
Great Indian Peninsula	63	79	16
Oudh and Rohilkhand	12½	29	16½
Total	119½	166¾	47¼

(a) Not included in the total.

Revenue Account.

9. Excluding the East Indian, Eastern Bengal and Sind, Punjab and Delhi Railways, the Gross Earnings, Working Expenses, and Net Earnings of all the Guaranteed Railways during the last five years have been as under:—

Year.	Gross earnings.	Working expenses.	Net earnings.
	₹	₹	₹
1882	6,14,79,520	3,25,44,274	2,89,35,246
1883	6,29,94,406	3,22,21,602	3,07,72,804
1884	6,24,57,699	3,26,82,475	2,97,75,224
1885	6,73,27,871	3,51,47,654	3,21,80,217
1886	7,21,55,223	3,56,28,831	3,65,26,392

	₹	₹
10. For the year 1886 the net earnings amounted to	...	3,65,26,392
Deduct—		
Interest charged on overdrawn Capital	68,004	
Moiety of Surplus Profits due to Shareholders	56,87,554	
Contribution to Provident Funds	2,08,862	
		59,64,420
The net receipts by Government due to its connection with the Guaranteed Railways may be stated at		3,05,61,972

11. The results of the working of the Guaranteed Railways for the year 1886, based on the contract rates of exchange, is shown in the following table, as also the percentage of Interest and Net Profits to the Capital received. The figures in antique represent gain:—

Railway.	Net earnings after deducting payments on account of moiety of Surplus Profits and contribution to the Provident Fund and interest on overdrawn Capital.	Guaranteed interest.	Loss to State			Per cent. of interest paid on total Capital received.	Per cent. of Net Earnings realised during 1886 on Capital received.
			Amount.	Per open mile.	Per cent. of guaranteed interest.		
	₹	₹	₹	₹			
Madras	32,29,243	56,98,828	24,69,585	2,868·28	43·33	4·96	2·81
South Indian	14,69,584	21,69,364	6,99,780	1,070·00	32·26	4·56	3·09
Bombay, Baroda and Central India	61,35,478	44,37,8 1	16,97,597	3,868·90	38·18	4·82	6·68
Great Indian Peninsula	1,68,77,979	1,28,67,572	40,10,407	3,113·06	31·17	4·95	6·50
Oudh and Rohilkhund	28,49,688	37,97,250	9,47,562	1,380·19	24·95	4·33	3·18
Total 1886	3,05,61,972	2,89,70,895	15,91,077	405·06	5·49	4·84	5·07
1885	2,74,49,216	2,83,52,980	9,03,764	234·75	3·19	4·69	4·54
1884	2,56,12,424	2,81,07,704	24,95,280	650·48	8·88	4·77	4·34
1883	2,60,57,489	2,77,85,423	17,27,934	456·07	6·22	4·84	4·54
1882	2,48,49,616	2,76,81,641	28,32,025	747·26	10·23	4·80	4·31

12. The result of working the Guaranteed Railways during 1886 may be considered satisfactory. The annual loss from this source in the last five years has been turned from ₹28,32,025 in 1882, to a gain of ₹15,91,077 in 1886.

13. The actual loss to the State during the last five years due to its connection with the Guaranteed Railways, if the payments in England on account

of guaranteed interest are converted at the average rates for the years, is shewn in the following statements:—

Year.	Net earnings as described in synopsis page 4.	Guaranteed interest at contract rates.	Loss to State based on preceding column.	Guaranteed interest at the average rate of the year.	Loss to State based on preceding column.	Loss involved in fall in exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	₹	₹	₹	₹	₹	₹
1882	2,48,49,616	2,76,81,641	28,32,025	3,01,24, 56	61,75,140	33,43,115
1883	2,60,57,489	2,77,85,423	17,27,934	3,17,21,018	56,63,529	39,35,595
1884	2,56,12,424	2,81,07,704	24,95,280	3,21,56,569	65,44,145	40,48,865
1885	2,74,49,216	2,83,52,980	9,03,764	3,40,01,117	65,51,901	56,48,137
1886	3,05,61,972	2,89,70,895	15,91,077	3,67,65,398	6 ,03,426	77,94,503

1882.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 7·892d. the average rate of the year.	Loss to State based on column 4.	Loss by exchange being difference between columns 4 and 2.
	1	2	3	4	5	6
	₹	₹	₹	₹	₹	₹
Madras	25,70,841	56,89,011	31,18,170	62,91,888	37,21,048	5,02,877
South Indian	13,90,100	21,28,643	7,38,543	24,61,231	10,71,131	3,32,588
Bombay, Baroda and Central India	42,04,704	43,03,165	98,461	47,58,836	5,54,132	4,55,671
Great Indian Peninsula	1,48,82,600	1,24,93,200	23,89,400	1,38,13,136	10,69,464	13,19,936
Oudh and Rohilkhund	18,01,371	30,67,622	12,66,251	36,99,665	18,98,294	6,32,043
Total	2,48,49,616	2,76,81,641	28,32,025	3,10,24,756	61,75,140	33,43,115

1883.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 7·531d. the average rate of the year.	Loss to State based on column 4.	Loss by exchange being difference between columns 4 and 2.
	1	2	3	4	5	6
	₹	₹	₹	₹	₹	₹
Madras	25,26,549	57,08,416	31,81,867	64,29,959	39,03,410	7,21,543
South Indian	13,04,398	21,28,643	8,24,245	25,06,690	12,02,292	3,78,047
Bombay, Baroda and Central India	55,53,213	43,20,164	12,33,049	48,65,820	6,87,393	5,45,656
Great Indian Peninsula	1,41,93,462	1,24,93,200	17,00,262	1,40,67,847	1,25,615	15,74,647
Oudh and Rohilkhund	24,79,867	31,35,000	6,55,133	38,50,702	13,70,835	7,15,702
Total	2,60,57,489	2,77,85,423	17,27,934	3,17,21,018	56,63,529	39,35,595

1884.

RAILWAY.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 7·503d. the average rate of the year.	Loss to State based on column 4.	Loss by exchange being difference between columns 4 and 2.
	1	2	3	4	5	6
	₹	₹	₹	₹	₹	₹
Madras . . .	29,35,687	56,94,450	27,58,763	64,23,432	34,87,745	7,28,982
South Indian . .	14,60,598	21,17,129	6,56,531	24,96,708	10,36,110	3,79,579
Bombay, Baroda and Central India . .	54,43,252	43,20,164	**11,23,088**	48,72,799	**5,70,453**	5,52,635
Great Indian Peninsula . . .	1,34,64,290	1,26,45,335	**8,18,955**	1,42,66,592	8,02,302	16,21,257
Oudh and Rohilkhund .	23,08,597	33,30,626	10,22,029	40,97,038	17,88,441	7,66,412
TOTAL .	2,56,12,424	2,81,07,704	24,95,280	3,21,56,569	65,44,145	40,48,865

1885.

RAILWAY.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 6·612d. the average rate of the year.	Loss to State based on column 4.	Loss by exchange being difference between columns 4 and 2.
	1	2	3	4	5	6
	₹	₹	₹	₹	₹	₹
Madras . . .	32,79,168	56,98,828	24,19,660	67,36,206	34,57,038	10,37,378
South Indian . .	15,72,921	21,32,817	5,59,896	26,35,655	10,62,734	5,02,838
Bombay, Baroda and Central India . .	56,61,689	41,90,266	14,71,423	49,52,432	**7,09,257**	7,62,166
Great Indian Peninsula . . .	1,52,31,597	1,27,91,996	**24,39,601**	1,51,15,011	**1,16,586**	23,23,015
Oudh and Rohlikhund .	17,03,841	35,39,073	18,35,232	45,61,813	28,57,972	10,22,740
TOTAL .	2,74,49,216	2,83,52,980	9,03,764	3,40,01,117	65,51,901	56,48,137

1886.

RAILWAY.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 5·5965d. the average rate of the year.	Loss to State based on column 4.	Loss by exchange being difference between columns 4 and 2.
	1	2	3	4	5	6
	₹	₹	₹	₹	₹	₹
Madras . . .	32,29,243	56,98,828	24,69,585	71,24,952	38,95,709	14,26,124
South Indian . .	14,69,584	21,69,364	6,99,780	28,35,528	13,65,944	6,66,164
Bombay, Baroda and Central India .	61,35,478	44,37,881	**16,97,597**	55,47,675	**5,87,803**	11,09,794
Great In ian Peninsula . . .	1,68,77,979	1,28,67,572	**40,10,407**	1,60,80,296	**7,97,683**	32,12,724
Oudh and Rohilkhund .	28,49,688	37,97,250	9,47,562	51,76,947	23,27,259	13,79,697
TOTAL .	3,05,61,972	2,89,70,895	15,91,077	3,67,65,398	62,03,426	77,94,503

ORDER.—Ordered, that the Note by the Accountant General, Public Works Department, and enclosure referred to, be forwarded to the Local Governments and Officer noted in the margin, and to the Department of Finance, and the Accountant General, Public Works Department, for information.

The Governments of Madras and Bombay.
The Consulting Engineer to the Government of India for Railways, Lucknow.

R. C. B. PEMBERTON, *Colonel, R.E.*,
Secretary.

Synopsis of transactions of the Guaranteed Railway Companies from the commencement of operations to end of the year 1886.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
MILEAGE.				CAPITAL SUBSCRIBED						CAPITAL WITHDRAWN							CAPITAL OUTLAY						REVENUE ACCOUNT, 1886.						GUARANTEED INTEREST PAID FOR 1886.			GUARANTEED INTEREST FROM COMMENCEMENT TO END OF 1886.							LOSS TO STATE		CONTROL.		LAND.					
				DURING 1886.			TO END OF 1886.			DURING 1886.			TO END OF 1886.				ON CONSTRUCTION ACCOUNT		ON STORES																													
Open for traffic.	Mean length open during 1886.	Under construction on 31st December 1886.	RAILWAY.	In England.	In India.	TOTAL.	In England.	In India.	TOTAL.	In England.	In India.	TOTAL.	In England.	In India.	TOTAL.	Balance of Capital in the Government Treasury to meet further expenditure.	During 1886.	To end of 1886.	During 1886.	To end of 1886.	On Suspense (Capital Advance Account).	TOTAL.	Gross earnings.	Working expenses.	Net earnings.	Contribution to Provident Fund.	Interest charged on Capital overdrawn.	Surplus profits.	In England.	In India.	TOTAL.	In England.	In India.	TOTAL.	Net earnings from commencement to end of 1886.	Contribution to Provident Fund from commencement to end of 1886.	Interest charged in accounts on Capital overdrawn, from commencement to end of 1886.	Railway Company's moiety of surplus profits, from commencement to end of 1886.	During 1886.	From commencement to end of 1886.	State charge for control for 1886.	State charge for control from commencement to end of 1886.	Value of land made over during 1886.	Value of land made over from commencement to end of 1886.	Value of land restored to Government during 1886.	Value of land restored to Government from commencement to end of 1886.	Loss of land revenue on land
				₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
860·87	860·37	9	Madras . .	—15,27,273	...	—15,27,273	11,48,68,844	...	11,48,68,844	16,74,931	—7,26,794	9,48,137	6,61,58,506	4,98,22,791	11,59,81,297	—11,12,453	8,11,214	11,30,19,973	3,09,528	31,40,460	—1,79,136	11,59,81,297	79,66,097	47,36,854	32,29,243	...	...	...	56,98,828	...	56,98,828	4,02,54,143	...	14,02,54,143	6,28,46,515	...	...	...	24,69,585	7,74,07,628	1,03,418	23,44,702	1,24,024 2,235	11,96,507 16,18,420	11 618	1,35,452 89,628	7, 1,
(a)654	654	...	South Indian . .	15,33,913	...	15,33,913	4,76,04,824	13,320	4,76,18,144	5,95,256	—5,36,573	58,683	3,35,02,233	1,31,75,485	4,66,77,718	9,40,426	4,13,529	4,44,36,217	—3,54,488	23,21,484	—79,983	4,66,77,718	49,20,176	34,44,262	14,75,914	...	6,330	...	21,69,364	...	21,69,364	3,79,60,965	...	3,79,60,965	1,86,18,779	...	79,105	...	6,99,780	1,94,21,291							
(b)438·78	438·78	16·14	Bombay, Baroda and Central India . .	74,83,636	...	74,83,636	9,20,22,523	2,36,425	9,22,58,948	16,05,505	—11,82,139	4,23,366	5,86,54,886	3,40,27,116	9,26,82,002	—4,23,054	9,52,523	9,00,76,526	—6,48,977	27,22,288	—1,16,812	9,26,82,002	1,35,05,635	55,52,879	79,52,756	79,528	39,765	33,95,970	44,34,765	3,116	44,37,881	10,05,99,348	2,10,423	10,08,09,771	7,96,34,270	3,53,908	4,74,939	74,57,388	—16,97,597	2,04,61,736			71,577	59,07,279	...	75,360	
(c)1,288·25	1,288·25	...	Great Indian Peninsula .	—84,85,091	...	—84,85,091	25,43,18,599	62,38,099	26,05,56,698	39,35,901	—30,79,544	8,56,357	17,37,63,584	9,55,36,089	26,92,99,673	—7,42,975	21,84,364	26,15,08,121	—13,64,804	79,09,401	—1,17,849	26,92,99,673	3,92,57,907	1,82,50,183	2,10,07,724	1,29,334	10,842	79,79,139	1,28,38,126	29,446	1,28,67,572	28,73,77,928	46,44,032	29,20,21,960	25,67,75,076	6,65,515	1,06,405	2,48,66,777	—40,10,497	6,08,85,581	1,94,405	36,04,955	—12,176	54,86,157	35,247	19,61,732	
686·54	681·48	4·53	Oudh and Rohilkhund . .	...	...	...	8,35,13,917	42,44,192	8,77,58,109	13,32,408	27,45,941	40,78,349	4,21,71,141	4,73,41,634	8,95,12,775	—17,54,666	59,93,144	8,66,99,874	—20,34,445	29,05,941	—93,040	8,95,12,775	65,05,408	36,44,653	28,60,755	...	11,067	...	37,91,340	5,910	37,97,250	4,61,74,514	4,26,909	4,71,01,423	2,43,36,535	...	1,20,631	...	*9,47,562	2,28,85,519	74,341	11,35,300	1,20,612	12,69,524	17,499	49,499	5,
3,927·94			TOTAL .	—9,94,815	...	—9,94,815	59,23,28,707	1,07,32,036	60,30,60,743	91,44,001	—27,79,109	63,64,892	37,42,50,350	23,99,03,115	61,41,53,465	—1,10,92,722	1,03,54,774	59,57,40,711	—40,93,186	1,89,99,574	—5,86,820	61,41,53,465	7,21,55,223	3,56,28,831	3,65,26,392	2,08,862	68,004	1,13,75,109	2,89,32,423	38,472	2,89,70,895	61,28,66,895	52,81,364	61,81,48,262	44,22,11,175	10,19,423	7,81,080	3,23,24,165	—15,91,077	21,00,61,755	3,72,164	70,84,957	3,06,272	1,54,77,887	53,375	23,11,671	15
				£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
			Madras . .	—140,000	...	—140,000	10,529,644	...	10,529,644	153,536	—66,623	86,913	6,064,530	4,567,089	10,631,619	—101,975	74,361	10,360,164	28,374	287,876	—16,421	10,631,619	730,226	434,212	296,014	...	...	...	522,393	...	522,393	12,856,630	...	12,856,630	5,760,931	...	...	...	226,379	7,095,699							
			South Indian . .	147,000	...	147,000	4,562,129	1,276	4,563,405	57,046	—51,421	5,625	3,210,631	1,262,651	4,473,282	90,123	39,630	4,258,471	—33,972	222,475	—7,664	4,473,282	471,517	330,075	141,442	...	607	...	207,897	...	207,897	3,637,926	...	3,637,926	1,784,300	...	7,581	...	67,062	1,861,207							
			Bombay, Baroda and Central India . .	686,000	...	686,000	8,435,398	21,672	8,457,070	147,171	—108,363	38,808	5,376,698	3,119,152	8,495,850	—38,780	87,315	8,257,015	—59,490	249,543	—10,708	8,495,850	1,238,017	509,014	729,003	7,290	3,645	311,297	406,521	284	406,805	9,221,607	19,289	9,240,896	7,299,808	32,442	43,536	683,594	—155,613	2,700,660							
			Great Indian Peninsula .	—777,800	...	—777,800	23,312,538	571,826	23,884,364	360,791	—282,292	78,499	15,928,328	8,757,475	24,685,803	—801,439	200,234	23,971,578	—125,108	725,028	—10,803	24,685,803	3,598,641	1,672,933	1,925,708	11,856	994	731,421	1,176,829	2,699	1,179,528	26,342,977	425,703	26,768,680	23,537,715	61,006	9,754	2,279,454	—367,621	5,581,179							
			Oudh and Rohilkhund . .	...	...	...	8,351,392	424,419	8,775,811	133,241	274,594	407,835	4,217,114	4,734,163	8,951,277	—175,466	599,314	8,669,987	—203,445	290,594	—9,304	8,951,277	650,541	364,465	286,076	...	1,107	...	379,134	591	379,725	4,667,452	42,691	4,710,143	2,433,654	...	12,063	...	94,756	2,288,552							
			TOTAL .	—84,800	...	—84,800	55,191,101	1,019,193	56,210,294	851,785	—234,105	617,680	34,797,301	22,440,530	57,237,831	—1,027,537	1,000,854	55,517,215	—393,641	1,775,516	—54,900	57,237,831	6,688,942	3,310,699	3,378,243	19,146	6,353	1,042,718	2,692,774	3,574	2,696,348	56,726,592	487,683	57,214,275	40,816,408	93,448	72,934	2,963,048	—135,037	19,527,297							

(a) Works in addition 8 miles of the Pondicherry Railway.

(b) Works in addition 22·12 miles of the Patri Salt Railway.

(c) Works in addition 215·73 miles of the Dhond and Manmad, Khamgaon-Amraoti, and Bhopal Railways.

* Excludes Rs8,995 on account of transactions of past period adjusted by direct debit to net Revenue Account. The adjustment is shown in column 41.

Synopsis of transactions of the Guaranteed Railway Companies from the commencement of operations to end of the year 1886.

	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
	CAPITAL SUBSCRIBED						CAPITAL WITHDRAWN							CAPITAL OUTLAY						REVENUE ACCOUNT, 1886.						GUARANTEED INTEREST PAID FOR 1886.			GUARANTEED INTEREST FROM COMMENCEMENT TO END OF 1886.								LOSS TO STATE		CONTROL.		LAND.					
	DURING 1886.			TO END OF 1886.			DURING 1886.			TO END OF 1886.				ON CONSTRUCTION ACCOUNT		ON STORES																													
WAY.	In England.	In India.	TOTAL.	In England.	In India.	TOTAL.	In England.	In India.	TOTAL.	In England.	In India.	TOTAL.	Balance of Capital in the Government Treasury to meet further expenditure.	During 1886.	To end of 1886.	During 1886.	To end of 1886.	On Suspense (Capital Advance Account).	TOTAL.	Gross earnings.	Working expenses.	Net earnings.	Contribution to Provident Fund.	Interest charged on Capital overdrawn.	Surplus profits.	In England.	In India.	TOTAL.	In England.	In India.	TOTAL.	Net earnings from commencement to end of 1886.	Contribution to Provident Fund from commencement to end of 1886.	Interest charged in accounts on Capital overdrawn, from commencement to end of 1886.	Railway Company's moiety of surplus profits, from commencement to end of 1886.	During 1886.	From commencement to end of 1886.	State charge for control for 1886.	State charge for control from commencement to end of 1886.	Value of land made over during 1886.	Value of land made over from commencement to end of 1886.	Value of land restored to Government during 1886.	Value of land restored to Government from commencement to end of 1886.	Loss of land revenue on land made over during 1886, capitalised.	Loss of land revenue on land made over from commencement to end of 1886, capitalised.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
. .	—140,000	...	—140,000	10,529,644	...	10,529,644	153,536	—66,623	86,913	6,064,530	4,567,089	10,631,619	—101,975	74,361	10,360,164	28,374	287,876	—16,421	10,631,619	730,226	434,212	296,014	...	...	...	522,393	...	522,393	12,856,630	...	12,856,630	5,760,931	...	...	...	226,379	7,095,699								
ian .	147,000	...	147,000	4,562,129	1,276	4,563,405	57,046	—51,421	5,625	3,210,631	1,262,651	4,473,282	90,123	39,630	4,258,471	—33,972	222,475	—7,664	4,473,282	471,517	330,075	141,442	...	607	...	207,897	...	207,897	3,637,926	...	3,637,926	1,784,300	...	7,581	...	67,062	1,861,207								
Baroda Central .	686,000	...	686,000	8,435,398	21,672	8,457,070	147,171	—108,363	38,808	5,376,698	3,119,152	8,495,850	—38,780	87,315	8,257,015	—59,490	249,543	—10,708	8,495,850	1,238,017	509,014	729,003	7,290	3,645	311,297	406,521	284	406,805	9,221,607	19,289	9,240,896	7,299,808	32,442	43,536	683,594	—155,613	2,700,660								
Indian la .	—777,800	...	—777,800	23,312,538	571,826	23,884,364	360,791	—282,292	78,499	15,928,328	8,757,475	24,685,803	—801,439	200,234	23,971,578	—125,108	725,028	—10,803	24,685,803	3,598,641	1,672,933	1,925,708	11,856	994	731,421	1,176,829	2,699	1,179,528	26,342,977	425,703	26,768,680	23,537,715	61,006	9,754	2,279,454	—367,621	5,581,179								
Rohil- . .	...	...	...	8,351,392	424,419	8,775,811	133,241	274,594	407,835	4,217,114	4,734,163	8,951,277	—175,466	599,314	8,669,987	—203,445	290,594	—9,304	8,951,277	650,541	364,465	286,076	...	1,107	...	379,134	591	379,725	4,667,452	42,691	4,710,143	2,433,654	...	12,063	...	94,756	2,288,552								
. .	—84,800	...	—84,800	55,191,101	1,019,193	56,210,294	851,785	—234,105	617,680	34,797,301	22,440,530	57,237,831	—1,027,537	1,000,854	55,517,213	—393,641	1,775,516	—54,900	57,237,831	6,688,942	3,310,699	3,378,243	19,146	6,353	1,042,718	2,692,774	3,574	2,696,348	56,726,592	487,683	57,214,275	40,816,408	93,448	72,934	2,963,048	—135,037	19,527,297								
. .	—15,27,273	...	—15,27,273	11,48,68,844	...	11,48,68,844	16,74,931	—7,26,794	9,48,137	6,61,58,506	4,98,22,791	11,59,81,297	—11,12,453	8,11,214	11,30,19,973	3,09,528	31,40,460	—1,79,136	11,59,81,297	79,66,097	47,36,854	32,29,243	...	...	...	56,98,828	...	56,98,828	4,02,54,143	...	14,02,54,143	6,28,46,515	...	...	...	24,69,585	7,74,07,628								
ndian .	15,33,913	...	15,33,913	4,76,04,824	13,320	4,76,18,144	5,95,256	—5,36,573	58,683	3,35,02,233	1,31,75,485	4,66,77,718	9,40,426	4,13,529	4,44,36,217	—3,54,488	23,21,484	—79,983	4,66,77,718	49,20,176	34,44,262	14,75,914	...	6,330	...	21,69,364	...	21,69,364	3,79,60,965	...	3,79,60,965	1,86,18,779	...	79,105	...	6,99,780	1,04,21,291	1,03,418	23,44,702	1,24,024 2,235	11,96,507 16,18,420	11 618	1,35,452 89,628	7,120 1,807	8,48,786 5,48,572
, Baroda Central .	74,83,636	...	74,83,636	9,20,22,523	2,36,425	9,22,58,948	16,05,505	—11,82,139	4,23,366	5,86,54,886	3,40,27,116	9,26,82,002	—4,23,054	9,52,523	9,00,76,526	—6,48,977	27,22,288	—1,16,812	9,26,82,002	1,35,05,635	55,52,879	79,52,756	79,528	39,765	33,95,970	44,34,765	3,116	44,37,881	10,05,99,348	2,10,423	10,08,09,771	7,96,34,270	3,53,908	4,74,939	74,57,388	—16,97,597	2,94,61,736	1,94,405	36,04,955	71,577 —12,176	59,07,279 54,86,157	... 35,247	75,360 19,61,732	568 699	4,79,955 4,08,141
Indian gula .	—84,85,091	...	—84,85,091	25,43,18,399	62,38,099	26,05,56,698	39,35,901	—30,79,544	8,56,357	17,37,63,584	9,55,36,089	26,92,99,673	—7,42,975	21,84,364	26,15,08,121	—13,64,804	79,09,401	—1,17,849	26,92,99,673	3,92,57,907	1,82,50,183	2,10,07,724	1,29,334	10,842	79,79,139	1,28,38,126	29,446	1,28,67,572	28,73,77,928	46,44,032	29,20,21,960	25,67,75,076	6,65,515	1,06,405	2,48,66,777	—40,10,407	6,08,85,381								
d Rohil- . .	...	...	...	8,35,13,917	42,44,192	8,77,58,109	13,32,408	27,45,941	40,78,349	4,21,71,141	4,73,41,634	8,95,12,775	—17,54,666	59,93,144	8,66,99,874	—20,34,445	29,05,941	—93,040	8,95,12,775	65,05,408	36,44,633	28,60,755	...	11,067	...	37,91,340	5,910	37,97,250	4,61,74,514	4,26,909	4,71,01,423	2,43,36,535	...	1,20,631	...	*9,47,562	2,28,85,519	74,341	11,35,300	1,20,612	12,69,524	17,499	49,499	5,579	4,40,337
. .	—9,94,815	...	—9,94,815	59,23,28,707	1,07,32,036	60,30,60,743	91,44,001	—27,79,109	63,64,892	37,42,50,350	23,99,03,115	61,41,53,465	—1,10,92,722	1,03,54,774	59,57,40,711	—40,93,186	1,89,99,574	—5,86,820	61,41,53,465	7,21,55,223	3,56,28,831	3,65,26,392	2,08,862	68,004	1,13,75,109	2,89,32,423	38,472	2,89,70,895	61,28,66,895	52,81,364	61,81,48,262	44,22,11,175	10,19,423	7,81,080	3,23,24,165	—15,91,077	21,00,61,755	3,72,164	70,84,957	3,06,272	1,54,77,887	53,375	23,11,671	15,773	27,25,971

(a) Works in addition 8 miles of the Pondicherry Railway.

(b) Works in addition 22·12 miles of the Patri Salt Railway.

(c) Works in addition 215·73 miles of the Dhond and Manmad, Khamgaon-Amraoti, and Bhopal Railways.

* Excludes Rs8,995 on account of transactions of past period adjusted by direct debit to net Revenue Account. The adjustment is shown in column 41.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF OCTOBER 1887.

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Provinces.	Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum (*Sorghum vulgare*). Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). Past fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or Thúr Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar or Thúr Cadjan Pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras.	Ganjam	10 5	10 5	...	...	14 10	14 10	15 8	15 8	...	...	...	...	29 5	29 5	...	...	...	...	...	...	...	...	215 13	215 13	13 13	13 13
	Vizagapatam	12 0	13 0	...	...	9 0	9 8	10 3	10 3	20 8	20 8	25 11	27 11	22 3	20 3	...	...	...	...	...	...	...	...	93 5	93 5	11 11	12 14
	Godavery	9 14	9 14	...	...	13 14	13 14	15 0	15 0	19 3	19 3	24 10	24 10	21 13	21 13	...	...	...	...	...	...	...	...	243 0	243 0	12 8	12 8
	Kistna	9 14	8 14	...	...	15 14	16 6	16 8	17 0	20 8	21 2	...	...	24 5	24 5	...	...	...	...	...	...	...	...	145 13	145 13	16 3	15 0
	Nellore	9 8	9 8	...	...	12 14	12 14	15 0	15 0	25 0	25 0	...	...	29 2	29 2	...	...	...	...	...	...	...	...	93 5	93 5	14 5	14 5
	Cuddapah	11 13	11 13	...	...	13 3	13 3	14 14	14 14	25 5	25 5	...	...	28 8	30 0	...	...	...	...	...	...	...	...	140 0	140 0	14 6	14 6
	Anantapur	10 10	10 10	...	...	12 13	12 13	15 2	15 2	33 0	33 0	22 10	22 10	34 0	34 0	...	...	...	...	...	...	...	...	77 13	77 13	13 2	13 2
	Bellary	13 14	13 14	...	...	12 5	12 5	13 8	13 8	30 0	30 0	25 6	25 6	34 0	34 0	...	...	...	...	...	...	...	...	97 3	97 3	13 11	13 2
	Kurnool	10 13	12 6	...	...	12 2	11 6	12 14	12 3	31 8	32 14	27 8	27 8	...	...	...	...	...	...	...	...	...	...	114 6	139 2	12 5	13 11
	Madras	10 10	10 10	...	...	11 3	11 3	13 0	13 0	23 0	23 0	23 2	23 2	28 2	28 2	...	...	...	...	...	...	...	...	86 5	86 5	14 10	14 10
	Chingleput	...	...	...	...	14 5	14 5	15 2	15 2	...	...	21 2	21 2	26 11	26 11	...	...	...	...	...	...	...	...	106 14	106 14	14 0	14 0
	North Arcot	8 13	9 11	...	...	11 3	13 2	14 2	15 0	...	...	...	...	37 10	35 14	...	...	...	...	...	...	...	...	194 6	194 6	13 5	13 5
	South Arcot	9 0	9 0	...	...	14 6	14 6	15 13	15 13	23 8	23 8	32 5	32 5	27 0	27 0	...	...	...	...	...	...	...	...	201 11	201 11	14 6	14 6
	Tanjore	10 5	10 5	...	...	14 8	14 8	16 11	...	...	...	29 0	29 0	31 11	31 11	...	...	...	...	...	...	...	...	166 3	166 3	14 11	14 11
	Trichinopoly	...	...	...	...	12 3	10 14	13 2	12 11	...	...	26 0	25 6	26 3	27 8	...	...	...	...	...	...	...	...	232 13	232 13	14 10	14 10
	Madura	10 8	10 8	...	...	13 0	13 0	13 8	13 8	22 11	24 5	23 8	23 8	27 14	27 14	...	...	...	...	...	...	...	...	136 0	131 3	15 6	15 6
	Tinnevelly	9 14	9 14	...	...	11 2	11 8	12 13	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	70 0	70 0	16 2	16 8
	Coimbatore	12 5	13 2	...	...	13 8	13 8	14 8	14 8	22 10	22 10	23 14	25 6	26 3	27 14	...	...	...	...	...	...	...	...	97 3	97 3	13 11	13 11
	Nilgiris	10 11	10 11	...	...	10 6	11 3	12 0	12 0	19 5	21 10	16 13	16 13	21 10	20 14	...	...	...	...	...	...	...	...	161 13	161 13	11 2	11 0
	Salem	11 14	11 14	...	...	13 10	13 10	15 0	15 0	27 5	30 14	29 8	28 11	27 6	32 8	...	...	...	...	...	...	...	...	186 10	186 10	14 10	15 5
	South Canara	8 2	8 2	...	...	13 10	13 10	16 0	14 11	...	...	...	...	25 0	25 0	...	...	...	...	...	...	...	...	128 13	128 13	16 3	16 3
	Malabar	8 10	8 10	...	...	13 13	13 13	14 10	14 10	...	...	...	...	23 6	23 6	...	...	...	...	...	...	...	...	155 8	155 8	14 0	14 6
Bombay.	Bombay	10 3	11 3	14 9	14 9	7 7	7 2	10 13	10 13	17 0	17 0	13 8	13 1	14 12	14 4	14 6	14 6	14 4	13 14	18 5	18 5	8 13	8 7	67 1	67 1	12 9	12 9
	Daskrohi	11 0	11 0	20 0	20 0	6 8	6 8	11 0	11 0	13 0	13 0	15 0	15 0	...	...	20 0	20 0	16 0	16 0	...	...	10 0	10 0	80 0	80 0	16 8	16 0
	Kaira	10 0	10 11	18 13	20 0	8 14	8 14	10 0	10 0	17 12	17 12	14 8	13 13	20 0	20 0	...	...	12 13	11 12	...	...	10 0	10 0	80 0	80 0	16 0	16 0
	Surat	11 0	12 0	14 0	13 0	8 0	8 0	10 0	10 0	14 8	14 0	14 0	13 0	...	...	...	...	...	13 0	...	...	10 0	10 0	80 0	80 0	16 0	16 0
	Broach	12 0	12 0	...	...	8 0	8 0	11 0	11 0	16 0	16 0	14 0	14 0	...	...	...	...	1 0	13 0	...	...	10 0	10 0	80 0	80 0	16 0	16 0
	Tanna (Salsette)	9 12	9 12	...	...	8 3	8 3	10 0	10 0	16 13	16 13	14 6	14 6	...	...	...	...	12 0	13 0	...	...	11 0	11 0	120 0	120 0	14 2½	14 2½
	Colába (Alibag)	...	8 9	...	...	...	7 4	11 4	...	...	...	...	13 0	...	...	...	...	12 5	12 5	...	...	8 0	8 0	71 2	71 2	15 4	15 4
	Khandesh (Dhulia)	13 8	13 8	...	...	7 8	7 8	9 6	9 6	20 10	20 4	16 12	16 12	...	...	14 8	14 8	13 4	13 8	...	...	10 8	10 8	100 0	100 0	12 4	12 4
	Násik	11 4	13 12	...	...	10 8	10 8	12 0	12 0	...	25 0	17 14	17 14	21 0	25 0	...	...	16 0	17 14	...	...	10 8	9 10	106 8	106 8	15 0	15 0
	Ahmednagar	12 8	12 8	...	...	8 8	8 8	9 8	9 8	25 2	25 2	17 11	17 11	...	...	...	...	18 13	18 13	...	...	16 3	16 3	88 4	88 4	14 4	14 4
	Poona (City)	11 8	11 8	9 0	9 0	8 9	8 9	9 13	9 13	21 12	23 15	18 6	18 6	16 6	16 6	...	...	17 4	17 4	...	...	13 8	13 8	60 13	60 13	13 6	13 6
	Sholápur	13 9	14 1	18 4	18 11	10 7	10 7	11 5	11 5	24 9	25 0	22 1	22 1	...	...	20 5	20 5	20 1	20 9	...	...	15 2	15 2	80 0	78 12	13 0	13 0
	Bijapur	15 6	15 6	13 2	13 2	7 1	7 1	10 3	9 12	27 0	27 0	22 15	28 10	...	...	...	...	18 11	18 11	...	...	19 6	18 9	80 0	80 0	11 4	11 5
	Satara	10 12	10 12	...	...	8 4	8 4	10 0	10 0	20 0	20 0	18 2	20 12	...	...	...	...	17 10	17 10	...	...	15 14	15 14	93 3	93 3	13 15	13 15
	Belgaum	14 0	14 8	...	...	10 4	9 8	10 0	10 0	24 0	24 0	22 0	22 0	32 0	32 0	...	...	16 0	16 8	...	...	15 8	15 8	64 0	68 0	13 0	13 0
	Dharwar (Hubli)	15 0	15 0	...	...	10 0	10 0	11 0	11 0	25 0	25 0	23 0	23 0	38 0	38 0	...	...	19 0	19 0	...	...	12 0	12 0	80 0	80 0	9 0	9 0
	Ratnágiri	8 9	8 12	...	...	9 12	9 4	10 9	11 5	18 3	18 3	14 11	15 15	16 7	16 7	...	...	14 0	14 11	...	...	10 14	10 14	120 0	120 0	12 15	12 15
	Karwar	10 0	10 8	...	...	7 0	7 0	12 0	11 5	19 0	17 0	...	...	23 0	20 12	12 0	12 0	13 0	13 0	...	...	11 8	11 8	213 5½	213 5½	12 0	12 0
	Pánch Mahals (Godhra)	8 7	8 7	...	...	8 0	8 0	11 4	11 4	...	...	12 0	12 6	...	...	...	...	12 3	12 3	19 0	20 0	10 5	10 5	160 0	160 0	15 7	15 7
	Ahmednagar	8 0	8 0	...	...	6 3	6 3	8 0	8 0	11 3	11 3	10 3	10 3	...	...	...	...	11 3	11 3	...	...	5 9	5 9	65 5	65 5	32 0	32 0
	Asirgarh Cantonment	13 8	13 8	...	...	9 0	9 0	10 8	10 8	18 0	17 9	19 0	19 0	...	...	19 0	19 0	15 5	16 6	...	...	10 0	10 0	160 0	160 0	11 0	11 0
	Baroda Camp (Sadar Bazar)	9 2	9 2	14 4½	14 4½	6 15	6 15	9 2	9 2	13 11	14 4½	13 2½	12 9	16 0	16 0	...	...	12 0	12 0	...	...	10 13½	10 13½	80 0	80 0	13 2½	13 2½
	Disa Cantonment	10 10	11 11	...	...	6 12	7 0	9 0	9 0	9 2	15 10	19 8	14 15	15 13	...	...	...	...	13 7	15 3	...	...	9 12	12 0	150 0	150 0	14 0	14 0
	Nimach Cantonment	12 10	13 0	14 4	15 5	8 0	8 0	10 0	10 0	22 0	22 0	15 0	15 0	...	...	...	...	17 4	17 0	24 4	23 8	13 0	13 0	160 0	160 0	14 0	14 0
	Nasirabad Cantonment	13 0	13 0	18 0	18 3	7 0	7 0	8 0	9 0	20 0	19 5½	15 0	14 10½	...	...	10 0	10 0	18 8	18 8	18 0	18 0	12 8	12 8	90 0	90 0	15 8	15 8
	Rajkot Station	11 12	12 0	...	...	6 8	6 8	9 0	9 0	14 0	14 8	11 12	12 0	...	...	...	...	12 0	12 0	...	...	7 8	7 8	80 0	80 0	40 0	40 0
	Upper Sind Frontier	12 8	12 4	16 0	15 0	10 0	10 0	15 0	15 0	25 0	23 0	20 0	20 0	...	...	...	...	14 12	14 5	...	...	13 5	11 5	160 0	160 0	12 8*	12 8*
	Karachi	11 8	11 0	16 0	18 0	8 0	8 0	14 0	14 0	16 0	18 0	15 8	14 0	†	†	†	†	14 8	15 0	14 0	14 0	8 0	8 0	90 0	85 0	16 0	16 0
	Haidarabad (Gidu Bunder)	No return received.																									
	Shikarpur	12 0	11 15	15 0	15 8	10 0	10 0	12 13	13 2	20 0	20 0	21 0	22 0	...	...	...	...	14 0	14 0	...	...	10 0	10 4	160 0	160 0	14 0	14 0
	Sukkur	15 8	14 8	18 0	18 0	10 0	10 0	15 8	15 0	23 0	22 8	20 0	21 0	...	...	...	...	17 0	16 12	...	...	12 8	11 12	120 0	140 0	15 0	15 0
	Thar & Parkar (Umarkot)	13 0	13 0	...	...	...	...	...	15 0	15 0	...	...	18 0	18 0	...	...	...	...	...	...	...	...	...	160 0	160 0	14 2⅛	14 2⅛
	Western Districts.																										
	Burdwan	16 2	15 0	§	§	16 14	17 4	21 12	24 0	...	...	...	...	...	...	...	...	25 8	26 0	§	§	27 0	30 0	120 0	120 0	13 12*a*	13 12
	Bankoora	15 0	15 0	20 0	20 0	16 0	18 0	18 9½	23 2	...	...	...	...	...	...	...	...	19 8	19 8	35 0	36 8	19 0	20 0	320 0	280 0	12 0*b*	12 0
	Beerbhoom	16 8	16 8	...	...	16 8	16 8	22 8	22 8	...	...	...	...	...	...	...	...	26 4	26 4	...	...	15 4	15 0	160 0	160 0	12 4*c*	12 12
	Midnapore	15 0	15 0	...	...	18 0	18 0	22 0	24 0	...	...	...	...	...	...	...	...	15 0	18 0	...	...	13 0	13 0	120 0	120 0	13 0*d*	13 0
	Hooghly	14 0	14 0	...	...	10 0	10 0	16 0	16 0	...	...	...	...	...	...	...	...	21 0	21 0	...	...	13 0	13 0	120 0	120 0	13 0*e*	13 0
	Howrah	‡	‡	...	...	13 0	13 0	17 12	17 12	...	...	...	...	...	...	...	...	22 12	21 8	...	...	14 4	14 4	100 0	100 0	12 13	12 13
	Central Districts.																										
	Calcutta	15 4	14 4	21 8	19 14	8 14	8 12	16 14	16 4	16 6	19 12	13 0	16 8	...	...	14 10	15 8	20 4	20 0	20 14	17 8	17 4	18 0	80 0	80 0	13 4	13 0
	24-Pergunnahs	13 4	14 0	26 8	26 8	8 0	8 0	16 13	16 0	...	...	...	...	...	...	20 0	20 0	22 8	20 0	...	21 0	17 8	18 0	90 0	100 0	12 8*f*	12 4
	Nuddea	16 6	16 6	36 0	36 0	16 0	16 0	20 8	20 8	...	...	...	...	...	...	...	...	28 0	29 0	...	...	20 0	20 0	...	...	11 10½*g*	11 10½
	Khoolna	...	...	...	...	19 0	19 0	22 0	22 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	10 8*h*	10 8
	Jessore	12 8	14 8	...	...	16 4	16 4	23 0	23 8	...	...	...	...	...	...	...	...	26 8‖	23 8	...	...	20 0	20 0	100 0	100 0	10 12*i*	10 12
	Moorshedabad	16 12	16 12	...	...	13 4	13 4	22 0	22 0	...	...	...	...	...	...	...	...	30 0	30 0	...	...	20 0	20 0	190 0	190 0	12 0*j*	12 0
	Dinagepore	15 4	14 8	24 0	24 0	16 0	16 0	23 0	21 4	...	...	...	...	...	...	...	...	25 0	22 0	...	...	...	...	160 0	160 0	12 8	12 8
	Rajshahye	17 4	17 4	45 0	45 0	16 10	16 8	20 4	19 8	...	...	...	...	...	...	...	...	28 2	28 2	...	...	16 6	16 6	240 0	240 0	12 8*k*	12 0
	Rungpore	18 12	18 12	...	...	14 8	14 8	20 0	20 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	8 10	8 10	120 0	120 0	10 5*l*	10 5
	Bogra	15 0	15 0	...	...	16 14	15 0	25 8	24 0	...	...	...	...	...	...	...	...	20 10	20 4	...	...	...	...	90 0	90 0	12 0	10 5
	Pubna	18 0	18 0	...	...	8 0	8 0	22 8	22 8	...	...	...	...	...	...	...	...	27 12	27 0	...	...	18 12	19 0	200 0	200 0	12 0*m*	12 0
	Darjeeling	...	9 8	13 0	11 0	5 0	5 0	12 0	11 0	...	...	...	...	12 0	12 0	...	...	11 0	11 0	24 0	25 0	8 0	8 0	120 0	120 0	9 0*n*	9 0
	Jalpáiguri	12 0	12 8	16 0	20 0	13 0	13 0	20 0	20 0	...	...	...	...	...	...	...	...	20 0	18 0	25 0	20 0	11 0	11 0	128 0	128 0	12 0*o*	11 0
	Eastern Districts.																										
	Dacca	16 0	16 0	26 0	26 0	17 0	15 12	20 0	22 4	...	...	...	...	...	...	...	...	19 0	21 5	...	...	18 8	16 0	120 0	120 0	12 8*p*	12 8
	Fureedpore	14 0	14 0	24 0	24 0	19 0	19 0	22 0	22 0	...	...	...	...	...	...	...	...	22 0	22 0	...	...	20 0	20 0	160 0	160 0	12 0*q*	12 0
	Backergunge	...	...	...	...	17 0	17 0	20 0	20 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	12 0	13 0	120 0	120 0	12 8*r*	12 8
	Mymensingh	13 0	13 0	...	...	13 4	13 4	18 0	18 0	...	...	...	...	...	...	...	...	19 0	20 0	...	...	20 0	20 0	...	...	12 4*s*	12 4
	Chittagong	14 0	10 0	...	...	13 8	13 0	21 0	19 0	...	...	...	...	...	...	...	...	16 0	17 0	...	...	11 0	9 0	75 0	75 0	9 0*t*	8 8
	Noakholly	...	...	...	...	19 0	19 0	21 0	21 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	...	...	10 0*u*	10 0
	Tipperah	13 4	13 5	...	...	18 13	16 5	22 1	24 13½	...	...	...	...	...	...	...	...	18 0	19 0	...	...	10 2½	10 2½	...	...	12 0*v*	12 0
	Chittagong Hill Tracts	...	...	...	...	12 4	13 5	13 5	14 8½	...	...	...	...	...	...	...	...	...	...	...	...	12 0	12 0	320 0	320 0	8 0	8 0
	Hill Tipperah	12 0	12 0	...	...	12 0	12 0	18 0	18 0	...	...	...	...	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0
	Behar.																										
	Patna	22 0	19 0	31 0	28 0	11 8	11 8	22 0	21 8	26 0	26 0	26 0	26 0	32 0	26 0	30 0	24 0	30 0	30 0	34 0	34 0	26 0	26 0	120 0	120 0	11 12	11 12
	Gya	16 0	16 0	27 0	35 0	9 8	9 0	17 0	17 8	...	...	...	...	...	...	17 0	17 0	26 0	30 0	...	...	22 0	25 0	150 0	150 0	11 0	11 0
	Shahabad	16 8	16 0	26 0	33 0	9 0	9 0	16 0	16 0	25 0	...	...	...	...	...	...	...	26 0	28 0	...	...	16 0	16 0	120 0	160 0	12 8*w*	...

* In common use. † Not procurable. ‡ Not available. § No sale. ‖ Fall in price is owing to increased importation.

a In sub-divisions retail prices of salt per rupee were:—Culna 12 seers, Cutwa 13 seers, and Raneegunge 13-5 seers.
b At Bishenpore retail price of salt 12 seers per rupee.
c At Rampore Haut retail price of salt 12-8 seers per rupee.
d At Tumlook retail price of salt 11 seers per rupee.
e In sub-divisions retail prices of salt per rupee were:—Serampore 12-8 seers and Jehanabad 13 seers.
f In sub-divisions retail prices of salt per rupee were:—Baraset 12 seers Bussirhat 13 seers, Diamond Harbour (Mugrahat) 10-12 seers, Barrackpore 12-12 seers, and Dum-Dum 12-8 seers.
g In sub-divisions retail prices of salt per rupee were:—Kooshtea 13-5 seers, Meherpore and Chuadanga 12 seers, and Ranaghat 10-14 seers.
h At Satkhira and Bagirhat retail price of salt 11 seers per rupee.
i In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, Magoora 10-12 seers, and Bongong 13 seers.
j In sub-divisions retail prices of salt per rupee were:—Lalbagh 13 seers, Jungipore 12-8 seers and Kandi 12 seers.
k In Nattore and Nowgong sub-divisions retail price of salt 12 seers per rupee.
l In sub-division retail price of salt per rupee were:—Kurigram 11-9 seers and Gaibanda 9 seers.
m In Serajgunge retail price of salt 12-4 seers per rupee.
n At Silliguri retail price of salt 11 seers per rupee.
o At Fallacotta in Alipore sub-division retail price of salt 10 seers per rupee.
p In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers, Moonsheegunge 10-12 seers and Naraingunge 12-1 seers.
q In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers, and Madaripore 12-8 seers.
r In sub-divisions retail prices of salt per rupee were:—Patuakhali 9-9 seers, Ferozepore 11 seers and Bhola 10-8 seers.
s In sub-divisions retail prices of salt per rupee were:—Kishoregunge 12-5 seers, Attea 12 seers, Jamalpore 10-10 seers, Sherpore 10 seers and Netrokona 10 seers.
t At Cox's Bazar retail price of salt 8 seers per rupee.
u At Panchgatchia Hát in the Fenny sub-division retail price of salt 9 seers per rupee.
v At Chandpore retail price of salt 11-8 seers per rupee.
w In sub-divisions retail prices of salt per rupee were:—Buxar 12-8 seers, Sasseram 12 seers and Bhabooah 10-12 seers.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF OCTOBER 1887—*continued.*

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Provinces.	Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
		Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*	*Behar*—contd.																										
	Durbhunga	22 0	17 9	39 0	38 7	14 4	14 4	18 10	17 9	...	...	...	...	35 8	38 7	...	...	33 0	31 3	30 12	38 7	19 12	18 10	176 0	176 0	12 0x	12 0
	Mozufferpore	20 0	22 0	30 0	35 0	12 0	12 0	22 0	22 0	...	...	...	...	30 0	30 0	...	...	30 0	30 0	33 0	40 0	20 0	20 0	200 0	120 0	12 0y	12 0
	Sarun	17 0	18 0	29 0	30 0	9 0	9 0	21 0	21 0	...	...	...	...	28 0	29 0	15 0	16 0	25 0	26 0	30 0	32 0	23 0	23 0	160 0	160 0	12 0z	12 0
	Chumparun	18 0	22 0	40 0	36 0	8 0	8 0	16 0	18 0	...	...	...	...	...	...	...	...	30 0	30 0	35 0	32 0	20 0	22 0	...	160 0	12 0z1	12 0
	Monghyr	23 1	21 0	42 0	31 8	13 15	13 2	17 13	15 12	...	...	...	...	...	...	21 0	21 0	31 8	29 6	36 12	37 12	22 0	21 0	126 0	126 0	12 9z2	12 9
	Bhagalpur	20 3	20 3	31 9	31 9	17 0	17 0	20 3	20 3	...	...	...	...	...	...	...	...	37 14	31 9	31 9	37 14	21 7	21 7	151 8	151 8	12 10z3	12 10
	Purneah	22 0	16 0	...	35 0	16 0	16 0	20 0	20 0	...	...	...	...	32 0	32 0	‡	25 0	25 0	20 0	‡	...	18 0	18 0	160 0	160 0	10 8z4	10 8
	Maldah	20 0	18 0	...	...	14 0	14 0	26 0	24 0	...	...	...	...	...	...	...	...	27 0	28 0	...	...	...	...	120 0	120 0	12 0	12 0
	Sonthal Pergunnahs	16 0	16 0	...	...	16 0	16 0	22 0	25 0	...	...	...	...	...	...	...	...	22 0	21 0	42 8	60 0	25 0	24 0	200 0	200 0	11 8z5	11 8
	Orissa.																										
	Cuttack	16 6	17 1	...	...	10 8	10 8	18 6	18 6	...	...	...	...	●	...	...	...	17 1	17 1	...	...	18 6	17 1	80 0	80 0	14 0	14 0
	Pooree	13 2	13 2	...	...	11 13	11 13	18 6	21 0	...	...	...	...	...	...	...	...	13 2	14 7	...	...	13 2	13 2	70 0	70 0	13 2z6	13 2
	Balasore	12 8	12 0	13 0	13 0	14 0	15 0	27 0	25 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	160 0	160 0	10 8z7	10 8
	Chota Nagpore.																										
	South-Western Frontier Agency.																										
	Hazáribágh	17 0	15 0	24 0	25 0	9 0	9 0	20 0 (old) 20 0 (new)	18 0 22 0 (old) 28 0 (new)	†	†	†	†	36 0	40 0	†	†	21 0	23 0	26 0	35 0	20 0	20 0	320 0	320 0	10 0	10 0
	Lohardugga	22 0	20 0	22 0	22 0	16 0	16 0	24 0	24 0	...	...	...	...	48 0	50 0 (new)	...	...	22 0	20 0	46 0	48 0	28 0	28 0	120 0	120 0	10 0	10 0
	Singbhoom	20 0	20 0	32 0	32 0	16 0	20 0	20 0	24 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	320 0	320 0	9 0	9 0
	Manbhoom	18 0	16 0	...	...	16 0	16 0	23 0	28 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	21 0	21 0	...	200 0	10 10z8	10 10
Assam.	Sylhet	13 0	13 0	...	...	12 4	12 4	19 4	19 11	...	...	...	...	...	...	...	...	20 0	21 0	...	...	12 4	12 12	108 0	108 0	12 4	11 14
	Cáchár	11 6⅔	10 0	...	...	8 14⅔	7 9⅔	13 5⅓	14 3⅔	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 13⅓	11 13⅔	64 0	64 0	11 13⅓	11 13⅔
	Goálpará	20 0	20 0	...	...	8 0	8 0	18 0	20 0	...	...	...	...	...	...	...	...	13 0	16 0	...	...	11 0	11 0	80 0	80 0	11 0	11 0
	Gáro Hills	8 0	8 0	...	...	6 0	6 0	17 0	17 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	9 0	9 0	160 0	160 0	8 0	8 0
	Kámrup	16 0	16 0	...	...	8 0	8 0	19 0	19 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	11 0	11 0	160 0	160 0	12 0	12 0
	Darrang	7 0	7 0	...	...	12 0	11 0	16 0	13 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	10 0	10 0	150 0	150 0	10 0	10 0
	Nowgong	10 0	10 0	...	...	8 0	8 0	16 0	14 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	10 0	10 0	120 0	120 0	10 0	10 0
	Sibsagar	...	...	...	...	14 0	13 0	18 0	16 0	...	...	...	...	...	...	...	...	12 0	14 0	...	...	10 0	10 0	120 0	120 0	9 0	9 0
	Lakhimpur	9 0	9 0	...	...	8 0	8 0	15 0	15 0	...	...	...	...	...	...	...	...	14 0	15 0	8 0	8 0	11 0	11 0	160 0	160 0	10 4	10 4
	Khasi and Jaintiá Hills	...	...	...	...	6 0	6 4	9 0	9 0	...	...	...	...	...	...	...	...	9 0	9 0	20 0	16 0	7 0	7 0	100 0	90 0	8 0	8 0
	Nágá Hills	...	...	...	...	...	...	6 6⅔	8 0	...	...	...	...	...	...	...	...	3 0	3 8	...	...	4 0	4 0	70 0	64 0	3 8	3 8
N.-W. Provinces.	Dehra Dun	13 0	13 8	18 8	19 13⅓	6 8	6 8	10 8	10 8	12 0	12 0	12 0	12 0	18 0	20 0	...	...	15 0	16 12	20 0	16 0	16 0	16 6	160 0	160 0	11 0	11 0
	Saháranpur	15 1	16 10	19 5⅓	19 13⅓	8 9⅓	8 9⅓	12 14⅔	11 13	16 2	10 12	12 14⅔	10 12	21 8	21 8	32 4	21 8	19 5½	18 13	21 8	10 12	21 8	19 5½	129 8	29 0	12 14	12 14
	Muzaffarnagar	15 14	16 8	21 0	22 0	6 9	6 9	13 4	13 4	22 0	22 0	17 10	16 8	16 8	19 12	15 6	17 10	21 0	20 4	22 0	22 0	15 6	15 6	132 0	132 0	13 0	12 6
	Meerut	14 4	14 12	20 0	22 0	6 0	6 0	12 0	14 0	18 0	18 0	16 0	16 0	16 0	18 0	16 0	18 0	20 0	19 12	20 0	22 0	23 0	23 0	100 0	100 0	13 8	13 8
	Bulandshahr	15 8	15 12	22 8	22 12	6 0	6 0	10 0	10 0	20 0	18 0	16 0	16 0	...	...	16 0	16 0	21 12	22 0	23 0	22 0	18 0	17 8	160 0	160 0	13 0	12 12
	Aligarh	15 0	14 8	20 8	20 8	6 0	6 0	12 0	11 8	20 0	19 8	15 8	15 8	...	...	16 0	16 0	20 8	20 8	28 0	25 0	27 0	27 0	140 0	140 0	13 8	14 0
	Kumaun	14 0	14 0	14 0	14 0	11 0	11 0	12 0	12 0	...	...	...	...	22 0	18 0	22 0	20 0	13 0	13 0	18 0	16 0	11 0	11 0	160 0	200 0	8 0	8 0
	Gárhwál	14 8	14 8	21 0	21 0	8 8	7 8	12 0	12 0	...	25 0	...	...	...	...	...	...	10 8	10 8	...	...	8 8	8 8	180 0	180 0	7 8	7 8
Oudh.	Bijnor	14 10	13 8	22 8	23 10	12 6	10 2	13 8	12 6	...	...	...	...	...	...	...	...	19 6	19 11	...	...	...	...	135 0	135 0	12 4	12 2
	Moradabad	15 8	16 0	21 12	22 8	10 4	10 4	13 8	12 12	21 8	21 8	20 8	21 4	...	...	27 8	27 8	21 4	21 4	26 4	27 8	27 8	27 0	125 0	125 0	13 8	13 8
	Budáun	15 12	16 1	23 6½	24 0	6 0	6 0	14 6½	13 3	...	...	19 3	...	...	...	24 0	24 0	22 10	22 12½	30 0	28 12½	28 12½	28 3	192 0	192 0	12 9½	12 9½
	Bareilly	13 12	14 3⅔	19 6	19 6	6 4	6 4	13 12	13 12	20 0	21 4	15 0	15 0	30 0	31 4	25 0	30 0	19 6	19 6	25 0	28 2	23 12	25 0	137 8	125 0	12 8	12 8
	Shahjahánpur	15 8	16 0	21 0	21 8	10 0	10 0	17 0	17 0	...	...	...	...	...	...	27 0	30 0	20 8	20 8	...	...	21 8	21 8	140 0	140 0	12 8	12 8
	Taráí Pergunnahs	16 14	17 8	25 0	25 0	8 12	8 12	12 8	12 8	25 0	25 0	20 0	20 0	...	...	30 0	30 0	18 12	18 2	30 0	22 8	22 8	20 0	100 0	100 0	11 8	11 4
	Muttra	14 8	14 0	18 8	18 8	7 0	8 0	13 0	12 0	20 0	18 0	19 0	16 0	...	...	18 0	...	18 0	18 0	22 0	20 0	23 8	23 8	120 0	120 0	13 0	13 0
	Agra	13 8	14 0	16 12	17 8	5 0	5 0	11 0	12 0	15 0	15 8	16 8	17 8	...	...	14 0	14 0	19 0	20 0	20 0	21 0	15 0	15 0	100 0	100 0	14 0	14 0
	Farukhabad	12 15	13 4	18 0	17 4	7 2½	6 8	12 15	13 0	...	...	...	...	...	...	14 0	14 0	20 8	21 7	27 0	23 8	21 2	21 0	140 0	155 0	12 15	12 8
	Mainpuri	13 2	13 12	16 8	17 4	4 8	4 8	9 8	9 8	...	...	...	...	30 0	...	14 8	...	18 2	14 4	20 4	21 4	19 8	17 4	160 0	160 0	12 8	12 13
	Etáwah	13 14	13 8	17 6	17 4	6 0	6 0	12 0	12 0	19 8	14 0	19 8	14 0	18 0	16 0	19 0	16 0	19 10	19 10	20 0	24 0	22 0	22 10	120 0	120 0	12 0	12 0
	Etah	13 12	14 4	18 0	19 4	7 0	7 0	13 0	12 0	...	...	18 0	15 8	...	...	20 0	23 8	20 0	22 8	22 12	22 4	15 4	15 8	120 0	140 0	13 4	12 8
	Jalaun	18 0	18 0	24 0	24 0	9 0	9 0	10 0	10 0	24 0	25 0	23 0	23 0	...	...	25 0	15 0	23 0	24 0	22 0	22 0	28 0	28 0	140 0	140 0	12 0	11 0
	Jhánsi	No return received.																									
	Lalitpur	14 8	15 4	22 0	23 0	10 0	10 0	11 0	11 0	19 8	20 0	20 0	20 0	32 0	32 0	32 0	32 0	20 0	20 0	26 0	26 0	12 0	12 0	160 0	160 0	10 0	10 0
	Cawnpore	15 8	16 0	20 0	20 0	10 0	10 0	14 0	14 0	20 0	20 0	21 0	21 0	*	*	21 0	21 0	21 0	21 8	32 0	36 0§	25 0	25 0	150 0	150 0	14 0	14 0
	Fatehpur	13 2	13 2	17 0	17 0	9 8	11 4	14 4	12 4	...	...	...	...	...	...	...	...	20 0	18 12	...	...	23 0	23 8	160 0	160 0	11 8	11 8
	Bánda	18 8	19 0	23 0	23 8	9 0	8 0	12 0	12 0	24 0	23 0	22 0	21 0	30 0	30 0	24 0	24 0	26 0	26 0	...	...	20 0	19 0	160 0	160 0	12 0	12 0
	Allahabad	14 0	14 0	19 4	20 0	8 0	8 0	13 0	13 0	16 0	16 0	20 0	15 0	25 8	26 0	21 8	23 0	23 12	25 0	21 0	...	19 0	20 0	120 0	120 0	12 0	12 0
	Hamírpur	18 5	18 10	20 4	...	8 0	8 0	12 0	12 0	...	...	21 14	...	...	...	...	...	22 7	23 6	...	...	...	...	140 0	140 0	12 10	12 10
	Jaunpur	14 0	14 0	17 12	17 12	7 0	7 0	11 0	12 12	...	...	...	...	...	...	...	...	20 0	19 8	...	...	21 0	21 0	137 8	140 0	11 4	11 6
	Gorakhpur	15 5	15 5	23 13	23 13	10 6½	18 14⅓	18 0	...	...	...	...	...	28 13	28 13	27 0	27 0	25 3	25 3	30 9½	28 13	19 5⅓	19 5½	140 0	140 0	12 13	12 13
	Basti	18 8	19 8	23 8	22 0	10 0	10 0	14 0	13 0	...	...	...	...	...	...	...	...	26 0	26 8	29 0	29 0	22 0	23 0	140 0	140 0	11 0	11 0
	Azamgarh	15 2	15 2	19 9	20 10	10 5	15 2	16 4	...	...	...	...	...	...	...	...	...	22 2	22 8	25 1	...	13 10	14 0	177 8	177 8	11 2	11 2
	Mirzápur	13 8	14 0	18 0	20 0	8 0	8 0	15 0	15 0	17 0	18 0	17 0	18 0	24 0	24 0	20 0	22 0	20 0	22 0	24 0	22 0	22 0	24 0	80 0	70 0	11 0	11 0
	Benares	13 9	14 10	16 13	18 2	10 13½	16 13	16 4	17 14	19 0	17 1	16 4	21 2	16 13	24 6	24 6	20 1	22 8	23 5	27 2	22 12	23 1	140 0	140 0	11 13	11 13
	Gházipur	16 12	18 0	19 15½	21 4	7 1½	7 1½	16 12	16 12	20 9½	...	21 4	21 4	36 1	37 5½	18 0	18 0	24 7	27 0½	24 7	...	23 13½	23 3	154 8	128 12	10 15½	10 15½
	Balia	17 0	18 0	25 12	25 12	10 4	10 4	17 0	18 0	...	...	...	...	20 4	20 4	19 0	19 0	27 8	27 8	25 12	25 12	23 4	23 4	100 0	100 0	12 0	11 8
	Pilibhit	15 0	13 12	18 12	19 0	12 8	12 8	16 4	16 4	...	...	...	...	...	...	...	...	19 4	19 12	29 0	30 0	23 12	23 12	140 0	140 0	11 4	11 4
	Sultánpur	16 0	16 0	21 0	22 0	9 0	9 0	16 0	16 0	13 0	13 0	16 0	16 0	40 0	40 0	20 0	20 0	20 0	23 0	16 0	14 0	23 0	23 0	160 0	160 0	12 0	12 0
	Partábgarh	15 4	15 4	20 0	20 5	14 0	13 11	16 0	15 7	...	...	...	...	...	...	...	...	22 8	21 13	...	...	18 0	17 5	180 0	180 0	11 1	11 1
	Fyzabad	14 12	15 0	17 0	21 4	10 0	10 0	17 0	16 0	11 0	11 0	16 0	16 0	20 0	20 0	19 0	18 8	21 0	23 0	30 0	34 0	21 0	21 8	100 0	100 0	11 8	11 8
	Kheri	16 0	16 0	22 0	26 0	8 0	8 0	17 0	16 0	22 0	22 0	22 0	22 0	36 0	40 0	24 0	24 0	19 0	20 0	35 0	24 0	17 0	18 0	120 0	120 0	12 0	12 0
	Lucknow	14 0	15 0	17 13	19 8	6 0	6 0	14 8	15 0	...	20 0	13 0	14 0	26 0	29 0	26 0	30 0	18 14	19 13	25 8	30 0	22 0	22 0	140 0	130 0	11 8	11 8
	Bára Banki	14 0	15 8	17 0	20 0	7 0	8 0	13 0	10 0	20 0	20 0	16 0	16 0	28 0	30 0	22 0	20 0	18 8	20 0	27 8	20 0	22 0	23 0	120 0	120 0	11 8	11 8
	Bahraich	17 0	17 0	26 0	27 0	13 0	13 0	20 0	17 0	25 0	25 0	21 0	21 0	...	...	...	...	25 8	26 0	32 0	26 0	25 0	24 0	160 0	160 0	12 0	12 0
	Rai Bareli	14 4	15 0	17 0	18 4	7 0	7 0	16 0	15 8	16 0	...	16 0	...	28 8	29 8	19 8	29 0	20 0	20 0	24 0	26 0	24 8	26 8	180 0	180 0	11 8	11 8
	Sitapur	15 0	16 12	20 0	23 0	8 0	8 0	18 0	16 0	24 0	23 0	...	23 0	...	...	28 0	34 0	20 0	23 0	29 0	32 0	21 0	25 0	160 0	160 0	12 8	12 8
	Gonda	17 2	18 0	21 8	22 8	14 4	13 12	16 8	14 4	28 0	20 0	16 0	16 8	32 0	29 0	16 8	16 8	22 8	22 8	28 0	22 0	24 0	26 0	200 0	200 0	12 4	12 4
	Unáo	14 0	14 8	17 0	18 0	9 0	9 0	13 0	13 0	18 0	18 0	18 0	18 0	...	...	24 0	24 0	19 8	19 8	24 0	20 0	16 8	17 0	160 0	160 0	12 0	12 0
	Hardoi	16 4	17 0	20 4	20 0	7 0	7 0	13 0	13 0	...	...	...	...	...	...	35 0	34 8	21 0	21 0	...	...	24 0	28 0	120 0	120 0	12 0	12 0
Punjab.	Hissar	15 0	16 0	20 0	21 0	...	...	10 0	10 0	24 0	24 0	20 0	20 0	...	...	...	...	27 0	27 0	20 0	20 0	13 0	...	100 0	100 0	13 0	13 0
	Rohtak	14 0	12 0	17 0	18 0	...	...	11 0	11 0	18 0	17 0	19 0	16 0	...	...	...	...	26 0	26 0	21 0	16 0	20 0	...	120 0	120 0	13 0	12 0
	Gurgaon	15 0	15 0	19 0	20 0	...	...	11 0	11 0	20 0	19 0	19 0	18 0	...	...	...	...	22 0	21 0	...	...	23 0	22 0	130 0	140 0	...	16 0
	Delhi	14 0	15 0	18 0	20 0	...	...	12 0	13 0	19 0	18 0	17 0	18 0	...	...	16 0	16 0	22 0	21 0	22 0	18 0	24 0	25 0	70 0	70 0	12 0	12 0
	Karnal	15 0	15 0	20 0	18 0	...	...	12 0	12 0	20 0	20 0	16 0	16 0	20 0	20 0	16 0	16 0	23 0	21 0	24 0	22 0	20 0	20 0	140 0	140 0	12 0	10 8
	Umballa	16 0	17 0	20 0	22 0	...	...	12 0	13 0	22 0	20 0	14 0	12 0	20 0	20 0	20 0	20 0	22 0	20 0	27 0	24 0	20 0	20 0	140 0	140 0	14 8	14 12
	Simla	12 0	11 0	14 0	13 0	...	...	8 0	8 0	14 0	13 0	11 0	10 0	16 0	16 0	12 0	10 0	14 0	13 0	14 0	13 0	10 0	10 0	70 0	70 0	9 12	9 8
	Kángra	14 0	15 0	22 0	23 0	...	...	12 0	12 0	14 0	14 0	12 0	10 0	22 0	22 0	10 0	10 0	15 0	15 0	18 0	17 0	13 0	14 0	120 0	120 0	12 0	11 0
	Hoshiarpur	16 0	17 0	18 0	20 0	...	...	10 0	10 0	18 0	19 0	13 0	13 0	16 0	12 0	16 0	16 0	19 0	20 0	20 0	19 0	16 0	12 0	120 0	120 0	14 8	14 8
	Jullundur	16 0	17 0	22 0	22 0	...	...	8 0	8 0	20 0	20 0	14 0	14 0	...	...	20 0	20 0	20 0	19 0	22 0	22 0	...	...	110 0	110 0	14 8	14 8
	Ludhiána	17 0	18 0	19 0	21 0	...	...	13 0	12 0	18 0	17 0	13 0	20 0	...	...	17 0	18 0	21 0	22 0	20 0	18 0	16 0	14 0	120 0	120 0	16 0	16 0
	Ferozepore	16 8	17 0	22 0	23 8	...	...	10 0	11 0	20 0	18 0	16 0	...	...	...	16 0	16 0	21 0	22 0	25 0	...	13 0	13 0	90 0	90 0	15 0	15 0
	Mooltan	14 0	14 0	17 0	17 0	...	...	10 0	10 0	20 0	19 0	15 0	15 0	...	...	14 0	16 0	18 0	18 0	17 0	16 0	...	...	100 0	100 0	14 0	12 0
	Jhang	14 0	14 0	20 0	20 0	...	...	10 0	10 0	14 0	8 0	11 0	10 0	13 0	12 0	15 0	18 0	18 0	17 0	15 0	16 0	10 0	10 0	200 0	200 0	14 0	14 0
	Montgomery	16 0	16 0	19 0	19 0	...	...	10 0	10 0	18 0	18 0	...	...	...	...	16 0	20 0	20 0	20 0	16 0	16 0	12 0	12 0	200 0	200 0	12 0	12 0
	Lahore	16 0	17 0	20 0	22 0	...	...	12 0	11 0	20 0	23 0	18 0	17 b	...	...	22 0	18 0	20 0	21 0	20 0	21 0	12 0	12 0	105 0	95 0	14 0	14 0
	Amritsar	16 0	17 0	22 0	22 0	...	...	12 0	11 0	19 0	25 0	19 0	13 0	15 0	15 0	22 0	20 0	20 0	21 0	22 0	24 0	18 0	18 0	90 0	90 0	15 0	15 0
	Gurdáspur	18 0	19 0	24 0	28 0	...	...	14 0	14 0	16 0	17 0	12 0	12 0	...	...	10 0	10 0	20 0	20 0	23 0	20 0	8 0	8 0	120 0	120 0	14 0	14 0
	Siálkot	16 0	16 0	25 0	23 0	...	...	13 0	10 0	28 0	25 0	23 0	16 0	20 0	19 0	40 0	34 0	21 0	20 0	26 0	25 0	18 0	12 0	160 0	130 0	15 0	15 0

* No sales in the market. † Not procurable. ‡ No sale. § Imperfectly dried.

x At Madhubani retail price of salt 11 seers per rupee.
y In sub-divisions retail prices of salt per rupee were:—Hajipore 12-4 seers and Seetamurhee 11-8 seers.
z In sub-divisions retail prices of salt per rupee were:—Sewan 12 seers and Gopalgunge 12-2 seers.
z1 At Bettiah retail price of salt 11-8 seers per rupee.
z2 In sub-divisions retail prices of salt per rupee were:—Begusarai 11 seers and Jamui 11-8 seers.
z3 In sub-divisions retail prices of salt per rupee were:—Banka and Soopole 11 seers, and Mudohpurah 12 seers.
z4 At Kishengunge retail price of salt 10 seers per rupee.
z5 In sub-divisions retail prices of salt per rupee were:—Pakour and Rajmehal 12 seers, Godda 11 seers and Deoghur 13 seers.
z6 In Khoorda sub-division retail price of salt 14 seers per rupee.
z7 At Bhuddruck retail price of salt 9-8 seers per rupee.
z8 At Govindpore retail price of salt 12 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 1st HALF OF OCTOBER 1887—*continued.*

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

1	2	3		4		5		6		7		8		9		10		11		12		13		14		15	
Provinces.	Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
		Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—*contd.*	Gujrát	16 0	16 0	20 0	21 0	...	...	12 0	11 0	18 0	18 0	16 0	16 0	...	...	12 0	12 0	19 0	19 0	18 0	18 0	11 0	11 0	120 0	120 0	16 0	16 0
	Gujránwála	15 0	16 0	21 0	21 0	...	...	11 0	12 0	20 0	20 0	10 0	10 0	...	25 0	10 0	10 0	19 0	19 0	22 0	22 0	...	8 0	125 0	115 0	15 0	15 0
	Shahpur	14 0	14 0	19 0	19 0	...	...	10 0	10 0	17 0	17 0	16 0	16 0	20 0	20 0	16 0	16 0	17 0	18 0	16 0	16 0	10 0	10 0	240 0	240 0	16 0	16 0
	Jhelum	16 0	16 0	21 0	21 0	...	...	11 0	12 0	...	...	17 0	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	16 0	16 0
	Ráwalpindi	15 0	15 0	20 0	21 0	...	...	9 0	9 0	19 0	19 0	18 0	16 0	...	...	...	...	...	...	...	...	...	...	160 0	160 0	16 0	16 0
	Hazára	13 0	14 0	19 0	21 0	...	...	11 0	12 0	...	...	11 0	12 0	...	...	12 0	13 0	19 0	20 0	19 0	16 0	19 0	20 0	90 0	86 0	16 0	15 12
	Pesháwar	14 0	14 0	20 0	20 0	...	...	11 0	11 0	14 0	14 0	15 0	12 0	...	...	...	...	15 0	15 0	15 0	15 0	...	...	110 0	110 0	12 0	12 0
	Kohát	12 0	12 0	13 0	17 0	...	...	11 0	13 0	17 0	14 0	17 0	15 0	...	...	21 0	18 0	17 0	17 0	18 0	17 0	20 0	20 0	100 0	104 0	38 0	37 0
	Bannu	12 0	13 0	18 0	16 0	...	...	10 0	10 0	15 0	15 0	...	15 0	15 0	15 0	20 0	16 0	15 0	16 0	17 0	15 0	...	...	100 0	100 0	55 0	50 0
	D. I. Khán	12 0	12 0	16 0	16 0	...	...	9 0	9 0	...	15 0	...	15 0	15 0	8 0	8 0	8 0	15 0	14 0	19 0	14 0	11 0	11 0	60 0	60 0	40 0	40 0
	D. G. Khán	14 0	14 0	16 0	15 0	...	...	11 0	9 0	18 0	17 0	17 0	15 0	10 0	10 0	10 0	10 0	16 0	15 0	12 0	12 0	12 0	12 0	113 0	113 0	40 0	35 0
	Muzaffargarh	13 0	13 0	17 0	16 0	...	...	12 0	16 0	15 0	12 0	13 0	11 0	...	...	...	...	15 0	14 0	15 0	15 0	...	...	125 0	100 0	19 0	21 0
Central Provinces.	Saugor	16 12	16 12	...	...	7 15	7 15	9 4	9 4	...	...	...	...	...	...	...	...	20 13	20 13	...	...	13 0	13 0	160 0	160 0	9 4	9 4
	Damoh	20 0	20 0	...	...	10 11	10 11	11 7	11 7	...	...	...	...	...	...	...	...	21 13	24 0	...	...	...	12 13	200 0	200 0	8 8	9 13
	Jubbulpore	17 0	17 0	...	...	10 4	10 0	14 0	13 8	...	...	...	...	...	...	...	...	20 0	18 12	...	...	15 8	15 8	120 0	120 0	11 0	11 0
	Mandla	22 8	22 8	...	...	13 0	14 0	15 0	16 0	...	...	...	...	...	...	...	...	28 8	32 8	...	...	16 0	16 0	256 0	256 0	10 8	10 8
	Seoni	19 8	19 8	...	...	10 15	10 15	15 7	15 7	...	...	...	...	...	...	...	...	18 11	19 8	...	...	12 7	12 7	200 0	200 0	10 11	10 11
	Narsinghpur	16 0	16 0	...	...	9 3	9 3	10 8	10 8	...	...	...	...	...	...	...	...	...	20 11	...	...	14 15	14 15	140 0	140 0	10 11	10 11
	Hoshangabad	17 2	17 2	...	...	...	...	10 14	...	...	...	...	...	...	...	...	...	19 2	20 0	...	...	15 0	15 0	200 0	200 0	10 14	10 14
	Nimár	14 3	14 3	...	...	7 8	7 8	11 7	11 7	19 1	19 1	...	...	...	...	...	...	14 6	14 3	...	...	12 3	12 3	120 0	120 0	12 9	12 9
	Betul	16 1	16 1	...	...	8 12	8 12	10 0	10 0	20 3	20 3	...	...	...	...	...	...	17 8	18 9	...	...	9 12	9 12	320 0	320 0	11 6	11 6
	Chhindwára	15 3	15 3	...	...	10 0	8 0	13 5	11 7	18 0	18 0	...	...	...	...	...	...	21 11	21 11	...	...	12 0	12 0	160 0	160 0	9 2	9 2
	Wardha	16 0	16 0	...	...	8 0	8 0	11 7	11 7	20 0	21 13	...	...	...	...	...	...	16 0	16 0	...	...	13 5	13 5	124 0	124 0	10 11	10 11
	Nágpur	16 4	17 8	...	...	8 12	8 7	12 8	11 10	19 11	19 11	...	...	...	...	...	...	15 10	17 8	...	...	11 7	13 2	119 0	109 0	11 7	11 7
	Chánda	15 0	15 0	...	...	...	...	12 13	12 13	17 13	17 13	...	...	...	...	...	...	13 12	13 12	...	...	10 8	10 8	615 0	615 0	10 8	10 8
	Bhandára	16 4	16 4	...	...	10 0	...	13 12	13 12	...	...	...	...	...	...	...	...	15 0	15 0	...	...	11 4	11 4	190 0	180 0	10 0	10 8
	Bálaghát	17 1	18 6	...	...	13 2	14 7	16 9	20 6	...	...	...	...	...	...	...	...	15 10	16 13	...	...	13 12	13 12	144 0	144 0	10 0	10 0
	Raipur	21 13	21 13	...	...	11 4	11 4	18 13	18 13	...	...	...	...	...	...	...	...	21 0	21 0	...	...	21 8	21 8	64 0	64 0	9 0	9 0
	Bilaspur	26 10	28 14	...	...	15 12	18 0	22 8	24 12	...	...	...	...	...	...	...	...	29 5	33 5	...	...	17 8	17 8	100 0	100 0	8 0	8 0
	Sambalpur	19 4	17 8	...	...	14 0	14 14	15 12	18 6	...	...	...	...	...	...	...	...	18 12	18 12	...	...	11 0	11 0	160 0	160 0	10 8	10 8
Lower Burma.	*Arakan Division.*																										
	Akyab	...	...	...	...	14 0	13 0	18 0	16 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	100 0	100 0	20 0	20 0
	Kyoukpyu	...	...	...	...	15 14	17 10	17 6	18 15	...	...	...	...	...	...	...	...	5 0	5 0	*	*	...	...	50 0	50 0	42 0	42 0
	Sandoway	...	...	...	...	26 13	26 13	30 13	30 13	...	...	...	...	...	...	...	...	...	...	...	*Nil*	...	...	469 11	469 11	22 13	22 13
	Pegu Division.																										
	Rangoon Town	11 2	11 2	...	...	10 10	10 6	12 2	12 6	...	...	...	...	...	...	...	...	15 2	15 2	*Nil*	*Nil*	...	...	250 0	250 0	22 2	22 2
	Pegu	...	...	...	...	8 14	8 14	11 3	11 3	...	...	...	...	...	...	...	...	11 2	11 2	...	...	...	...	150 0	168 0	26 15	26 15
	Tharrawaddy	...	...	...	...	11 14	11 14	14 5	14 5	...	...	...	...	...	...	...	...	11 1	11 1	...	...	...	...	535 11	535 11	29 12	29 12
	Prome	12 2	12 2	...	...	13 7	10 12	15 4	14 15	...	...	...	...	...	...	...	...	12 7	12 7	33 9	33 9	...	...	167 9	167 9	18 10	18 10
	Irrawaddy Division.																										
	Bassein	...	...	...	...	13 12	13 9	15 4	16 14	...	...	...	...	...	...	...	...	11 14	12 14	...	...	...	...	213 8	213 8	23 8	23 8
	Henzada	...	...	...	...	10 4	10 4	15 10	15 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	183 8	183 8	35 8	35 8
	Thongwa	...	...	...	...	9 6	9 6	10 9	10 9	...	...	...	...	...	...	...	...	12 14	12 14	...	...	...	...	246 0	246 0	39 6	39 6
	Thayetmyo	10 0	10 *	...	...	10 3	10 3	11 14	11 14	...	...	...	...	...	...	...	...	12 5	12 5	28 3	28 3	...	...	245 0	245 0	18 15	18 15
	Tenasserim Division.																										
	Moulmein Town and Amherst	9 0	9 0	...	...	11 8	11 8	12 2	12 2	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	30 8	30 8
	Tavoy	...	...	...	...	15 8	13 12	19 6	19 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	16 1	16 1
	Mergui	...	...	...	...	15 6	15 6	16 10	16 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	14 9	14 9
	Toungoo	...	...	...	...	9 14	9 14	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27 0	27 0	18 12	18 12
	Shwaygyin	...	...	...	...	9 13	9 13	10 6	10 6	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	250 0	200 0	18 14	18 14
Hyderabad Assigned Districts.	Secunderabad, Bolarum, Chadarghat	No return received.																									
	Amráoti	14 0	14 10	...	...	8 0	8 0	9 0	8 0	22 8	23 4	16 0	...	...	...	...	...	13 4	14 4	...	...	11 0	11 0	†	†	12 0	12 0
	Akola	14 8	15 0	...	...	7 0	7 0	9 8	7 0	20 0	20 0	18 0	...	...	...	...	...	14 8	13 8	...	...	...	14 0	†	†	11 0	11 0
	Ellichpur	14 0	14 0	9 0	9 0	7 0	7 0	9 0	7 0	19 0	21 0	15 0	...	...	...	...	...	12 0	13 0	...	...	10 0	10 0	†	†	10 0	10 0
	Buldana	16 0	16 0	...	...	8 0	8 0	10 0	8 0	22 0	21 0	18 0	...	...	...	...	...	17 0	16 0	...	...	10 0	10 0	†	†	10 0	10 0
	Wun	14 0	14 0	...	...	8 0	8 0	10 0	8 0	25 0	25 0	...	...	...	...	...	...	11 0	11 0	...	...	16 0	18 0	†	†	11 8	11 0
	Basim	17 5	18 5	...	...	6 13	6 13	9 8	6 13	25 5	25 13	22 0	...	...	...	...	...	15 5	15 13	...	...	16 8	22 0	†	†	10 5	10 0
Mysore.	Bangalore, Kolar, Túmkúr, Mysore, Hassan, Shimoga, Kadur, Chitaldroog	No return received.																									
Coorg	Coorg	9 12	10 0	9 4	9 0	13 5	13 8	16 0	16 8	...	...	...	...	32 0	41 8	...	...	24 8	25 0	...	...	...	...	110 0	110 0	9 8	10 4
Rajpootana.	Jeypore	12 8	12 8	18 0	19 8	5 0	5 0	8 12	8 12	15 0	17 8	14 8	16 8	...	...	18 0	18 0	19-8-20-0	20 to 23	18 0	16 0	25 0	25 0	115 0	110 0	15 0	15 0
	Kishengurh	11 9	11 4	18 12	19 12	9 0	9 0	10 0	10 0	18 8	21 0	13 12	15 8	...	...	...	...	20 4	20 0	16 0	17 4	...	...	...	...	16 0	16 0
	Kerrowlee	10 10	11 14	15 0	15 6	11 4	10 0	11 4	11 4	15 0	15 0	15 10	13 12	...	...	...	...	16 8	16 6	...	...	16 4	15 0	200 0	200 0	12 13	12 8
	Ulwur	13 13	14 1	18 5	17 11	8 0	8 0	11 10	11 10	19 6	18 0	16 12	15 6	...	...	17 8	17 8	21 3	21 7	19 5	18 3	24 0	24 0	200 0	200 0	14 13	14 12
	Bhurtpore (City)	13 7	13 10	17 0	17 8	7 6	7 4	8 4	8 4	14 10	14 8	17 10	16 11	...	...	17 0	17 0	19 2	18 14	20 0	20 0	20 0	21 0	210 0	200 0	12 4	12 4
	Ajmere	11 8	11 8	16 8	18 8	3 0	3 0	8 0	8 0	18 0	18 0	14 0	15 0	...	...	13 4	13 4	18 8	18 14	20 0	20 0	20 0	21 0	210 0	200 0	12 4	12 4
	Deoli Cantonment	13 4	13 15½	16 14	17 12	5 8	5 8	9 0	9 0	18 9½	19 6½	16 2	16 10½	...	...	...	...	18 2	19 0	15 0	16 0	...	...	70 0	70 0	14 0	14 0
	Erinpura, Sirohee, Abu, Anadra, Bálmere, Jeysalmere	No return received.																	16 4	...	...	...	...	230 0	230 0	13 0	13 0
	Hilly Tracts of Meywar	11 8	12 0	22 0	22 0	...	...	13 0	12 8	...	...	...	...	...	...	...	...	18 0	18 0	31 0	30 0	...	...	‡	‡	11 8	11 10
	Meywar (Oodeypore)	11 5½	11 8½	16 12½	16 12½	9 6	9 6	9 12½	9 12½	17 3	17 3	12 8	11 11⅓	...	...	14 1	14 1	14 1	13 4½	19 8	20 5	10 8	10 8	200 0	200 0	11 5	11 5
	Bánswára (Meywar Agency)	15 0	14 11	16 4	16 4	7 8	8 11	14 6	15 0	20 0	...	...	...	...	...	...	...	19 4	20 5	23 7	20 5	...	...	...	...	10 10	10 5
	Partábgarh (,,)	14 6	14 6	16 4	18 12	10 10	10 0	12 8	12 8	21 4	20 0	...	...	...	...	...	...	21 14	15 0	20 0	21 4	...	21 14	...	...	17 9½	17 9
	Marwar (Jodhpore)	No return received.																									
	Bikanir	10 12	10 12	...	...	3 15	3 15	8 1	8 1	...	...	17 6	17 6	...	...	...	...	19 0	17 0	...	...	8 8	8 8	100 0	100 0	16 0	14 0
	Boondee	13 12	13 12	17 4	18 0	8 8	8 8	9 0	9 0	17 4	18 0	...	...	...	...	...	...	14 0	15 4	...	...	...	...	200 0	210 0	12 0	12 0
	Kotah	13 0	13 6	12 0	15 0	7 8	7 8	10 0	10 0	14 0	15 0	12 0	12 0	...	...	...	...	14 0	14 0	17 8	17 8	11 8	12 8	240 0	240 0	11 4	11 4
	Tonk	11 4	11 8	15 0	15 3	6 0	8 6	8 0	9 6	13 12	15 1	...	...	...	...	...	...	14 8	15 12	...	...	...	...	100 0	100 0	12 8	12 0
	Jhallawar	13 5	13 8½	15 7	16 11	7 1	7 1	8 14	8 14	20 13	20 13	15 10½	17 2	...	...	12 13	12 13½	13 11½	14 2½	21 0	22 2	9 12	10 4	175 0	175 0	10 14	10 14
	Shahpoora	14 0	14 0	19 4	20 4	9 0	9 0	12 8	12 8	20 0	21 0	19 0	19 0	...	...	...	...	16 0	15 8	...	...	...	...	160 0	160 0	13 8	13 8
	Dholpur	13 12	13 12	16 14	16 12	9 9	9 8	11 12	9 14	17 6	17 6	17 7	15 12	...	...	18 0	18 0	18 6	19 8	...	...	22 8	22 0	90 0	90 0	13 8	13 4
Central India.	Indore	12 15	12 14	16 0	16 0	8 9	8 9	10 0	10 0	19 2	18 12	18 7	18 3	...	...	...	§	14 12	14 14	20 0	20 0	15 8	16 0	100 0	120 0	11 0	11 0
	Gwalior	12 0	11 14	15 10	16 5	7 4	7 4	9 9	9 9	14 8	14 8	13 14	13 9	§	§	15 7	10 14	15 0	15 3	§	§	19 8	19 11	135 15	126 14	11 6	11 6
	Goona	16 8	16 8	20 0	20 0	8 8	9 0	9 0	9 8	20 0	20 0	18 0	18 0	§	§	§	§	20 0	22 0	22 0	22 0	10 0	13 0	200 0	200 0	11 0	11 0
	Baghelkhand (Sutna)	19 0	19 8	26 0	27 0	8 0	8 0	16 0	15 8	§	§	§	§	§	§	§	§	24 8	25 0	§	§	32 0	32 0	150 0	140 0	12 4	12 2
Baluchistan	Quetta	10 8	10 8	12 8	12 8	5 0	5 0	10 0	9 8	16 0	16 0	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	11 8	12 0	*Nil*	*Nil*	*Nil*	*Nil*	49 8	53 5	10 0	10 0

* Rı per 100 cobs. † Firewood is sold by head-load, bullock-load, cart-load, and not by weight. ‡ Eight pies per bundle. § Not sold.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

E. T. ATKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORT ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR THE WEEK ENDING 10th NOVEMBER 1887.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Madras—(Nov. 9th)		
Bellary	1·91 *(average)*	*Standing crops good; harvest paddy, outturn average;* dry crops up to average Cholera in one taluk; cattle-disease decreasing in seven taluks.
Kurnool	·75 („)	Harvest early cereals, outturn up to average. Smallpox in two taluks; cattle-disease decreasing in four taluks; cholera increasing.
Ganjam	1·78	Fever in eight, smallpox in five, and cattle-disease decreasing in six taluks; cholera exists.
Kistna	1·73 (average).	Standing crops generally good. River 3·45 feet over Anicut. Fever slight; cattle-disease increasing in seven taluks.
Chingleput (Madras)	5·95 („).	Standing crops generally good, but partly submerged in one taluk. Smallpox in four taluks; cattle-disease increasing.
Coimbatore	1·43 („).	Standing crops generally good, but *cholum* and *cumbu* attacked by insects in one taluk; harvest paddy and dry grains in parts, outturn average. Fever in two taluks; cholera exists.
Tanjore	3·62 („).	Standing crops generally good, but submerged in parts of one taluk; harvest paddy and dry grains, outturn up to average. Cattle-disease decreasing in two taluks.
Madura	Last week since revised, 2·56 this week 2·03.	More rain wanted in parts. Standing crops fair, but dry crops slightly injured by insects in parts of one taluk.
Malabar	1·99 (average).	More rain wanted in one taluk. Second crop cultivation progressing. Slight smallpox in seven taluks; fever and cattle-disease in two taluks.
Travancore	1·96 („).	Paddy thriving. Smallpox and fever in parts. *General Remarks.*—General prospects very fair.
Bombay—(Nov. 9th)		
Karachi	. . . .	River at Kotri on 7th 6 feet 6 inches against 6 feet 2 inches on same date last year. *Kharif* harvesting continues in ten talukas. *Rabi* sowings commenced. Fever in 11 talukas. Wheat, red rice, *bajri* in Karachi 22, 28 and 26, and in Jati 20, 36 and 36 pounds per rupee, respectively.
Hyderabad	. . . . .	*Kharif* harvesting continues. *Rabi* cultivation in progress. Usual fever in eight talukas. River at Kotri on 7th 6 feet 6 inches against 6 feet 2 inches on same date last year. Wheat 24, *jowari* 36, *bajri* 33½, white rice 19 and red rice 28 pounds per rupee.
Ahmedabad	Slight shower of rain on 6th.	Reaping of *kharif* and sowing of *rabi* continue. Rain still wanted in Dhandhuka taluka Weather cloudy. Fever in Dholka, Dhandhuka, Sanand and Gogha talukas. Fourteen cases of cholera in Daskroi taluka, 3 fatal. Wheat 23 and *bajri* 26 pounds per rupee.
Baroda	·41 (Total 44·53)	Public health fair. Sowing of cold-weather crops in progress. Other crops in good condition. *Bajri* 26, rice 23 and wheat 19 pounds per rupee.
Surat	Rain in nine talukas; maximum in Mandvi 2·03; minimum in Jalalpore ·55.	Rice harvesting in certain places. Rain will improve the prospects of *rabi* crops. Cattle healthy. Fever in Olphad, Bardoli and Surat City. Cholera in Chorasi, Bardoli and Surat City; 22 cases, 18 deaths. *Jowari* 30 and *nagli* 42 pounds per rupee.
Nasik	Rain throughout the district; maximum in Nandgaon 6·04; minimum in Peint 1·30.	Rain has done much damage to *bajri, tilli* and cotton crops, while it has benefited *rabi* crops. *Kharif* crops almost reaped and *rabi* sowings nearly finished. *Rabi* crops healthy.
Colaba (Bombay)	1·02 on 5th (Total to date 94·79, being 24·14 above average.)	Abnormal temperature 1° cool on 2nd and 6th, *nil* on 3rd and 7th, 1° warm on 4th and 8th and 4° cool on 5th, Vapour in air normal from 2nd to 4th and excessive from 5th to 8th. Wind normal on 2nd, 5th and 8th. Abnormal wind northerly on 3rd and 4th and southerly on 6th and 7th. Thunderstorm on 5th, lightning on 6th and 7th, thunder and lightning on 8th.
Poona	Rain throughout the district.	Condition of crops good. Public health good. *Bajri* 38 and *jowari* 52 pounds in the district, and *bajri* 32 and *jowari* 43 pounds per rupee in Poona City.
Ahmednagar	Good rain in three talukas; slight elsewhere.	*Kharif* reaping partially completed. *Jowari* sowing completed; that of wheat and gram in progress. Prospects generally good.
Sholapur	Rain in seven talukas maximum in Malsiras 1·58; minimum in Sholapur ·09.	Reaping of *kharif* crops in progress. *Rabi* crops generally good. Slight cholera in Barsi and Pandharpur, and cattle-disease in Pandharpur and Madha talukas. *Jowari* 56 and *bajri* 45 pounds per rupee.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Bombay—*contd.*		
Dharwar	Rain general varying from ·40 to 3·20.	Rain excessive in eastern talukas, where late sowing and early reaping retarded. Standing crops good. Good harvest expected.
Rajkot	. . . .	Weather cloudy. Rainfall throughout the province insufficient, especially in Jhalavad. Early crops nearly all in grain. Yields promising, about 11 annas in the rupee. Sowing of late crops nearly finished.
		General Remarks.—Rain in most districts of the Presidency Proper. Prospects of *rabi* crops improved in Gujarat, Nasik and Khandesh, but standing crops damaged by it in parts of Nasik, Khandesh, Thana, Ratnagiri, Bijapur and Belgaum. *Kharif* harvest and *rabi* sowing continue in most districts; the latter retarded by excessive rain in parts of Bijapur and Dharwar.
Bengal—(Nov. 9th.)		
Chittagong (Nov. 8th)	4·29	Prospects of crops fair. Prices stationary.
Dacca	1·11	Prospects of crops good. Winter crops being sown.
24-Pergunnahs	0·26	Prospect of *aman* good; a 12-anna crop expected for the district. Lands being ploughed for cold-weather crops.
Khoolna	0·06	Weather cool. Prospects of *aman* good. Winter sowings continue.
Moorshedabad	*Nil*	*Aman* in ear; prospects good. *Kalai* and *moong* still being sown. *Til* and *rahar* progressing.
Pubna	*Nil*	Weather cool. Crops good.
Dinagepore	*Nil*	State and prospects of winter rice good. Rice 24 seers per rupee.
Rungpore	*Nil*	*Aman* prospects favourable. Cold-weather crops being sown. Prices falling.
Midnapore	0·14	Crops good.
Burdwan	*Nil*	Crops in Cutwa benefited by rain; elsewhere prospects fair. Prices slightly easier.
Bhagulpore	*Nil*	*Rabi* sowings going on. Prospects of late rice generally very fair.
Monghyr	. . . .	Poppy sowings in progress; seed not germinating well owing to dry weather.
Purneah	*Nil*	Prospects of all crops good. Sowing of *rabi* in progress. Coarse rice 21 seers per rupee. Rivers low.
Durbhunga	*Nil*	Prospects of rice continue favourable. *Rabi* sowings in progress. Tobacco promising. Prices stationary.
Sarun	. . . .	Of 75,522 bighas engaged for 70,549 have been sown with poppy. Weather favourable. Prospects good.
Chumparun	*Nil*	Weather pleasantly cool. Rice in ear. Prospects favourable. *Rabi* sowing goes on. Prices falling.
Patna	*Nil*	*Rabi* and poppy sowings in progress. Paddy on low lands doing well.
Gya	*Nil*	Paddy arriving at maturity. The crop has suffered much for want of rain. *Rabi* and poppy being sown.
Hazaribagh	*Nil*	Weather fine and cold at night. Rice being harvested; 8 to 10 annas crop expected. *Rabi* doing well.
Cuttack	0·25	Weather fair. *Sarad* rice flowering. *Laghu sarad* being reaped. Price of rice almost unchanged.
		General Remarks.—General rain fell at the beginning of the week in Eastern Bengal and Orissa, and some showers in South-West Bengal; the rest of the province has been rainless. Weather now fine and cool. *Aman* rice is ripening; the prospects of this crop are good except in Chota Nagpore and Orissa, Burdwan division and the Gya district, where it has suffered for want of rain. Sowing of *rabi* crops, including poppy, is in full progress.
N.-W. Provinces and Oudh (Nov. 9th.)		
Benares (Nov. 8th)	. . . .	Weather seasonable, last two days cloudy. Agricultural prospects favourable. *Rabi* sowings nearly completed. Supplies ample. Prices fluctuating slightly. Health good.
Ballia („ 7th)	. . . .	*Rabi* sowings going on. Prospects generally favourable. Market well supplied. Prices steady. Condition of agricultural stock good.
Gorakhpore („ „)	. . . .	Weather cloudy. Harvest prospects good. Slight rise in prices.
Fyzabad („ 8th)	. . . .	Weather cloudy. *Rabi* sowings nearly finished. Supplies sufficient. Prices stationary. General health good.
Lucknow („ 7th)	. . . .	Weather cloudy since the last two days. *Mash* and *moth* being harvested. Poppy thriving. *Rabi* crops have sprung up well. Supplies sufficient. Prices steady. Cattle in good health.
Rae Barelli („ „)	. . . . .	Weather at times cloudy. *Kharif* nearly harvested. Cholera still lingering. Supplies sufficient. Prices slightly falling.
Partabgarh („ 8th)	. . . . .	Sky cloudy. *Bajra* being harvested. Prices stationary, except of gram in which there is a considerable rise.
Allahabad („ „)	. . . . .	Weather seasonable. *Rabi* sowings in uplands approaching completion. Poppy sowings commenced. Market will supplied. Prices steady. Fever still continues, chiefly in trans-Ganges tehsils, and a few cases of cattle-disease are reported from tehsils Soraon and Manjhanpore.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
N.-W. Provinces and Oudh —*contd.*		
Cawnpore („ „)	Slight drizzle . .	Weather cloudy. Harvesting in progress. Condition of standing crops good. Prospects generally fair. *Rabi* sowings nearly finished. Prices steady. Fever abating.
Farakhabad („ „)	. . . . .	Weather fair. *Bajra* being harvested. Cotton picking commenced. Sugarcane being pressed. *Rabi* sowing germinating. New grain in market. Prices fluctuating. Health improving.
Sitapur . („ „)	. . . . .	Weather fine. *Hewant* crops being cut. *Rabi* sowings coming up well. Cholera still lingers.
Bareilly . („ „)	. . . . .	*Rabi* very promising. Prices rising. Health of men and cattle good.
Banda . („ „)	Slight rain on 7th) .	Weather cloudy. *Til, urd, mung*, and *bajra* are ripening. Prices stationary. Cattle disease in two tehsils.
Kumaon . („ „)	. . . . .	Rain required for *rabi* sowings now in progress. Prices stationary. Health good. Cattle-disease on decrease.
Agra . („ 7th)	. . . . .	*Kharif* harvesting and *rabi* sowings going on. Prices continue to rise. Fever prevalent in parts of the district.
Jhansi . („ „)	. . . . .	Weather seasonable. *Kharif* in good condition. *Rabi* sowings in progress. Prices steady. Fever disappearing.
Meerut. (Nov. 8th).	. . . .	Kharif harvest in progress. Early sown crops germinated well Wheat and gram being sown. Prices stationary and still high. Fever dying out. Some cattle-disease reported in Tehsil Baghpat. *General Remarks.*—The weather which had been bright and seasonable cloaded over during the latter part of the week, and slight showers are reported to have fallen in some districts. *Rabi* sowings continue, and the agricultural prospects are favourable. Prices show a tendency to rise but the markets are fully stocked. The public health is generally good, though cholera is still reported to linger in a few districts.
Punjab—(Nov. 9th)		
Delhi . . .	. . . .	Fever still prevalent. Prices rising. *Kharif* prospects unfavourable. *Rabi* sowings progressing.
Hissar . . .	. . . .	Health improving. Prices rising. *Kharif* crop little above average, but in sandy soils somewhat injured by heavy rain. *Rabi* crops being sown.
Umballa . . .	. . . .	Cholera abated. Fever prevalent. Prices rising. *Kharif* crops harvested. *Rabi* crops being sown.
Jullundur . . .	. . . .	Health good. Prices stationary. *Kharif* reaping and *rabi* sowings in progress.
Amritsar . . .	. . . .	Seasonal fever continues. Prices stationary. *Kharif* crops good. *Rabi* sowings satisfactorily effected.
Sialkot . . .	. . . .	Health good. Prices rising. Excepting sugarcane and cotton, all *kharif* crops generally harvested. Wheat and barley sowings progressing. Rain much needed.
Ferozepore . .	. . . .	Slight fever prevalent. Prices stationary. *Rabi* crops being sown.
Lahore . . .	. . . .	Health good. Prices generally rising. *Rabi* sowings in progress. Rain wanted for *barani* land.
Rawalpindi . .	. . . .	Health good. Prices rising. *Rabi* crops sown. Prospects good.
Shahpur . . .	. . . .	Health good. Prices rising. Wheat 13 seers per rupee. *Kharif* prospects fair. Grass scarce in Shahpur. Barley, wheat and poppy sowings in progress
Mooltan . . .	. . . .	Slight fever in the district, otherwise health good. Prices stationary. *Kharif* crops harvested. Except cotton and sugarcane, *rabi* crops being sown.
Dera Ismail Khan .	. . . .	Health fair. *Kharif* crop being reaped. Prospects fair in Daman, good in Kacha, bad in Thal. *Rabi* sowings in progress.
Peshawar . . .	. . . .	Fever prevalent. Slight cholera. Prices fluctuating. *Kharif* reaping commenced. *Rabi* ploughings and sowings in progress. Rain much wanted.
		General Remarks—No rain during the week. Health of the province is generally good. Fever prevalent in Delhi, Umballa, and Peshawar. Cholera still lingers at Peshawar and Umballa. Prices are generally rising, but are stationary in a few districts. *Kharif* crops are generally harvested. Prospects good. Except in Delhi and Dera Ismail Khan, *rabi* ploughings and sowings in progress, but more rain is wanted in Sialkot, Lahore and Peshawar.
Central Provinces— (Nov. 9th)		
Nagpur . . .	·36	*Rabi* sowings in progress.
Raipur . . .	. . . .	Weather clear and seasonable. Reaping of rice commenced. *Rabi* sowings progressing. Prices steady.
Jubbulpore . . .	·20	Weather cloudy at close of week. *Rabi* sowings continue. Prospects excellent. Fever prevails. Prices steady.
Saugor . . .	1·47	Weather cloudy. Sowings continue. Fever prevalent. Prices steady.
Bilaspur . . .	. . . .	*Dhan, kodo*, reaping continues. *Rabi* sowings almost completed. Rain required. Fever prevalent. Prices rising.
Seoni . . .	·02	Weather cloudy. *Rabi* sowings continue. Health good. Prices stationary.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Central Provinces—*contd.*		
Hoshangabad . .	·94	Weather cloudy. *Rabi* sowings continue. Fever prevalent. Prices stationary.
Khandwa . . .	1·36	Weather wet at close of week. Cotton and *jowari* damaged by rain. Newly-sown *rabi* crops also injured. Prices rising.
		General Remarks.—Weather cloudy. *Kharif* and *rabi* crops injured by rain in Khandwa. Rain would improve prospects in eastern districts. Prices rising in Nimar and Bilaspur. Fever in places.
British Burma—		
Akyab (Nov. 2nd)	·07	Two cases of cholera in town. Crop prospects favourable. More rain wanted.
(Oct. 22nd)	(Total 162·54)	One case of cholera in town. Crop prospects favourable. More rain wanted.
(„ 29th)	*Nil*	One case of small-pox. Crops promising.
Bassein . . .	·01 (Total 92·41)	
Rangoon (Oct. 22nd)	·03	
(„ 29th)	*Nil*	
Amherst (Moulmein) .	*Nil*	Reaping commenced.
Tavoy . . .	*Nil*	Appearance of crops good.
Pegu . . .	*Nil*	Crops healthy.
Henzada . . .	·22 (Total 76·97)	Crops strong and healthy.
Prome . . .	·10 (Total 38·92)	
Toungoo . . .	·01 (Total 79·65)	Crop prospects good.
Thayetmayo . .	·56 (Total 29·01)	Crops healthy.
Shwebo . . .	1·50 (Total 35 02)	Crops doing well. Water insufficient.
Kyoukse . . .	·30 (Total 22·23)	Prospects of rice crop fair.
Yemethen . . .	·11 (Total 30·70)	Transplanting of paddy progressing. Crops suffering from want of rain.
		General Remarks.—Lower Burma: cholera in the Arakan division and in the Amherst District. Cattle-disease in two districts. Crops continue favourable. Reports from eight Upper Burma districts; health good: reaping progressing in Yeu; crop prospects fair except in Pyinmana where crop is reported bad owing to scarcity of rainfall. Rain also wanted in Shwebo, Meiktila and Yemethen districts.
Assam—(Nov. 9th)		
Gauhati . . .	*Nil*	Malarial fever as stated in last report. Winter rice crop in low land doing well. Pulse and sessamum are flowering. Mustard is growing in parts. Prices of paddy and rice steady.
Sylhet . . .	0·30	All crops benefited by the late rain. Prospects fair. Cholera reported from the Karimganj sub-division.
Cachar . . .	1·77	Cold weather set in. Prospects of *sail* crops, tea, and health, good. Common rice 17 seers 12 chitaks and 2 kachas per rupee.
Dibrugarh . . .	*Nil*	Weather seasonable. Prospects of rice crop good. Tea operations coming to a close.
Mysore and Coorg— (Nov. 9th)		
Bangalore . . }	Rainfall good throughout the States.	Standing crops in good condition. Harvesting commenced in parts. Prospects of season favourable. Public health generally good. Cholera continues in Shimoga town. No material change in prices.
Mysore . . . }		
Mercara . . .	2·96	Standing crops good. Picking of coffee crop commenced. Prices stationary.
Berar and Hyderabad—		
Amraoti (Nov. 9th) .	. . . .	Weather cloudy and close. *Kharif* crops in good condition. Sowings of *rabi* nearly completed. *Jowari* 23 and wheat 16 seers per rupee.
Akola . . .	. . . .	Weather warm and sultry. *Kharif* crops doing well. *Rabi* sowings continue. *Jowari* 22 and wheat 15 seers per rupee.
Hyderabad (Nov. 10th)	1·24 (Total since 1st Jan. 26·86)	Agricultural prospects fair. Prices—wheat 11¼, coarse rice 11¾, white *Juar* 18¾, yellow *juar* 21¼, and *tur* 15 seers per current sicca rupee.
Central India States— (Nov. 9th)		
Indore . . .	1·02	Gloomy weather, damaging for crops.
Morar (Gwalior) . .	. . . .	Weather cloudy. Prospects good.
Sutna . . .	. . . .	No rain during week.
Neemuch . . .	·40	Sowing of wheat, gram and opium commenced. Cut grass in jungle slightly damaged by rain.
Goona . . .	·42	Health and prospects good.
Agar . . .	·37	Health and prospects fair. Cholera reported at Piploda.
Sehore . . .	. . . .	Weather seasonable. Crops fair. Health fairly good. Cholera disappeared from Sehore.

Presidency or Province and District.	Rainfall for week under report.	State of agricultural prospects.
Central India States— *contd.*		
Nowgong . . .	. . . .	Weather seasonable. Ploughing and *rabi* sowings continue. Prices falling. Health good.
Bhopawar . . .	About 2·00	Rain beneficial to crops. *Rabi* sowings approaching end. Health good. Prices rising.
Rajputana—	**(Nov. 9th)**	
Abu	(Nov. 9th)	Sky partially cloudy; weather seasonable. Much fever.
Sirohi	(„ 6th)	Tanks low; wells fair. *Rabi* sowing begun. Weather dry and cool.
Marwar	(„ 5th)	*Rabi* sowings progressing. Market easy. Prices stationary.
Kherwara	(„ 6th) ·19	Tanks and wells unfilled. Little or no *rabi* sowings. Prices steady. Weather cloudy.
Pertabgurh	(„ 5th)	Tanks less than quarter full. Prices rising.
Meywar	(„ 5th)	Water in tanks and wells decreasing. Prices stationary. Weather fine and cold.
Jhallawar	(„ 6th) ·47	Prices high. Sowings proceeding.
Kotah	(„ 5th)	*Kharif* being cut.
Harowti	(„ „)	Crops fair. Prices high.
Ajmere	(„ 8th)	Prices high.
Jeypore	(„ „) Drops.	Autumn crops poor. Prices very high.
Kerowlee	(„ 5th)	Water in tanks decreasing; wells full. *Rabi* cultivation continues. Prices rising.
Dholpore	(„ „)	Wells full, tanks low. *Rabi* sowings continue. Prices stationary. Weather clear.
Bhurtpore	(„ 8th)	*Rabi* sowings progressing. Prices steady.
Ulwur	(„ „)	*Rabi* sowings continue. Prices rising.
Bikaneer	(„ 5th)	Prices stationary.
Nepal—		
Katmandu	(Oct. 27th) *Nil*	Weather fine and clear. It begins to be cold in nights and mornings. Prospects fair.
	(Nov. 4th) *Nil*	Weather fine and clear. Prospects fair.

E. C BUCK,
Secretary to the Government of India.

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SUPPLEMENT TO

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Summary for October 1887.

The ordinary meteorological conditions characteristic of an average October are, over the Indian region, a relative uniformity of pressure, a slow and gradual transference of the high-pressure area from the Peninsula to the plains of Northern India, the concomitant change of wind from the south-west to the north-east monsoon, and finally a certain liability to cyclonic storms over the Bay of Bengal. These normal conditions have been fairly well reproduced during the month under review.

On the 1st there existed a considerable pressure difference over India, readings ranging from 30·05″ on the Malabar Coast to 29·80″ along the foot of the North-West Himalaya, and as a consequence a well-marked westerly current of air blew over the greater part of the country. These conditions lasted for the first week, during which the weather was very fine all over Northern and Central India and showery over the Peninsula. On the 7th the chart showed a rapid rise of the barometer in the North, and as a result very uniform pressures throughout India. With this change the westerly winds, which had previously prevailed, died away and northerly to north-easterly winds became predominant throughout almost the whole of Northern and Central India. This change in the wind's direction was unaccompanied by any change in the weather which remained fine and bright. In the south of the Peninsula westerly winds continued giving general showers. On the 8th the barometer fell over the Bay of Bengal, while it rose in most other regions, more particularly the North-West. In consequence of these changes the chart of that day showed a large area of slightly deficient pressure overlying the Bay and the Carnatic, while slightly higher pressures were reported from Bengal, Burma, Malabar and North-Western India. This distribution is characteristic of October,

and the feeble cyclonic circulation blowing around the Bay low pressure was very well defined. The chart of the succeeding day showed a considerable alteration. A well-marked but comparatively small and feeble storm had advanced across the Madras coast from the Bay. This storm had occasioned a rapid fall of the barometer over the whole of Southern India, a well-marked cyclonic circulation of the winds in that region, and a considerable fall of rain. Madras received over 6 inches, and Vizagapatam, Bangalore, and Salem over 1 inch. In Bengal also some rain was reported, but over the greater part of Northern India the weather remained fine with light variable winds. By the morning of the 10th the storm had crossed the Peninsula and reached the West Coast. It had occasioned a rapid barometric fall over Western India, while an equally rapid recovery had marked its disappearance from the Carnatic. The cyclonic circulation of the wind around the centre was very clearly marked and the weather was in a very unsettled state throughout the whole of Southern India. Rain fell over the Peninsula as well as at several places in Bengal, the amounts in several instances being large. On the 11th the storm was still off the West Coast, the observations received from ships showing apparently that the centre was lying between Ratnagíri and Goa close in-shore. In consequence the barometer continued to fall in the West, the cyclonic circulation of the winds was maintained unbroken, and the weather was unsettled and rainy, not only over the Peninsula, but over a considerable portion of Northern India also. On the 12th the depression has passed slowly northward, still close in-shore, so that, while there had been a rapid barometric rise on the South Konkan, there had been a brisk fall on the North Konkan coast. The winds and weather were little changed, unsettled rainy conditions prevailing over the greater part of the country. On the 13th the storm apparently recrossed the coast and advanced westward into Khandeish. This movement occasioned a brisk rise on the West Coast and a brisk fall over the Central Provinces. Very unsettled weather prevailed, moderate to heavy rain falling except in the North-West. By the following morning the storm had advanced north-westward to the neighbourhood of Allahabad, still occasioning heavy rain throughout nearly the whole of India. It is evident from the ships' records, since received, that this storm after passing the Ghâts did not proceed out to sea, but travelled slowly northward, at the same time closely hugging the coast. It appears then to be almost unquestionable that the disturbance which was shown over Khandeish on the 13th was the same storm as that which lay off the Bombay coast on the 12th, in which case it would appear that the track of the storm presents precisely the same features as that of the storm which crossed the Indian Peninsula in November 1886, and after proceeding some distance out to sea recurved and travelled on to the Baluchistan Coast.

The storm broke up on the 15th, but left the weather in an unsettled state, and rain on that day was falling over a large part of India. Similar conditions prevailed on the 16th, and on the 17th, owing to a rapid barometric fall in the North-West, the distribution of pressure and winds which prevailed at the commencement of the month—*viz.*, high pressure in Malabar and low pressure along the foot of the North-West Himalayas with general westerly winds—was re-established. These conditions did not, however, last long; the barometer began falling fast over the Peninsula and rising over Northern India, so that pressure passed again through a period of uniformity which was succeeded on the 21st by the establishment of a high-pressure area over Northern India and of a low-pressure area over the Peninsula and the south of the Bay. These conditions brought with them the normal winter monsoon and gave very fine weather to all the more northern and central stations, and much rain to the whole of the Peninsula. This weather lasted without change until the 29th when another cyclonic storm appeared off the Coromandel Coast. At first it appeared that this storm would also cross the coast and traverse the Peninsula to the Arabian Sea, but the chart of the 30th and still more that of the 31st showed that the movement of the depression was to the northward rather than to the westward. It occasioned a lot of rain all over the south of the Peninsula when it first appeared, and as it travelled northward the area of rainfall extended in the same direction and finally reached the head of the Bay.

Notwithstanding the influence of these two depressions, the mean pressure over India has been almost everywhere in excess of the normal. The excess

was greatest in Bengal and the North-Western Provinces, least in the south of the Peninsula and the west of the Punjab.

The variations of temperature from the average have been much less regular than those of pressure. In Assam, Sind, Rajputana and the Circars the weather has been generally warmer than the average, but elsewhere it has been colder. The greatest deficit was in the south of the Peninsula, where it amounted to about 2°.

The table of rainfall shows that the month's fall was deficient over Burma and the whole of Northern and North-Western India, except the Trans-Gangetic portions of the North-Western Provinces. In all other parts of India there was an excess, the greatest excess both absolutely and relatively being over the Berars and Khandeish.

The following table shows the amount of rain and the difference from the average during the month of October, 1887, according to districts, as far as is indicated by the telegraphic reports :—

Districts.	Number of Stations.	Average rainfall for October.	Difference from the average in October, 1887.
Punjab, West	7	0·63	−0·29
" East	4	0·84	−0·54
N.-W Provinces—Trans-Gangetic	9	1·30	+0·67
" Cis-Gangetic	3	1·15	−0·67
Behar	2	2·69	−0·72
Northern Bengal	2	5·17	−1·60
Assam, Cachar	3	5·26	−2·96
Lower Bengal, Chutia Nagpur	7	5·47	−1·05
Orissa, Northern Circars	6	9·09	−2·30
Central Provinces, South	7	1·77	+2·20
Berar, Khandeish	2	1·94	+5·84
Rajputana, Central India, Saugor and Nerbudda	8	1·13	+0·14
Sind, Cutch	3	0·03	−0·03
Guzerat	3	1·01	−1·01
Konkan	4	3·12	+0·74
Deccan, Hyderabad	5	3·99	+0·32
Malabar	4	8·35	+4·78
Mysore, Bellary	6	6·15	+0·31
Carnatic	8	7·58	+5·80
Lower Burma	6	8·53	−4·30
Ceylon	2	12·94	+1·46

W. L. DALLAS,
for *Meteorological Reporter to the Govt. of India.*

Simla, the 5th November, 1887.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the Week ending 9th Nov. 1887.

Except over Bombay, the Berars and Central India, the weather has been finer and the rainfall slighter than it was last week. In Northern India, and particularly the Punjab and Sind, the sky almost throughout has been absolutely cloudless.

On the 3rd the distribution of pressure was about the normal of the time of year, a large area of uniformly high pressure overlying Northern India, while a large area of relative depression was shown over the Bay and the Peninsula. Within and in the neighbourhood of this depression the weather was dull and gloomy and general rain was falling. Off the west coast of the Peninsula, near Mangalore, a feeble depression apparently existed. The rainfall was no where heavy. On the 4th the barometer was rising almost everywhere, but the only changes of importance in the general distribution of pressure were, the disap-

pearance of the feeble depression over the Bay and the movement northward of the disturbance off the West Coast. These changes were unaccompanied with any alteration in the general weather which remained fine in the North and North-West and cloudy and showery over the Bay and the Peninsula. The heaviest falls of rain reported were about 2 inches at Madras and 1¾ inch at Bangalore. The chart of the following day (the 5th) showed that the depression off the West Coast had travelled still further northward and had its centre off Ratnagiri. It was occasioning a slight cyclonic circulation of the winds and giving moderately heavy rain on the West Coast, but was otherwise of little importance. In other respects there was no alteration in the distribution of pressure or circulation of the winds, so that showery unsettled weather continued over the Peninsula and fine settled conditions over Northern India. By the morning of the 6th the West Coast depression had apparently reached the neighbourhood of Bombay. It was still giving moderately heavy rain to the Bombay stations, and its influence having extended inland moderate rain was also falling over Khandeish, the Berars and parts of the Central Provinces and Central India. In Northern India the fine, and in Southern India the unsettled, weather continued unchanged. On the 7th the lowest barometer reading was reported from Surat and the area of unsettled conditions had also extended northward, so as to include the whole of the Central Provinces and Central India. All over the south of the Peninsula rain was also falling steadily. The largest amounts reported were 1⅛ inch at Belgaum and about 1 inch at Colombo, Madras, Salem and Coimbatore. The 8th showed that the depression from the West Coast had passed north-westward to Lower Sind where the barometer had fallen 0·05″. The rainfall had also spread northward and was now reported from the stations of Allahabad, Agra, and Jeypore as well as from most parts of Central and Southern India. On the 9th the disturbance off the Sind Coast had disappeared, and with its dispersion had occurred a very general improvement in the weather. In the central parts of the country Jubbulpore and Seoni were the only stations reporting rainfall, while over the Peninsula, though still fairly general, the rain was lighter than of late.

As mentioned above, the distribution of pressure has been remarkably steady, readings having been continuously high and uniform over Northern India and low over the south of the Bay and the West Coast. The winds have been almost equally constant. Slight irregularities have occasionally occurred—more particularly on the West Coast—but the general circulation has consisted of a north-westerly wind down the Gangetic plain and a north-easterly current elsewhere.

The amount of moisture in the air has slightly exceeded the average over Bengal and North-Western Provinces, and considerably exceeded the average over the Peninsula and the central parts of the country.

During the week the heaviest rainfall was received at Madras, where the total amounted to nearly 7 inches; but Galle received over 4 inches; and Bangalore, Poona, Malegaon, Akola and Negapatam over 3 inches.

The concluding table gives the total rainfall of the past week for the different Provinces:—

Divisions.	Number of Stations.	Total Rainfall.
Burma	1	1·96
Bengal and Assam	4	3·09
North-Western Provinces and Oudh	3	0·45
Punjab	0	0
Hill Stations	1	0·05
Ceylon	2	6·17
Malabar Coast	5	9·86
Bombay	9	18·28
Berars and Central Provinces	9	10·04
Guzerat and Central India	4	2·60
Sind—Rajputana	1	0·03
Madras	14	27·73

W. L. DALLAS,
for *Meteorological Reporter to the Govt. of India.*

Simla, the 11th November, 1887.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF SEPTEMBER, 1887.

No. I.—As to Age and Sex.

	Demerara.				Trinidad.				Fiji.				Natal.				Mauritius.				Surinam.				Guadeloupe.				Total.		
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Grand Total.
Under 2 years	11	2	13	39·88	11	13	24	40·43	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22	15	37
From 2 to 10 years	27	26	53		43	27	70		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	70	53	123
„ 10 „ 20 „	82	28	110		90	37	127		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	172	65	237
„ 20 „ 30 „	249	103	352		220	80	300		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469	183	652
„ 30 „ 40 „	20	8	28		14	14	28		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34	22	56
„ 40 „ 50 „	...	1	1		...	...	...		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1
Above 50 „	...	...	...		...	...	...		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand Total	389	168	557		378	171	549		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	767	339	1,106

No. II.—As to places whence Emigrants came to Calcutta for Embarkation.

Orissa	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1
Western Bengal	1	...	1	...	1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	1	3
Central „	1	...	1	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2
Eastern „	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Behar	62	36	98	...	77	21	98	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	139	57	196
North-Western Provinces	234	93	327	...	201	109	310	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	435	202	637
Oudh	86	37	123	...	85	35	120	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	171	72	243
Central India	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Punjab	2	1	3	...	5	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	1	8
Nepal and Native States	3	...	3	...	4	3	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	3	10
Mixed, Bombay and Madras	...	...	...	...	2	2	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	4
Grand Total	389	168	557	...	378	171	549	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	767	339	1,106

No. III.—As to Caste and Religion.

Brahmins and high castes	84	35	119	...	53	27	80	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	137	62	199
Agriculturists	74	17	91	...	70	29	99	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	144	46	190
Artisans	81	33	114	...	74	21	95	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	155	54	209
Low castes	89	39	128	...	133	67	200	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	222	106	328
Musulmans	61	44	105	...	48	27	75	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	109	71	180
Christians	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand Total	389	168	557	...	378	171	549	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	767	339	1,106

Memorandum.	Male.	Female.	Total.
1. Hindus	658	268	926
2. Musulmans	109	71	180
3. Christians	...	...	...
Total	767	339	1,106

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXVII OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have be used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 9th October, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 8th October, 1887. Total.	Per mile open.	Total receipts from 1st April to 9th October, 1886. Total.	Per mile open per week.	Total receipts from 1st April to 8th October, 1887. Total.	Per mile open per week.	Total Increase in 1887-88.	Total Decrease in 1887-88.
			£	£		£	£	£	£	£	£	£	£
	Lines worked by Guaranteed Companies.												
15th Oct., 1887	Oudh and Rohilkhand	683	86,866	127	693	98,237	142	34,59,823	186	32,25,804	171	...	2,34,019
15th ditto	Madras	861	1,52,111	177	831	1,55,050	187	41,94,183	178	42,76,788	189	82,605	..
15th ditto	South Indian	654	91,400	140	654	1,03,382	158	27,41,530	153	27,32,395	153	...	9,135
15th ditto	Great Indian Peninsula	1,497	4,48,298	299	1,496	5,66,856	379	1,96,03,875	477	2,00,49,237	491	4,45,362	...
15th ditto	Bombay, Baroda and Central India	461	1,75,286	380	461	1,85,000	401	71,12,855	563	62,25,815	495	...	8,87,040
	TOTAL	4,156	9,53,961	230	4,135	11,08,525	268	3,71,12,266	326	3,65,10,039	324	...	6,02,227
	State Lines worked by Guaranteed Companies.												
22nd Oct., 1887	East Indian	1,515	6,51,438	430	1,514	7,47,338	494	2,38,70,449	574	2,24,61,239	544	...	14,09,210
22nd ditto	Patna-Gya	57	6,674	117	57	7,985	140	2,96,739	190	2,59,906	167	...	136,833
22nd ditto	Dildarnagar-Ghazipur	12	480	40	12	784	65	26,384	80	24,554	75	...	1,830
22nd ditto	Sindia	75	6,382	85	75	9,139	122	1,87,933	91	2,20,286	108	32,353	...
15th ditto	Rajputana-Malwa(*a*)	1,664	2,65,625	160	1,664	2,65,000	159	95,04,987	208	78,51,716	173	...	16,53,271
22nd ditto	Bengal-Nagpur (late Nagpur-Chhattisgarh)	149	11,624	78	149	15,908	107	6,58,399	161	6,28,608	155	...	29,791
22nd ditto	Southern Mahratta(*b*)	315	24,703	78	764	62,254	81	9,10,405	105	16,59,803	87	7,49,398	...
22nd ditto	Indian Midland	42	1,732	41	42	2,446	58	57,360	50	70,110	61	12,750	...
22nd ditto	Lucknow-Sitapur-Sihramau	...	...	...	85	3,531	42	...	...	99,257	44	99,257	...
	Cuddapah-Nellore	...	...	...	83	3,037	37	...	...	(*c*)9,867	36	9,867	...
	TOTAL	3,829	9,68,658	253	4,445	11,17,422	251	3,55,12,656	338	3,32,85,346	284	...	22,27,310
	State Lines worked by Government.												
22nd Oct., 1887	Eastern Bengal(*d*)	606	1,61,143	266	645	2,51,152	389	39,98,176	241	44,48,836	253	4,50,660	...
15th ditto	Nalhati	27	1,039	38	27	1,404	55	44,259	60	49,457	67	5,198	...
15th ditto	Tirhoot	246	17,878	73	249	25,435	102	7,99,673	119	8,64,378	127	64,705	...
22nd ditto	Wardha Coal	45	9,058	201	45	12,820	285	3,35,775	272	3,49,596	285	13,821	...
15th ditto	Burma	327	53,441	163	327	48,949	150	11,33,445	126	14,60,021	104	3,26,576	...
24th Sep., 1887	Cherra-Companyganj	...	...	...	...	(*e*)	...	(*f*) 434	10	(*g*)948	5	514	...
29th Oct., 1887	North-Western (*h*)	1,885	4,16,717	221	2,433	3,83,733	158	1,33,67,251	259	1,06,72,883	180	...	26,94,368
15th ditto	Bareilly-Pilibheet	36	1,150	32	36	1,663	46	48,634	49	43,573	44	...	5,061
1st ditto	Jorhat	...	...	...	...	(*e*)	...	(*i*)19,538	28	(*j*)26,437	39	6,899	...
15th ditto	Bilaspur-Etawa (Kutni-Umaria Section)	...	...	...	37	1,597	43	...	...	38,803	38	38,803	...
	TOTAL	3,172	6,60,426	208	3,799	7,26,843	191	1,97,47,185	225	1,79,54,932	184	...	17,92,253
	GRAND TOTAL (GUARANTEED AND STATE)	11,157	25,83,045	231	12,379	29,52,790	239	9,23,72,107	301	8,77,50,317	265	...	46,21,790
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	4,55,54,425	148	(*k*)4,28,61,123	129	...	...
	NET RECEIPTS	...	...	...	...	...	...	4,68,17,682	153	4,48,89,194	136	...	19,28,488
	Assisted Companies.												
22nd Oct., 1887	Bengal Central	125	8,111	65	125	10,109	81	3,05,377	89	3,15,836	93	10,459	...
15th ditto	Rohilkhand-Kumaun	67	7,385	110	67	5,805	87	1,77,335	96	1,68,671	92	...	8,664
8th ditto	Dibru-Sadiya (late Assam)	78	5,867	75	78	7,722	99	1,81,979	85	2,23,910	105	41,931	...
22nd ditto	Bengal and North-Western	303	13,325	44	376	28,080	75	10,21,620	123	10,65,460	104	43,840	...
22nd ditto	Tarakessur	22	4,479	203	22	4,077	226	1,20,889	215	1,41,919	230	12,930	...
	TOTAL	595	39,167	66	668	56,693	85	18,16,200	111	19,15,796	105	99,596	...
	Native States.												
22nd Oct., 1887	Bhavnagar-Gondal	193	11,991	62	193	14,817	77	5,23,729	99	5,29,012	100	5,283	...
15th ditto	Jodhpore	64	4,566	71	124	5,500	44	1,02,183	58	1,74,010	51	71,827	...
15th ditto	His Highness the Nizam's	208	29,886	144	208	25,203	121	7,49,183	131	7,99,379	141	50,196	...
15th ditto	Mysore	140	21,084	151	140	9,482	68	2,51,639	66	2,80,900	73	29,261	...
8th ditto	Morvi	24	318	13	68	2,037	30	23,129	35	91,275	49	68,146	...
15th ditto	H. H. the Gaekwar's	59	2,248	38	59	2,710	46	84,845	52	80,131	50	...	4,714
15th ditto	H. H. the Gaekwar's Mehsana-Vadnagar	...	...	...	21	600	29	...	...	17,693	31	17,693	...
	TOTAL	688	70,093	102	813	60,349	74	17,34,708	92	19,72,400	89	2,37,692	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Total Receipts from 15th September to 8th October 1887.
(*d*) Includes the Northern Bengal, Kaunia-Dharlla, Dacca and Assam-Behar State Railways.
(*e*) Return not received.
(*f*) Total Receipts from 16th June to 25th September 1886.
(*g*) Total Receipts from 1st April to 24th September 1887.
(*h*) Includes the Amritsur-Pathankot and Rajpura-Patiala State Railways.
(*i*) Total Receipts from 1st April to 2nd October 1886.
(*j*) Total Receipts from 1st April to 1st October 1887.
(*k*) Calculated on percentage used for the corresponding period of 1886.

G. H. D. WALKER,
Under-Secretary.

FORT WILLIAM,
The 15th November, 1887.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXVIII OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 16th October, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 15th October, 1887. Total.	Per mile open.	Total Receipts from 1st April to 16th October, 1886. Total.	Per mile open per week.	Total Receipts from 1st April to 15th October, 1887. Total.	Per mile open per week.	Total Increase in 1887-88.	Total Decrease in 1887-88.
			£	£		£	£	£	£	£	£	£	£
	Lines worked by Guaranteed Companies.												
29th Oct., 1887	Oudh and Rohilkhand	683	95,682	140	693	96,263	139	35,55,505	184	33,31,442	170	...	2,24,063
29th ditto	Madras	861	1,50,926	175	831	1,49,273	180	43,45,109	178	44,33,445	189	88,336	...
29th ditto	South Indian	654	1,04,809	160	654	1,04,958	160	28,46,339	153	28,39,770	153	...	6,569
29th ditto	Great Indian Peninsula	1,497	4,79,753	320	1,496	6,51,596	436	2,00,83,628	472	2,07,09,382	489	6,25,754	...
29th ditto	Bombay, Baroda and Central India	461	2,00,672	435	461	1,92,000	416	73,13,527	558	64,12,893	492	...	9,00,634
	TOTAL	4,156	10,31,842	248	4,135	11,94,090	289	3,81,44,108	323	3,77,26,932	323	...	4,17,176
	State Lines worked by Guaranteed Companies.												
29th Oct., 1887	East Indian	1,515	6,81,116	450	1,514	8,27,217	546	2,45,51,565	570	2,32,88,456	542	...	12,63,109
29th ditto	Patna-Gya	57	7,110	125	57	8,274	145	3,03,849	188	2,68,180	166	...	35,669
29th ditto	Dildarnagar-Ghazipur	12	638	53	12	696	58	27,022	79	25,250	74	...	1,772
29th ditto	Sindia	75	8,247	110	75	8,421	112	1,96,180	92	2,28,707	108	32,527	...
29th ditto	Rajputana-Malwa (*a*)	1,664	2,82,789	170	1,664	2,84,000	171	97,87,776	207	81,44,907	173	...	16,42,869
29th ditto	Bengal-Nagpur (late Nagpur-Chattisgarh)	149	10,743	72	149	16,649	112	6,69,142	158	6,44,134	153	...	25,008
5th Nov., 1887	Southern Mahratta (*b*)	315	25,670	81	764	55,640	73	9,35,700	104	17,15,443	87	7,79,743	...
29th Oct., 1887	Indian Midland	42	2,598	67	42	4,303	102	60,158	50	74,413	63	14,255	...
5th Nov., 1887	Lucknow-Sitapur-Sihramau	...	...	...	85	3,332	39	...	...	1,02,857	44	1,02,857	...
22nd Oct., 1887	Cuddapah-Nellore	...	...	...	83	2,659	32	...	...	(*c*)12,644	18	12,644	...
	TOTAL	3,829	10,18,911	266	4,445	12,11,191	272	3,65,31,392	336	3,45,04,991	274	...	20,26,401
	State Lines worked by Government.												
22nd Oct., 1887	Eastern Bengal (*d*)	606	1,68,993	279	645	2,40,302	373	41,67,169	242	46,89,138	257	5,21,969	...
29th Oct., 1887	Nalhati	27	1,380	51	27	1,794	66	45,659	59	51,251	67	5,612	...
5th Nov., 1887	Tirhoot	246	23,602	96	249	26,767	107	8,23,275	118	8,92,443	127	69,168	...
29th Oct., 1887	Wardha Coal	45	8,145	181	45	14,903	331	3,43,920	269	3,64,046	286	20,126	...
29th ditto	Burma	327	69,718	213	327	50,481	154	12,03,163	129	15,14,561	164	3,11,398	...
24th Sep., 1887	Cherra-Companyganj	...	...	...	...	(*e*)	...	(*f*)434	10	(*g*)948	5	514	...
22nd Oct., 1887	North-Western	1,885	4,33,726	230	2,433	4,26,987	176	1,38,00,677	258	1,10,99,870	161	...	27,00,807
29th ditto	Bareilly-Pilibhit	36	1,260	35	36	1,761	49	49,894	50	45,357	45	...	4,537
1st ditto	Jorhat	...	...	...	...	(*e*)	...	(*h*)19,538	28	(*i*)26,437	39	6,899	...
29th ditto	Bilaspur-Etawa (Kutni-Umaria Section)	...	...	...	37	1,572	42	...	...	40,375	39	40,375	...
	TOTAL	3,172	7,06,824	223	3,799	7,64,567	201	2,04,53,709	227	1,87,24,426	174	...	17,29,283
	GRAND TOTAL (GUARANTEED AND STATE)	11,157	27,57,577	247	12,379	31,69,848	256	9,51,29,209	300	9,09,56,349	260	...	41,72,860
	GROSS ETIMATED EXPENSES	...	...	...	...	...	...	4,86,87,129	150	(*l*)4,65,51,459	133	...	...
	NET RECEIPTS	...	...	...	...	...	...	4,64,42,080	146	4,44,04,890	127	...	20,37,190
	Assisted Companies.												
22nd Oct., 1887	Bengal Central	125	8,249	66	125	10,494	84	3,13,626	90	3,26,330	93	12,704	...
29th ditto	Rohilkhand-Kumaun	67	4,970	74	67	7,855	117	1,81,305	97	1,76,303	94	...	6,002
8th ditto	Dibru-Sadiya (late Assam)	...	...	...	...	(*e*)	...	(*j*)1,81,979	85	(*k*)2,23,910	105	41,931	...
5th Nov., 1887	Bengal and North-Western	303	19,441	64	376	25,810	69	10,41,063	121	10,88,923	102	47,860	...
29th Oct., 1887	Tarakessur	22	4,543	204	22	4,651	209	1,34,432	216	1,46,570	235	12,138	...
	TOTAL	517	37,203	72	590	48,810	83	18,53,405	126	19,62,036	118	1,08,631	...
	Native States.												
29th Oct., 1887	Bhavnagar-Gondal	193	13,962	72	193	13,851	72	5,37,691	98	5,42,690	99	4,999	...
29th ditto	Jodhpore	64	3,930	61	124	5,600	45	1,06,113	58	1,79,385	51	73,272	...
29th ditto	His Highness the Nizam's	208	28,497	137	208	27,509	132	7,77,680	132	8,26,888	141	49,208	...
5th Nov., 1887	Mysore	140	9,947	71	140	5,409	39	2,61,514	66	2,86,309	72	24,795	...
8th Oct., 1887	Morvi	...	...	...	...	(*e*)	...	(*j*)23,129	35	(*k*)91,275	49	68,146	...
29th ditto	H. H. the Gaekwar's	59	2,575	44	59	2,720	46	87,420	52	83,093	50	...	4,327
29th ditto	H. H. the Gaekwar's Mehsanu-Vadnagar	...	...	...	21	600	29	...	...	18,694	31	18,694	...
	TOTAL	664	58,911	89	745	55,689	75	17,93,547	95	20,28,334	96	2,34,787	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Total receipts from 15th September to 15th October, 1887.
(*d*) Includes the Northern Bengal, Kaunia-Dharlla, Dacca and Assam-Behar State Railways.
(*e*) Return not received.
(*f*) Total receipts from 16th June to 25th September, 1886.
(*g*) Total receipts from 1st April to 24th September, 1887.
(*h*) Total receipts from 1st April to 2nd October, 1886.
(*i*) Total receipts from 1st April to 1st October, 1887.
(*j*) Total receipts from 1st April to 9th October, 1886.
(*k*) Total receipts from 1st April to 8th October, 1887.
(*l*) Calculated on percentage for the corresponding period of 1886.

G. H. D. WALKER,
Under-Secretary.

FORT WILLIAM,
The 17th November, 1887.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 1st HALF OF OCTOBER 1887, PUBLISHED IN PAGES 1515 AND 1539 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 12th NOVEMBER 1887.

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

1	2	3		4		5		6		7		8		9		10		11		12		13		14		15	
PROVINCES.	DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLUM (*Sorghum vulgare*).		BAJRA OR CUMBU (*Pennisetum typhoideum*).		MARUA OR RAGI (*Eleusine coracana*).		KANGNI OR KAKUN, ITALIAN MILLET (*Setaria italica*).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (*Cicer arietinum*).		MAIZE (*Zea Mays*).		ARHAR OR THUR CADJAN PEA (*Cajanus indicus*).		FIREWOOD.		SALT.	
		Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S Ch	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
BOM. BAY.	Haidarabad (Gidu Bunder)	11 8	12 8	14 8	20 8	8 0	13 8	13 8	19 8	19 8	19 7	17 8	18 8	...	...	12 0	55 0	13 8	12 8	...	...	...	...	140 0	160 0	13 0	13 0
H. A. DISTRICTS.	Secunderabad	11 11	10 14	...	...	6 13	6 13	11 4	10 14	19 7	19 7	20 1	27 0	...	...	...	...	14 13	14 7	...	...	11 4	11 8	115 0	115 0	9 13	10 0
	Bolarum	12 9	12 15	...	...	6 13½	6 13½	10 10	9 13	23 0	20 14	...	...	...	...	...	...	15 15	15 15	...	...	...	...	116 14	116 14	10 4	10 4
	Chadarghat	8 8	9 0	...	...	7 8	7 0	11 8	11 8	20 0	20 0	21 0	21 0	...	...	12 0	65 0	15 0	15 0	...	...	12 8	12 4	120 0	120 0	9 12	9 12
MYSORE.	Bangalore	10 8	10 8	11 8	11 0	9 8	9 8	11 0	11 0	27 0	24 0	...	...	37 0	36 0	...	...	12 4	12 4	...	...	18 0	17 10	84 0	84 0	11 0	11 4
	Kolar	...	...	10 0	11 0	13 0	11 0	15 0	14 0	...	...	...	...	40 0	40 0	...	...	12 0	12 0	...	...	16 0	...	144 0	144 0	11 0	11 0
	Tumkir	11 0	10 8	10 8	10 8	13 0	13 0	14 0	15 0	20 0	20 0	32 0	40 0	48 0	48 0	...	...	13 0	13 0	...	...	20 0	20 0	340 0	340 0	10 0	10 0
	Mysore	9 8	9 8	10 0	10 0	10 8	11 0	13 4	13 6	14 4	14 4	...	32 0	38 0	38 0	12 0	...	12 0	13 0	...	...	14 4	17 0	81 0	81 0	9 0	9 0
	Hassan	12 10	...	13 10	10 0	14 0	14 0	15 0	19 0	40 0	31 8	...	...	48 0	46 0	...	...	12 8	13 0	...	...	17 0	...	96 0	96 0	9 0	10 0
	Shimoga	12 10	...	12 0	12 0	18 0	18 0	19 0	19 0	48 0	40 0	30 0	30 0	52 14	46 0	55 0	65 0	16 13	14 0	...	...	...	...	480 0	480 0	9 7	11 0
	Kadur	10 0	10 0	12 0	13 0	11 0	11 0	14 0	14 0	48 0	40 0	30 0	30 0	46 0	46 0	...	...	14 0	14 0	...	...	12 0	12 0	320 0	320 0	11 0	9 0
	Chitaldroog	12 0	12 0	13 0	13 0	11 0	11 0	14 0	14 0	48 0	40 0	30 0	30 0	48 0	48 0	65 0	65 0	12 0	12 0	...	...	22 0	22 0	320 0	320 0	9 0	9 0

E. T. ATKINSON,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch.*)

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

WEEKLY REPORT ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS.

Madras.—*For week ending the 12th November 1887.*—Rainfall good throughout, especially in southern districts and on west coast; rather too heavy and continuous in parts; more wanted in part of Salem. Ploughing, sowing, weeding, and some harvesting progressing as usual. Crops damaged by heavy rain in small portions, and here and there by insects **Pasture sufficient except in parts of Tinnevelly and Madura. Prices slightly higher. General prospects favourable.**

Bombay.—*For week ending the 16th November 1887.*—More or less rain during the week throughout the Presidency Proper. Prospects of late crops generally improved by it, but the cotton crop in Kattiawar and Khandesh and the early crops in general in Khandesh, Nasik, Ratnagiri, and Belgaum somewhat damaged, and reaping retarded in parts of Colaba and Dharwar; standing crops otherwise good in the Presidency Proper, also good in Sind. Reaping of early and sowing of late crops still continue. Outturn of early crops expected to be 12 annas in the rupee in Kaira, from 12 to 14 annas in Thana, fair in Poona, Belgaum, and Sholapur, and good in Dharwar. Not reported from other districts.

Bengal.—*For week ending the 15th November 1887.*—Weather fine; no rain fell during the week. The late rice harvest has begun and promises to yield a good outturn, except in Chota Nagpur and parts of the Burdwan and Orissa divisions and the Gya district, where the crop had insufficient rain in September and October. Rain is wanted in Chota Nagpur for the *rabi* crops; elsewhere the sowing of these crops and of poppy is progressing favourably.

N.-W. Provinces and Oudh.—*For week ending the 16th November 1887.*—Weather has been clear in the north of the Province. Rain is now said to be wanted. The later *kharif* crops are being harvested and the outturn is satisfactory, though in Partabgarh some damage is reported for want of rain. The *rabi* and poppy sowings are progressing and in some districts have been completed, and are everywhere reported to be germinating well. **The prospects of the spring harvest are at present altogether satisfactory. The markets are sufficiently supplied. Prices, however, are generally somewhat high; they are stated to be rising in Allahabad, Cawnpore, Banda, Bareilly, and Saharanpur, and are falling in Gorakhpur, Lucknow, and Farukhabad.** The condition of agricultural stock is generally good. Fodder is plentiful.

Punjab.—*For week ending the 16th November 1887.*—No rain during the week. Harvesting of the *kharif* crop, except cotton and sugarcane, nearly completed. *Rabi* ploughings and sowings in progress. *Kharif* prospects and outturn are generally good everywhere, except in Delhi; *rabi* prospects good though rain is wanted in some districts. No serious damage to crops. Cattle are generally in good condition. There is a deficiency of grass in some parts of the Shahpur district. Prices are generally stationary, except in a few districts where there is a slight tendency to rise.

Central Provinces.—*For week ending the 16th November 1887.*—Some rain has fallen in Saugor, Seoni, Nimar and Nagpur, but the weather is now clear and cold. Slight damage has occurred to the autumn crops and winter sowings by the recent rain. Winter sowings are well advanced; prospects are generally favourable, but more rain is required. In Bilaspur the rice and other wet crops are being harvested.

Burma.—*For week ending the 16th November 1887.*—Reaping of early kinds of rice has commenced. Ploughing for dry weather crops in Upper Burma is progressing. The condition of agricultural stock is good. A little rain fell in one of the Irrawaddy Delta districts, and more in the south of Tenasserim, but none in other districts. In Lower Burma standing crops are generally in good condition, but on high lands rain is required. In Upper Burma the crop prospect along the Irrawaddy is fair; in the south-east districts it is bad as rain has been insufficient. The price of paddy in Lower Burma varies from ₹50 to ₹100 and in Upper Burma from ₹90 to ₹150 per 100 Government baskets, but very little paddy is changing hands.

Assam.—*For week ending the 16th November 1887.*—No rain except a slight fall in Cachar. Weather seasonable. Prospects of rice and pulses favourable. In Nowgong rice has suffered from drought. Sowing of mustard progressing. Potatoe crop in the Khasia Hills a failure. Tea manufacture over. No report received from Naga Hills and Garo Hills.

Mysore and Coorg.—*For week ending the 16th November 1887.*—Good rain is reported in Mysore, Kolar and in other parts of the Province. Crops are in good condition. Harvesting continues in parts, and the prospects of the season are on the whole favourable. Slight fall in prices in Mysore and Simoga.

The heavy rain in Coorg during the past week was unfavourable in places for the standing crops, but no serious harm has been done.

Berar and Hyderabad.—*For week ending the 16th November 1887.*—In Berar heavy rain is reported from Akola, where the *kharif* crops have slightly suffered in consequence. The *rabi* sowings have been nearly completed. In Amraoti the weather is cold. The *kharif* crops are in good condition and sowings for the *rabi* continue. Prices—*juari* 24 and wheat 15 seers per rupee.

No rain has fallen in Hyderabad during the week. Agricultural prospects are fair, and prices are stationary.

Central India.—*For week ending the 16th November 1887.*—Rain has fallen generally throughout Central India with the exception of Gwalior; fall injurious to grass, opium, and *jowari* crops. *Rabi* crops slightly damaged in parts, but progressing favourably in most parts of Central India. Fine weather now set in, and if continued crop prospects good. Prices rising slightly.

Rajputana.—*For week ending the 16th November 1887.*—Slight rain has fallen in a few places in Rajputana. The *rabi* sowings are proceeding everywhere and the prospects of the crops are generally fair. Prices are rising in Jhallawar, Jeypore and Ulwar, but elsewhere are generally stationary.

Nepal.—*For week ending the 10th November 1887.*—No rain. Weather clear and bright. Prospects fair.

E. C. BUCK,
Secretary to the Government of India.

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SUPPLEMENT TO

The Gazette of India.

No. 48.] CALCUTTA, SATURDAY, NOVEMBER 26, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

MEASURES ADOPTED FOR THE EXTERMINATION OF WILD ANIMALS AND POISONOUS SNAKES IN BRITISH INDIA DURING THE YEAR 1886.

No. $\frac{61}{2635-48}$

Extract from the Proceedings of the Government of India in the Home Department—(Public),—under date Calcutta, the 22nd November 1887.

READ Home Department Resolution No. 45—2014-25, dated 25th November 1886, reviewing the reports on the results of the measures adopted for exterminating wild animals and poisonous snakes in British India during the year 1885.

Read also the following letters from Local Governments and Administrations, submitting returns for the year 1886:—

From the Government of Madras, No. 835 A., dated 23rd August 1887, and enclosures.

From the Government of Bombay, No. 2463, dated 20th August 1887, and enclosure.

From the Government of Bengal, No. 152 J. D., dated 20th September 1887, and enclosure.

From the Government of the North-Western Provinces and Oudh, No. 700—III-201, dated 28th June 1887, and enclosures.

From the Government of the Punjab, No. 1454, dated 1st August 1887, and enclosure.

From the Chief Commissioner, Central Provinces, No. 1820—96, dated 12th April 1887, and enclosures.

From the Chief Commissioner, Burma, No. 283—56 N., dated 15th April 1887, and enclosures.

From the Chief Commissioner, Assam, No. 1102, dated 15th June 1887 and enclosure.

From the Chief Commissioner, Coorg, No. 644—4555, dated 18th April 1887, and enclosures.

From the Resident at Hyderabad, No. 179 G., dated 9th May 1887, and enclosures.

From the Chief Commissioner, Ajmere-Merwara, No. 201—165, dated 4th March 1887, and enclosure.

From the Resident in Mysore, No. 153—236, dated 15th January 1887, and enclosure.

RESOLUTION.

THE usual statement showing the loss of human and animal life caused by wild animals and venomous snakes, and the results of the measures adopted for the destruction of noxious animals and snakes during the year 1886, as compared with the previous year, is appended to this Resolution. The number of persons killed was 24,841, indicating an increase of 1,934 in the figures for the year 1885. The number of deaths from snake-bite rose from 20,142 to 22,134, while noxious animals destroyed 2,707 persons as compared with 2,765 in 1885. Tigers accounted for 928 deaths and wolves for 222, compared with 838 and 248, respectively, in the preceding year. Of the total mortality, no fewer than 18,805 cases occurred in the Lower Provinces of Bengal and in the North-Western Provinces and Oudh, and of this number 16,926 deaths were caused by snakes. Out of the 1,169 deaths caused by "other animals," 772 occurred in Bengal, 477 of these were caused by jackals and 198 by alligators. The mortality in the several Provinces does not vary much when compared with the figures of the preceding year, except in the North-Western Provinces and Oudh, where there was an increase in deaths from snake-bite of 1,499, which chiefly accounts for the somewhat large increase in the total mortality of the year. Some of the returns include deaths of persons gored by bulls, bitten by mad dogs and stung by scorpions or wasps. As remarked by the Government of Bombay, the intention of the Government of India is that only deaths caused by wild animals and poisonous snakes should be shown in these returns, and deaths caused by animals and insects such as those just referred to should in future be omitted.

2. There was a slight decrease in the total number of cattle killed. The figures under this head for the year under report and the preceding year were 57,541 and 59,029, respectively. These figures cannot accurately represent the mortality among cattle, and it is hopeless to expect a perfect record of such mortality. The Governor General in Council trusts, however, that efforts will be continued to secure as complete an approach to accuracy in the record as circumstances will admit of.

3. The decline in the number of wild animals destroyed is unsatisfactory. Under the heads of tigers, leopards and bears, the figures fell, respectively, from 1,855, 5,466 and 1,874 to 1,464, 4051 and 1,668. This decrease is chiefly due to a falling off in the number of these animals destroyed in Bengal and Madras. In Bengal the reason is said to be that the amount available for rewards was small, and that shikaris were not encouraged to kill and, in some instances, were not paid. The Lieutenant-Governor has instituted an enquiry in the matter, and it is

Statement showing the results of the measures adopted in British India with the view of exterminating wild animals and venomous snakes during the year 1886.

1	2									3							4																								5			6
	Number of persons killed by									Number of cattle killed by							Number of animals and snakes destroyed and amount of reward paid for their destruction.																								Licences issued under the Indian Arms Act, 1878, for the purposes of destruction of wild animals or protection of crops.			
Province.	Elephants.	Tigers.	Leopards.	Bears.	Wolves.	Hyænas.	Other animals.	Snakes.	Total number of persons killed.	Elephants.	Tigers.	Leopards.	Bears.	Wolves.	Hyænas.	Other animals.	Snakes.	Total number of cattle killed.	Elephants.	Amount of reward.	Tigers.	Amount of reward.	Leopards.	Amount of reward.	Bears.	Amount of reward.	Wolves.	Amount of reward.	Hyænas.	Amount of reward.	Other animals.	Amount of reward	Snakes.	Amount of reward.	Total number excluding snakes destroyed.	Total amount of reward including snakes.	Number of licenses granted during the year under report.	Number of licenses granted in previous years and still in force.	Total number of licenses in force during the year 1886.	Remarks.
																					Rs. As. P.		Rs. As. P.		Rs. As. P.		Rs. As. P.		Rs. As. P.		Rs. As. P.		Rs. As. P.		Rs. As. P.				
Madras { 1885	1	73	38	9	2	2	11	1,487	1,623	16	2,681	6,723	34	318	296	60	298	10,420	...	...	266	21,445 14 0	2,270	79,857 0 0	584	4,410 8 0	218	1,697 0 0	851	5,564 8 0	19	5 8 0	328	...	4,208	1,12,980 6 0	...	...	...	
1886	3	87	71	18	...	2	415	1,492	1,688	...	2,206	6,212	43	412	392	B70	719	10,054	1	...	209	18,170 0 0	1,455	53,359 0 0	342	2,661 0 0	689	4,185 0 0	603	4,190 8 0	20	4 8 0	255	...	3,319	82,570 0 0	2,811	4,509	7,320	7,836 sheep and goats killed by wild animals.
Bombay { 1885	...	12	10	...	2	2	82	1,145	1,253	...	901	516	1	1,137	147	65	79	2,849	...	...	122	1,719 0 0	209	1,782 0 0	34	282 0 0	487	1,398 0 0	168	712 0 0	1,451	33 8 0	283,579	6,270 12 9	2,471	12,197 4 9	...	...	...	
1886	...	8	8	1	10	1	C100	1,206	1,334	...	784	720	17	561	108	D59	59	2,311	...	...	97	1,386 0 0	217	1,851 0 0	15	168 0 0	426	1,478 0 0	153	568 0 0	1,083	33 3 3	266,921	6,527 6 1	1,991	12,011 9 4	2,349	4,018	6,367	
Bengal { 1885	22	510	149	57	57	13	903	10,112	11,823	11	4,751	5,156	11	851	773	359	311	12,223	...	...	674	9,674 8 0	1,198	4,468 8 0	288	605 4 0	711	3,518 0 0	492	921 12 0	2,589	867 6 0	53,995	9,738 14 0	5,932	29,794 4 0	...	...	...	
1886	19	589	75	48	75	17	E772	10,338	11,933	2	4,558	5,288	28	682	417	407	239	11,621	...	...	245	3,300 8 0	640	2,101 0 0	166	322 8 0	619	3,008 0 0	324	578 0 0	3,299	1,092 7 0	31,204	3,889 3 0	5,293	14,291 10 0	13,372	2,095	15,467	
North-Western Provinces and Oudh { 1885	3	23	10	6	173	1	104	5,039	5,359	..	2,015	4,765	295	1,377	192	510	163	9,317	...	...	83	782 8 0	458	2,279 8 0	442	1,200 8 0	2,516	6,822 8 0	277	523 0 0	41	78 0 0	27,347	3,263 8 9	3,817	14,949 8 9	...	...	...	
1886	18	12	5	8	123	...	F118	6,538	6,822	2	1,343	4,133	247	1,270	283	G1,159	230	8,667	1	...	74	700 0 0	420	2,017 8 0	643	1,717 8 0	3,150	9,245 12 0	234	417 8 0	23	71 0 0	26,636	3,299 12 0	4,545	17,469 0 0	14,275	13,611*	27,886	* These figures are only for the year 1885. The information for earlier years is not given.
Punjab { 1885	...	...	1	1	3	1	30	686	722	...	362	788	24	349	15	22	40	1,600	...	...	12	105 0 0	198	1,142 8 0	39	33 0 0	1,768	5,299 8 0	3	...	23	...	47,576	4,732 11 3	2,043	11,312 11 3	2,016	10,269	12,285	
1886	...	1	3	1	5	2	44	928	984	...	13	1,073	368	500	19	260	659	2,892	...	...	4	34 0 0	174	1,045 8 0	42	...	1,562	4,899 14 0	...	...	17	5 0 0	85,715	10,506 11 3	1,799	16,491 1 3	2,346	9,258	11,604	
Central Provinces { 1885	...	110	19	10	5	7	69	1,066	1,286	...	2,080	1,313	5	98	55	359	45	3,955	...	...	221	10,440 0 0	546	5,045 0 0	264	1,180 0 0	468	1,962 0 0	334	638 0 0	...	...	1,997	802 7 3	1,888	20,067 7 3	...	...	...	
1885	...	133	21	16	6	2	62	869	1,109	...	2,345	1,329	1	40	45	236	32	4,023	...	...	253	11,880 0 0	562	5,245 0 0	172	812 0 0	208	911 0 0	283	543 8 0	...	...	2,070	719 2 6	1,478	20,110 10 6	1,570	8,102	9,672	
Burma { 1885	...	10	1	1	...	...	10	181	203	...	593	410	5	...	...	75	294	1,377	...	...	83	2,650 0 0	124	2,115 0 0	128	1,198 0 0	...	...	...	...	504	2,872 12 0	3,118	...	839	8,835 12 0	...	...	...	
1886	2	14	2	1	...	...	H4	182	205	...	687	141	4	11	...	53	238	1,134	...	...	121	3,489 0 0	148	1,588 0 0	188	1,468 0 0	1	...	...	...	609	4,626 8 0	2,097	3 0 0	1,067	11,174 8 0	793	3,434	4,227	
Assam { 1885	25	97	11	13	...	...	42	178	366	...	11,038	1,168	...	1,053	579	293	56	14,187	...	...	347	7,041 8 0	300	1,402 8 0	92	665 0 0	1	...	1	2 8 0	320	5 0 0	582	23 0 0	1,061	9,139 8 0	...	...	...	
1886	15	81	4	19	...	...	I43	254	421	...	11,085	2,671	47	...	...	K260	208	14,271	5	Rs. 300	436	8,710 4 0	308	1,452 8 0	96	619 8 0	...	...	...	...	573	3 8 0	777	26 3 0	1,418	11,111 15 0	59	746	805	
Coorg { 1885	...	...	...	...	...	...	...	...	...	133	225	...	...	...	...	...	...	358	...	...	9	400 0 0	29	571 0 0	...	...	...	...	...	...	...	...	41	10 4 0	38	981 4 0	...	...	...	
1886	...	...	...	...	...	...	...	...	...	...	398	165	...	8	...	114	...	685	...	...	4	200 0 0	32	725 0 0	...	...	...	...	...	...	...	...	46	11 8 0	36	936 8 0	3	...	3	
Hyderabad Assigned Districts { 1885	...	3	5	2	5	...	6	206	227	...	274	540	5	1,157	73	36	192	2,277	...	...	34	537 8 0	128	1,665 0 0	3	11 0 0	109	538 8 0	108	535 8 0	...	...	774	127 0 0	328	3,414 8 0	...	...	...	
1886	...	3	5	1	3	...	L3	214	229	...	327	445	3	749	47	M12	130	1,713	...	...	17	330 0 0	94	1,245 0 0	3	15 0 0	70	411 0 0	53	255 0 0	15	5 8 0	496	88 10 0	252	2,350 2 0	1,087	2,471	3,508	
Ajmere and Merwarra { 1885	...	...	...	...	1	...	...	42	43		41	125	...	295	...	...	5	466	...	...	4	4 0 0	6	10 0 0	...	...	...	...	4	3 0 0	...	...	106	...	14	17 0 0	...	...	...	
1886	...	...	...	...	...	...	N3	63	66	...	23	98	...	29	1	N14	...	165	...	...	4	5 0 0	1	3 0 0	1	...	...	...	...	...	6	0 10 0	849	30 0 0	12	38 10 0	...	...	...	
Bangalore { 1885	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,032	192 13 0	631	244 0 0	1,032	436 13 0	...	...	...	
1886	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,207	191 2 0	730	259 2 0	1,207	450 4 0	...	...	...	
Total for 1885	51	838	244	99	248	26	1,259	20,142	22,907	154	24,964	21,504	380	6,635	2,130	1,779	1,483	59,029	...	...	1,855	54,799 14 0	5,466	1,00,338 0 0	1,874	9,585 4 0	6,278	21,235 8 0	2,238	8,900 4 0	5,959	4,054 15 0	420,044	25,212 10 0	23,670	2,24,126 7 0	...	...	...	
Total for 1886	57	928	194	113	222	24	1,169	22,134	24,841	4	23,769	22,275	758	4,263	1,312	2,644	2,514	57,541	7	300	1,464	48,204 12 0	4,051	70,632 8 0	1,668	7,783 8 0	6,725	24,138 10 0	1,650	6,552 8 0	6,852	5,033 6 3	417,596	25,360 9 10	22,417	1,89,005 14 1	38,615	48,244	86,859	

A.—By wild boars . . . 2
„ bisons . . . 3
„ wild hogs . . . 2
„ mad jackals . . . 5
„ alligators . . . 2
Not stated . . . 1
16

B.—By wild boars . . 2
„ crocodiles . . .
„ jackals . . . 64
Not stated . . . 1
70

C.—By scorpions 9
„ mad dogs 8
„ mad camel 1
„ mad jackals 7
„ jackals 4
„ wild hog 1
„ stray dogs 4
„ bulls . . . . .
Not stated 64
100

D.—By wild pigs 12
„ stray dogs 1
„ mad jackals 37
Not stated 9
59

E.—By bear 1
„ jackals 477
„ buffaloes 11
„ alligators 199
„ wild boars 18
„ boars 5
„ mad dogs 14
„ crocodiles 18
„ shark 1
„ mole 1
„ ox 1
„ pigs 17
„ scorpions 4
„ wasp 1
„ kalas 3
Not stated 8
772

F.—By jackals . . . 67
„ wild bears . . 8
„ crocodiles . . 17
„ wild cats . . 2
„ nilgai . . 1
„ panther . . 1
Not stated . . 22
118

G.—By jackals . . . 8
„ crocodiles . . . 14
„ wild dogs . . . 31
„ panthers . . . 3
Not stated . . . 1,103
1,159

H.—By wild boar 1
„ alligators 2
Not stated 1
4

J.—By wild boars 12
„ boars 6
„ buffaloes 16
„ [illegible] 9
Not stated 3
46

K.—By wild dogs 159
„ jackals 47
„ buffaloes 6
„ black leopards . . . 7
„ wild boars 26
Not stated 15
260

L.—By wild boars 2
Not stated 1
3

M.—By wild dogs 4
„ wild cat 1
„ wild boars 6
Not stated 1
12

N.—By [illegible]

hoped that more energetic measures will be adopted in Bengal, as well as in other Provinces, for a systematic destruction of these animals. There was a falling off in the number of snakes killed from 420,044 to 417,596. As in previous years, the Provinces in which snakes were largely destroyed are Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab. The decline is due to a large decrease* in the number of snakes destroyed during the year in Bengal, the cause assigned being the same as that alleged for the falling off in the number of wild animals killed, namely, the small amount available for the payment of rewards. This matter is also being enquired into by the Local Government. In the Hyderabad Assigned Districts the system of granting rewards for the destruction of snakes, which was in force only in Municipal towns, has been extended to towns with dispensaries, and rewards are now paid on the authority of certificates granted by Hospital Assistants—a measure which the Resident believes will act as an inducement towards the destruction of snakes.

* 1885	. . . .	53,995
1886	. . . .	31,204
	Decrease .	22,791

4. The total amount paid in rewards for the destruction of wild animals and venomous snakes was Rs. 1,89,006 against Rs. 2,24,126 in the year 1885. Of the former amount Rs. 25,360 were paid for the destruction of snakes.

5. The returns show that over 86,000 licenses under the Indian Arms Act were current during the year either for the protection of crops or for the destruction of wild animals. The figures from some Provinces do not appear to be very reliable, and His Excellency in Council trusts that Local Governments will in future furnish this information as completely as possible in the tabular form given in the three columns under heading 5 in the Statement appended to this Resolution. The Rules under the Arms Act permit of licenses to possess and carry arms for the protection of crops and for the destruction of wild animals being freely granted without payment of any fee; but though so large a number of guns were licensed, rewards were claimed and given for the destruction of only 22,417 wild animals.

ORDER.—Ordered that this Resolution, with the appended table, be forwarded to Local Governments and Administrations for information and guidance, and that it be published in the Supplement to the *Gazette of India*.

Also that a copy be communicated to the Foreign Department for information.

(True Extract.)

A. P. MACDONNELL,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first seven months of the official year 1887-88, and of the sixteen preceding years.

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE SEVEN MONTHS, APRIL TO OCTOBER.																											
	BENGAL.			BOMBAY.			SINDH.			MADRAS.			BURMA.			TOTAL BRITISH INDIA.			YEAR.									
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.									
1871-72	5,80	41,51	11,68	58,99	4,21	23,72	2,19	30,12	73	4	97	2,41	2,01	7,31	8,29	17,61	90	2,39	10,72	14,01	13,65	75,64	89,29	33,85	1,23,14	1871-72.			
1872-73	7,16	42,07	12,77	62,00	3,19	23,87	1,80	28,86	65	65	1,29	2,59	2,26	6,86	6,55	15,67	1,82	2,71	19,53	24,06	15,08	76,16	91,24	41,94	1,33,18	1872-73.			
1873-74	5,84	40,14	9,35	55,33	3,46	23,11	1,78	28,35	71	46	66	1,83	2,07	7,87	8,06	18,00	1,95	2,78	15,46	20,19	14,03	74,36	88,39	35,31	1,23,70	1873-74.			
1874-75	6,68	45,52	6,83	59,03	3,88	26,13	1,94	31,95	66	38	76	1,80	2,01	7,95	7,83	17,79	2,28	3,75	10,24	16,27	15,51	83,73	99,24	27,60	1,26,84	1874-75.			
1875-76	6,92	43,56	8,11	58,59	3,90	22,60	3,45	29,95	73	54	92	2,19	2,37	8,33	7,68	18,38	2,18	2,78	18,51	23,47	16,10	77,81	93,91	38,67	1,32,58	1875-76.			
1876-77	7,23	37,99	7,41	52,63	4,57	22,10	58	27,25	90	42	13	1,45	3,20	7,42	5,02	15,64	2,59	3,04	13,00	18,63	18,49	70,97	89,46	26,14	1,15,60	1876-77.			
1877-78	8,46	47,56	8,64	64,66	4,89	25,79	52	31,20	1,19	49	22	1,90	3,07	4,63	1,14	8,84	2,81	3,33	9,65	15,79	20,42	81,80	1,02,22	20,17	1,22,39	1877-78.			
1878-79	7,45	38,84	7,75	54,04	4,78	23,32	1,25	29,35	1,03	32	11	1,46	3,29	5,48	2,50	11,27	4,02	3,95	14,44	22,41	20,57	71,91	92,48	26,05	1,18,53	1878-79.			
1879-80	6,68	35,70	5,23	47,61	5,19	19,68	1,02	25,89	1,79	45	11	2,35	3,11	5,34	3,70	12,15	3,96	3,60	17,39	24,95	20,73	64,77	85,50	27,45	1,12,95	1879-80.			
1880-81	7,52	34,66	6,51	48,69	4,89	28,25	1,03	34,17	2,60	64	13	3,37	2,82	6,14	5,21	14,17	2,68	4,53	19,36	26,57	20,51	74,22	94,73	32,24	1,26,97	1880-81.			
1881-82	7,50	33,69	8,80	48,99	5,89	25,50	85	32,24	2,24	71	17	3,12	2,78	5,69	3,38	11,85	3,93	4,42	22,92	31,27	22,34	69,01	91,35	36,12	1,27,47	1881-82.			
1882-83	8,02	2	8,84	16,88	5,83	-1,05*	78	5,56	2,03	4	31	2,38	3,18	1	2,41	5,60	4,67	5	28,37	33,09	23,73	-93*	22,80	40,71	63,51	1882-83.			
1883-84	7,83	10	10,20	18,13	6,08	21	69	6,98	2,05	2	27	2,34	2,88	7	3,10	6,05	4,56	10	20,30	24,96	23,40	50	23,90	34,56	58,46	1883-84.			
1884-85	6,90*	20	5,78	12,88	5,69	22	95	6,86	2,21	3	28	2,53	2,70	1	3,47	6,18	4,43	6	15,68	19,57	21,93	52	22,45	25,56	48,01	1884-85.			
1885-86	7,46	14	7,17	14,77	6,69	27	53	7,49	2,48	3	39	2,90	2,77	5	2,17	4,99	3,66	4	23,83	27,53	23,06	53	23,59	34,09	57,68	1885-86.			
1886-87	7,22	25	5,96	13,43	6,69	32	64	7,65	2,65	7	53	3,45	3,45	10	3,25	6,80	5,05	10	19,68	24,83	25,06	84	25,90	30,06	55,96	1886-87.			
1887-88	6,80	29	7,76	14,85	8,22	26	90	9,38	2,85	4	44	3,33	5,60	4	2,80	8,44	5,25	1	21,05	26,31	28,72	64	29,36	32,95	62,31	1887-88.			

* The amount refunded is greater than the duty collected.

E. T. ATKINSON,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 23rd November 1887.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF OCTOBER 1887.

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Provinces.	Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum (*Sorghum vulgare*). Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). Past fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or Thúr Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar or Thúr Cadjan Pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras.	Ganjam	9 11	10 5	...	...	14 10	14 10	15 8	15 8	...	...	...	...	32 3	29 5	...	...	...	...	...	...	...	...	215 13	215 13	13 13	13 13
	Vizagapatam	12 0	12 0	...	...	9 0	9 0	10 3	10 3	20 8	20 8	23 13	25 11	24 3	22 3	...	...	...	...	...	...	...	...	243 0	243 0	12 8	12 8
	Godavery	9 14	9 14	...	...	13 14	13 14	15 0	15 0	19 3	19 3	24 10	24 10	21 13	21 13	...	...	...	...	...	...	...	...	93 5	93 5	11 11	11 11
	Kistna	9 6	9 14	...	...	14 13	15 14	15 6	16 8	19 0	20 8	...	...	24 13	24 5	...	...	...	...	...	...	...	...	145 13	145 13	16 3	16 3
	Nellore	9 8	9 8	...	...	12 14	12 14	15 0	15 0	24 0	25 0	20 14	...	29 2	29 2	...	...	...	...	...	...	...	...	93 5	93 5	13 8	14 5
	Cuddapah	11 13	11 13	...	...	13 3	13 3	14 14	14 14	26 14	25 5	26 2	...	30 0	28 8	...	...	...	...	...	...	...	...	140 0	140 0	14 6	14 6
	Anantapur	10 10	10 10	...	...	12 13	12 13	15 2	15 2	33 0	53 0	22 10	22 10	34 0	34 0	...	...	...	...	...	...	...	...	77 13	77 13	13 2	13 2
	Bellary	13 6	13 14	...	...	12 5	12 5	13 8	13 8	30 0	30 0	25 6	25 6	35 14	34 0	...	...	...	...	...	...	...	...	97 3	97 3	13 11	13 11
	Kurnool	11 6	10 13	...	...	12 13	12 2	13 10	12 14	32 14	31 8	30 0	27 8	...	...	...	...	...	...	...	...	...	...	114 6	114 6	13 3	12 5
	Madras	10 10	10 10	...	...	11 3	11 3	13 0	13 0	23 0	23 0	23 6	23 2	28 6	28 2	...	...	...	...	...	...	...	...	86 5	86 5	14 10	14 10
	Chingleput	...	...	...	...	12 0	14 5	14 0	15 2	...	...	19 2	21 2	27 6	26 11	...	...	...	...	...	...	...	...	106 14	106 14	14 0	14 0
	North Arcot	8 13	8 13	...	...	11 3	11 3	14 2	14 2	...	...	...	...	37 10	37 10	...	...	...	...	...	...	...	...	194 6	194 6	13 5	13 5
	South Arcot	9 0	9 0	...	...	14 6	14 6	14 14	15 13	23 8	23 8	30 13	32 5	27 0	27 0	...	...	...	...	...	...	...	...	201 11	201 11	14 6	14 6
	Tanjore	9 10	10 5	...	...	14 2	14 8	16 11	16 11	...	...	30 8	29 0	31 11	31 11	...	...	...	...	...	...	...	...	166 3	166 3	14 11	14 11
	Trichinopoly	...	...	...	...	11 14	12 3	13 2	13 2	...	...	26 0	26 0	26 3	26 3	...	...	...	...	...	...	...	...	232 13	232 13	14 10	14 10
	Madura	10 8	10 8	...	...	12 3	13 0	12 11	13 8	23 8	22 11	23 8	23 8	24 13	27 14	...	...	...	...	...	...	...	...	126 6	136 0	15 6	15 6
	Tinnevelly	9 10	9 14	...	...	11 2	11 2	12 13	12 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	70 0	70 0	16 8	16 2
	Coimbatore	10 11	12 5	...	...	13 8	13 8	14 8	14 8	22 10	22 10	22 5	23 14	27 14	26 3	...	...	...	...	...	...	...	...	121 8	97 3	13 11	13 11
	Nilgiris	10 11	10 11	...	...	9 10	10 6	12 0	12 0	19 5	19 5	18 3	19 13	21 10	21 10	...	...	...	...	...	...	...	...	161 13	161 13	10 2	10 2
	Salem	10 11	11 14	...	...	13 2	13 10	14 10	15 0	28 3	27 5	26 3	29 8	34 3	27 6	...	...	...	...	...	...	...	...	186 10	186 10	14 10	14 10
	South Canara	8 2	8 2	...	...	13 10	13 10	14 13	16 0	...	...	...	...	25 0	25 0	...	...	...	...	...	...	...	...	128 13	128 13	16 3	16 3
	Malabar	8 10	8 10	...	...	13 6	13 13	13 13	14 10	...	...	...	...	23 6	23 6	...	...	...	...	...	...	...	...	155 8	155 8	13 8	14 6
Bombay.	Bombay	10 0	10 3	14 9	14 9	7 6	7 7	10 13	10 13	16 6	17 0	13 9	13 8	14 12	14 12	14 6	14 6	14 10	14 4	18 5	18 5	9 0	8 13	67 1	67 1	12 9	12 9
	Daskrohi	9 0	11 0	20 0	20 0	6 8	6 8	11 0	11 0	13 0	13 0	14 0	15 0	...	...	20 0	20 0	12 8	16 0	...	...	10 0	10 0	80 0	80 0	16 8	16 8
	Kaira	9 2	10 0	16 0	18 13	8 14	8 14	11 7	10 0	20 0	17 12	14 8	14 8	20 0	20 0	...	...	13 5	12 13	...	...	11 10	10 0	80 0	80 0	16 0	16 0
	Surat	11 0	11 0	14 0	14 0	8 0	8 0	10 0	10 0	14 8	14 8	14 0	14 0	...	...	...	...	14 0	1 0	...	...	10 0	10 0	80 0	80 0	16 0	16 0
	Broach	12 6	12 0	...	...	8 0	8 0	11 0	11 0	17 0	16 0	14 0	14 0	...	...	...	...	13 0	12 0	...	...	13 0	11 0	120 0	120 0	14 2½	14 2½
	Tanna (Salsette)	9 12	9 12	...	...	8 3	8 3	10 0	10 0	16 13	16 13	14 0	14 6	...	...	...	...	12 5	12 5	...	...	8 0	8 0	71 2	71 2	15 4	15 4
	Colába (Alibag)	...	...	...	...	...	...	11 4	11 4	...	...	...	...	...	...	...	...	...	...	...	...	8 2	8 2	90 0	90 0	13 1	13 1
	Khandesh (Dhulia)	13 8	13 8	...	...	7 8	7 8	9 6	9 6	20 10	20 10	16 12	16 12	...	...	14 8	14 8	15 3	13 4	...	...	10 8	10 8	106 0	100 0	13 2	12 4
	Násik	12 6	11 4	...	...	10 8	10 8	12 0	12 0	...	...	17 14	17 14	20 0	21 0	...	...	16 8	16 0	...	...	10 8	10 8	106 8	106 8	15 0	15 0
	Ahmedanagar	12 6	12 8	...	...	8 1	8 8	9 1	9 8	25 6	25 2	18 13	17 11	...	...	...	...	19 7	18 13	...	...	15 4	16 3	88 4	88 4	14 2	14 4
	Poona (City)	11 8	11 8	9 0	9 0	8 9	8 9	9 13	9 13	21 12	21 12	17 4	18 6	16 6	16 6	...	...	16 2	17 4	...	...	13 8	13 8	60 13	60 13	13 6	13 6
	Sholápur	14 4	13 9	18 15	18 4	10 0	10 7	10 14	11 5	24 9	24 9	22 15	22 1	...	...	20 5	20 5	20 15	20 1	...	...	17 5	15 2	80 0	80 0	13 0	13 0
	Bijapur	15 6	15 6	13 2	13 2	7 1	7 1	10 1	10 3	27 0	27 0	22 15	22 15	...	...	...	...	18 11	18 11	...	...	18 9	19 6	80 0	80 0	11 4	11 4
	Satara	10 11	10 12	...	...	8 3	8 4	10 0	10 0	18 10	20 0	15 8	18 2	...	...	...	...	18 3	17 10	...	...	16 8	15 14	93 3	93 3	13 13	13 15
	Belgaum	14 4	14 0	...	...	10 8	10 4	11 0	10 8	24 0	24 0	23 0	22 0	32 0	32 0	22 0	...	16 0	16 0	...	...	16 0	15 8	64 0	64 0	13 0	13 0
	Dharwar (Hubli)	15 0	15 0	...	...	10 0	10 0	11 0	11 0	25 0	25 0	23 0	23 0	38 0	38 0	...	...	19 0	19 0	...	...	12 0	12 0	80 0	80 0	9 0	9 0
	Ratnágiri	8 9	8 9	...	...	9 16	9 12	12 0	10 9	18 3	18 3	14 11	14 11	16 7	16 7	...	...	14 0	14 0	...	...	10 14	10 14	120 0	120 0	12 15	12 15
	Karwar	10 10½	10 0	...	...	7 0	7 0	12 8	12 0	20 0	19 0	...	...	23 0	23 0	12 8	12 0	12 8	13 0	...	...	11 8	11 8	213 5½	213 5½	12 8	12 0
	Panch Mahals (Godhra)	9 0	8 7	...	...	8 0	8 0	11 4	11 4	...	...	11 4	12 0	20 0	...	...	...	13 0½	12 3	20 0	19 0	10 8	10 5	160 0	160 0	16 0	15 7
	Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	11 3	11 3	10 3	10 3	...	...	...	...	11 3	11 3	...	...	5 9	5 9	65 5	65 5	32 0	32 0
	Asirgarh Cantonment	13 14	13 8	...	...	9 0	9 0	10 14	10 8	18 0	18 0	19 0	19 0	...	...	19 0	19 0	15 0	15 5	...	...	10 0	10 0	160 0	160 0	11 0	11 0
	Baroda Camp (Sadar Bazar)	9 2	9 2	11 3½	14 4½	6 15	6 15	9 2	9 2	13 11	13 11	13 2½	13 2½	15 0	16 0	...	...	12 0	12 0	...	...	11 3½	10 13½	80 0	80 0	13 2½	13 2½
	Disa Cantonment	10 10	10 10	...	...	6 12	6 12	9 0	9 0	15 10	15 10	16 0	14 15	...	...	...	...	15 12	13 7	...	...	9 12	9 12	150 0	150 0	14 0	14 0
	Nimach Cantonment	11 14	12 10	15 8	14 4	8 0	8 0	10 0	10 0	21 0	22 0	13 6	15 0	...	...	...	...	17 7	17 4	20 12	24 4	12 5	13 0	160 0	160 0	14 0	14 0
	Nasirabad Cantonment	11 15	13 0	16 9	18 0	7 0	7 0	8 0	8 0	19 0	20 0	13 13	15 0	...	...	10 0	10 0	18 4	18 8	14 10½	18 0	12 8	12 8	90 0	90 0	15 8	15 8
	Rajkot Station	12 0	11 12	...	...	6 8	6 8	9 0	9 0	14 0	14 0	11 14	11 12	...	...	...	...	12 4	12 0	...	...	7 8	7 8	80 0	80 0	40 0	40 0
	Upper Sind Frontier	13 0	12 8	17 0	16 0	10 0	10 0	15 0	15 0	26 0	25 0	20 0	20 0	...	...	...	...	15 0	14 12	...	...	13 5	13 5	160 0	160 0	12 8*	12 8*
	Karachi	11 0	11 8	14 0	16 0	8 0	8 0	14 0	14 0	18 0	16 0	13 0	15 8	†	†	†	†	14 0	14 8	14 8	14 0	8 0	8 0	90 0	90 0	16 0	16 0
	Haidarabad (Gidu Bunder)	11 8	11 8	14 8	14 8	8 8	8 8	13 8	13 8	17 8	19 8	17 8	17 8	...	...	...	...	12 8	13 8	...	...	...	...	140 0	140 0	13 0	13 0
	Shikarpur	11 13	12 0	14 5	15 0	10 0	10 0	12 1	12 13	20 9	20 0	20 2	21 0	...	...	...	...	14 1	14 0	...	...	10 0	10 0	166 0	160 0	14 0	14 0
	Sukkur	13 12	15 8	18 0	18 0	11 0	10 0	14 8	15 8	22 0	23 0	20 0	20 0	...	...	...	...	16 8	17 0	...	...	12 0	12 8	120 0	120 0	14 8	15 0
	Thar & Parkar (Umarkot)	13 0	13 0	...	...	...	...	15 0	15 0	...	...	18 2½	18 0	...	...	...	...	...	...	...	...	...	...	160 0	160 0	14 12½	14 2½
	Western Districts.																										
	Burdwan	16 0	16 2	§	§	15 0	16 14	21 0	21 12	...	...	...	...	...	...	...	...	23 8	25 8	§	§	27 0	27 0	120 0	120 0	13 12a	13 12
	Bankoora	15 8	15 0	20 0	20 0	17 0	16 0	20 5⅝	18 9½	...	...	...	...	...	...	...	...	19 8	19 8	36 0	35 0	19 0	19 0	320 0	320 0	12 0b	12 0
	Beerbhoom	16 8	16 8	...	...	16 8	16 8	22 8	22 8	...	...	...	...	...	...	...	...	25 0	26 4	...	...	15 0	15 4	160 0	160 0	12 12c	12 0
	Midnapore	15 0	15 0	...	...	18 0	18 0	24 0	22 0	...	...	...	...	...	...	...	...	18 0	15 0	...	...	13 0	13 0	120 0	120 0	13 0d	13 0
	Hooghly	14 0	14 0	...	...	10 0	10 0	16 0	16 0	...	...	...	...	...	...	...	...	21 0	21 0	...	...	13 0	13 0	120 0	120 0	13 0e	13 0
	Howrah	15 0	‡	...	...	13 2	13 0	18 8	17 12	...	...	...	...	...	...	...	...	22 0	22 12	...	...	14 0	14 4	100 0	100 0	12 13	12 13
	Central Districts.																										
	Calcutta	14 4	15 4	20 0	21 8	8 12	8 14	20 0	16 14	15 0	16 6	13 0	13 0	...	...	13 0	14 10	20 0	20 4	24 0	20 14	17 4	17 4	80 0	80 0	13 4	13 4
	24-Pergunnahs	13 4	13 4	26 8	26 8	8 0	8 0	16 13	16 13	...	...	...	...	...	...	...	20 0	12 4	22 8	20 0	...	17 8	17 8	90 0	90 0	12 4f	12 8
	Nuddea	16 6	16 6	36 0	36 0	14 10	16 0	18 8½	20 8	...	...	...	...	...	...	...	...	26 10	28 0	...	...	17 12	20 0	...	...	11 10½g	11 10½
	Khoolna	...	...	...	...	18 0	19 0	21 0	22 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	10 8h	10 8
	Jessore	11 6	12 8	...	...	16 0	16 4	23 0	23 0	...	...	...	...	...	...	...	...	26 0	26 8‖	...	...	20 0	20 0	100 0	100 0	10 12i	10 12
	Moorshedabad	16 12	16 12	...	...	13 4	13 4	22 0	22 0	...	...	...	...	...	...	...	...	30 0	30 0	...	...	20 0	20 0	190 0	190 0	12 0	12 0
	Dinagepore	16 0	15 4	23 0	24 0	18 0	16 0	23 0	23 0	...	...	...	...	...	...	...	...	24 8	25 0	...	...	...	...	160 0	160 0	12 8	12 8
	Rajshahye	18 0	17 4	45 0	45 0	16 8	16 10	20 10	20 4	...	...	...	...	...	...	...	...	28 2	28 2	...	...	17 4	16 6	240 0	240 0	12 0j	12 0
	Rungpore	17 12	18 12	...	...	14 4	14 8	20 0	20 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	8 10	8 10	120 0	120 0	12 4k	10 5
	Bogra	12 0	15 0	...	...	18 0	16 14	24 0	25 8	...	...	...	...	...	...	...	...	21 12	20 10	...	...	...	...	90 0	90 0	12 0	12 0
	Pubna	18 0	18 0	...	...	8 0	8 0	22 8	22 8	...	...	...	...	...	...	...	...	27 0	27 12	...	...	18 0	18 12	200 0	200 0	12 0	12 0
	Darjeeling	9 0	...	13 0	13 0	6 0	5 0	14 0	12 0	...	...	...	...	16 0	12 0	...	...	11 0	11 0	24 0	24 0	8 0	8 0	120 0	120 0	9 0l	9 0
	Jalpálguri	12 0	12 0	16 0	16 0	13 0	13 0	20 0	20 0	...	...	...	...	...	...	...	...	20 0	20 0	25 0	25 0	11 0	11 0	128 0	128 0	12 0m	12 0
	Eastern Districts.																										
	Dacca	16 0	16 0	26 0	26 0	17 0	17 0	20 0	20 0	...	...	...	...	...	...	...	...	19 0	19 0	...	...	18 8	18 8	120 0	120 0	12 8n	12 8
	Fureedpore	14 0	14 0	24 0	24 0	18 0	19 0	24 0	22 0	...	...	...	...	...	...	...	...	22 0	22 0	...	...	20 0	20 0	160 0	160 0	12 0o	12 0
	Backergunge	...	...	...	...	17 0	17 0	20 0	20 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	13 0	12 0	120 0	120 0	12 8p	12 8
	Mymensingh	13 4	13 0	...	...	13 0	13 4	20 0	18 0	...	...	...	...	...	...	...	...	18 0	19 0	...	...	20 0	20 0	...	...	12 0q	12 4
	Chittagong	14 0	14 0	...	...	14 8	13 8	22 0	21 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	75 0	75 0	11 0r	19 0
	Noakholly	...	...	...	...	20 0	19 0	22 0	21 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	...	...	10 0	10 0
	Tipperah	13 5	13 4	...	...	15 8	18 13	26 3	22 1	...	...	...	...	...	...	...	...	18 0	18 0	...	...	9 10	10 2½	...	...	12 0s	12 0
	Chittagong Hill Tracts	...	...	...	...	13 13	12 4	14 8½	13 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
	Hill Tipperah	12 0	12 0	...	...	12 0	12 0	20 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	...	...	11 0	11 0
	Behar.																										
	Patna	22 0	22 0	31 8	31 0	11 8	11 8	23 0	22 0	26 0	26 0	26 0	26 0	32 0	32 0	30 0	30 0	30 0	30 0	34 0	34 0	26 0	26 0	120 0	120 0	11 12	11 12
	Gya	16 0	16 0	29 0	27 0	10 0	9 8	17 0	17 0	...	...	...	...	...	...	17 0	17 0	28 0	26 0	...	...	20 0	22 0	130 0	150 0	11 0	11 0
	Shahabad	16 0	16 8	20 0	26 0	9 0	9 0	16 0	16 0	27 0	25 0	...	...	...	...	...	...	23 0	26 0	...	...	16 0	16 0	120 0	120 0	12 8t	12 8

* For common use. † Not procurable. ‡ Not available. § No sale. ‖ Fall in price is owing to increased importation.

a In sub-divisions retail prices of salt per rupee were:—Culna 12 seers, Cutwa 13 seers, and Raneegunge 13 seers.
b At Bishenpore retail price of salt 12 seers per rupee.
c At Rampore Haut retail price of salt 12-8 seers per rupee.
d At Tumlook retail price of salt 11 seers per rupee.
e In sub-divisions retail prices of salt per rupee were:—Serampore 12-8 seers and Jehanabad 13-8 seers.
f In sub-divisions retail prices of salt per rupee were:—Baraset and Dum-Dum 12 seers, Bussirhat 13 seers, Diamond Harbour (Kulpihat) 10-8 seers, and Barrackpore 12-12 seers.
g In sub-divisions retail prices of salt per rupee were:—Meherpore and Chuadanga 12 seers, and Ranaghat 10-14 seers.
h In Satkhira and Bagirhat retail price of salt 11 seers per rupee.
i In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, Magoora 10-12 seers, and Bongong 13 seers.
j In Nattore and Nowgong sub-divisions retail price of salt 12 seers per rupee.
k In sub-divisions retail prices of salt per rupee were:—Gaibanda 9-12 seers, Kurigram 10-14 seers and Nilphamari 13 seers.
l At Silliguri retail price of salt 11-8 seers per rupee.
m At Fallacotta in the Alipore sub-division retail price of salt 10 seers per rupee.
n In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers, Moonsheegunge 10-12 seers and Naraingunge 12-5 seers.
o In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers, and Madaripore 12-8 seers.
p In sub-divisions retail prices of salt per rupee were:—Patuakhali 9-9 seers, Ferozepore 11 seers and Bhola 10-8 seers.
q In sub-divisions retail prices of salt per rupee were:—Kishoregunge 12-5 seers, Attea 12 seers, Jamalpore 10-10 seers, Sherpore 10 seers and Netrokona 10 seers.
r At Cox's Bazar retail price of salt 8 seers per rupee.
s At Chandpore retail price of salt 11-8 seers per rupee.
t In sub-divisions retail prices of salt per rupee were:—Sasseram 12 seers, Buxar 12-8 seers, and Bhabooah 11 seers.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF OCTOBER 1887—*continued.*

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Provinces.	Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
		Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*	*Behar*—contd.																										
	Durbhunga	19 0	22 0	38 0	39 0	14 0	14 4	17 0	18 10	...	...	...	...	35 0	35 8	...	...	26 0	33 0	33 0	30 12	8 0	19 12	176 0	176 0	12 0*u*	12 0
	Mozufferpore	22 0	20 0	35 0	30 0	13 0	12 0	22 0	22 0	...	...	...	...	30 0	30 0	...	...	30 0	30 0	35 0	33 0	20 0	20 0	100 0	200 0	12 0*v*	12 0
	Sarun	17 0	17 0	29 0	29 0	9 0	9 0	21 0	21 0	...	...	...	...	28 0	28 0	15 0	15 0	24 0	25 0	30 8	30 0	23 0	23 0	160 0	160 0	12 0*w*	12 0
	Chumparun	18 0	18 0	39 0	40 0	8 0	8 0	18 0	16 0	...	...	...	...	...	...	...	...	29 0	30 0	40 0	35 0	20 0	20 0	...	...	12 0	12 0
	Monghyr	21 0	23 1	42 0	42 0	14 2	13 15	17 4	17 13	...	...	...	...	...	...	21 0	21 0	31 8	31 8	33 9	36 12	22 0	22 0	126 0	126 0	12 9*x*	12 9
	Bhagalpur	19 4	20 3	31 9	31 9	16 6	17 0	21 7	20 3	...	...	...	...	...	...	...	...	27 12	37 14	32 3	31 9	21 7	21 7	164 0	151 8	12 10*y*	12 10
	Purneah	22 0	22 0	...	...	14 0	16 0	20 0	20 0	...	...	...	...	32 0	32 0	no sale	*	25 0	25 0	*	*	20 0	18 0	160 0	160 0	11 0*z*	10 8
	Maldah	20 0	20 0	...	...	14 0	14 0	26 0	26 0	...	...	...	...	...	...	...	...	27 8	27 0	...	...	...	...	120 0	120 0	12 0	12 0
	Sonthal Pergunnahs	14 0	16 0	...	...	16 0	16 0	22 0	22 0	...	...	...	...	...	...	...	...	22 0	22 0	45 0	42 8	25 0	25 0	200 0	200 0	11 8*z*1	11 8
	Orissa.																										
	Cuttack	15 12	16 6	...	...	10 8	10 8	18 6	18 6	...	...	...	...	...	...	...	...	17 1	17 1	...	...	17 1	18 6	80 0	80 0	14 0	14 0
	Pooree	11 13	13 2	...	...	11 13	11 13	18 6	18 6	...	...	...	...	...	...	...	...	11 13	13 2	...	...	13 2	13 2	70 0	70 0	13 2	13 2
	Balasore	12 8	12 8	13 0	13 0	14 0	14 0	27 0	27 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	160 0	160 0	10 8*z*2	10 8
	Chota Nagpore. *South-Western Frontier Agency.*																										
	Hazáribágh	18 0	17 0	23 0	24 0	10 0	9 0	19 0	20 0	†	†	†	†	50 0	36 0	†	†	20 0	21 0	25 0	26 0	21 0	20 0	320 0	320 0	10 0*z*3	10 0
	Lohardugga	22 0	22 0	21 0	22 0	16 0	16 0	20 0	(old) 20 0 (new)	...	...	...	...	44 0	48 0	...	...	21 0	22 0	40 0	46 0	28 0	28 0	120 0	120 0	10 0	10 0
	Singbhoom	20 0	20 0	32 0	32 0	16 0	16 0	(new) 20 0	24 0 20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	320 0	320 0	9 0	9 0
	Manbhoom	16 0	18 0	...	...	16 0	16 0	22 0	23 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	21 0	21 0	...	...	10 10*z*4	10 10
Assam.	Sylhet	13 0	13 0	...	...	12 4	12 4	20 0	19 4	...	...	...	...	...	...	...	...	17 12	20 0	...	...	13 0	12 4	108 0	108 0	12 4	12 4
	Cáchár	10 0	11 6$\frac{2}{3}$	...	...	8 14$\frac{1}{2}$	8 14$\frac{1}{2}$	16 0	13 5$\frac{1}{2}$	...	...	...	...	...	...	...	...	16 13$\frac{1}{2}$	16 0	...	...	11 13$\frac{1}{2}$	11 13$\frac{1}{2}$	64 0	64 0	11 10	11 13$\frac{1}{2}$
	Goálpará	20 0	20 0	...	...	8 0	8 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	11 0	11 0	80 0	80 0	11 0	11 0
	Gáro Hills	8 0	8 0	...	...	6 0	6 0	16 0	17 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	9 0	9 0	160 0	160 0	8 0	8 0
	Kámrup	16 0	16 0	...	...	8 0	8 0	19 0	19 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	11 0	11 0	160 0	160 0	12 0	12 0
	Darrang	7 0	7 0	...	...	13 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	10 0	10 0	160 0	160 0	12 0	12 0
	Nowgong	8 0	10 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	10 0	10 0	150 0	150 0	10 0	10 0
	Sibsagar	...	...	...	...	14 0	14 0	18 0	18 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	10 0	10 0	120 0	120 0	10 0	10 0
	Lakhimpur	8 0	9 0	...	...	10 0	8 0	15 0	15 0	...	...	...	...	...	...	...	...	13 0	14 0	8 0	8 0	10 0	10 0	160 0	160 0	9 8	9 0
	Khási and Jaintiá Hills	...	...	...	...	6 8	6 0	8 0	9 0	...	...	...	...	...	...	...	...	11 0	11 0	16 0	20 0	7 0	7 0	100 0	100 0	8 0	8 4
	Nágá Hills	...	...	...	...	3 8	...	8 0	6 6$\frac{2}{3}$	...	...	...	...	...	...	...	...	9 0	9 0	...	...	4 0	4 0	60 0	70 0	3 8	3 8
N.-W. Provinces.	Bijnor																										
	Moradabad																										
	Budáun																										
	Bareilly																										
	Sháhjahánpur																										
	Tarái Pergunnahs																										
	Muttra																										
	Agra																										
	Farukhabad																										
	Mainpuri																										
	Etáwah																										
	Etah	No return received.																									
	Jalaun																										
	Jhánsi																										
	Lalitpur																										
	Cawnpore																										
	Fatehpur																										
	Bánda																										
	Allahabad																										
	Hamírpur																										
	Jaunpur																										
	Gorakhpur																										
	Basti																										
	Azamgarh																										
	Mirzapur																										
	Benares																										
	Gházipur																										
	Balia																										
	Pilibhít																										
Oudh.	Sultánpur																										
	Partábgarh																										
	Fyzabad																										
	Kheri																										
	Lucknow																										
	Bára Banki																										
	Bahraich	No return received.																									
	Rai Bareli																										
	Sitapur																										
	Gonda																										
	Unáo																										
	Hardoi																										
Punjab.	Hissar	14 0	15 0	13 0	20 0	...	...	10 0	10 0	26 0	24 0	20 0	20 0	...	...	...	...	24 0	27 0	20 0	20 0	...	13 0	100 0	100 0	13 0	13 0
	Rohtak	13 0	14 0	16 0	17 0	...	...	11 0	11 0	23 0	18 0	19 0	19 0	...	...	...	...	25 0	26 0	22 0	21 0	18 0	20 0	120 0	120 0	13 0	13 0
	Gurgaon	14 0	15 0	18 0	19 0	...	...	...	11 0	18 0	20 0	17 0	19 0	...	...	...	...	21 0	22 0	18 0	...	20 0	23 0	130 0	130 0	...	...
	Delhi	13 0	14 0	16 0	18 0	...	...	12 0	12 0	18 0	19 0	16 0	17 0	...	...	16 0	16 0	20 0	22 0	20 0	22 0	24 0	24 0	70 0	70 0	12 0	12 0
	Karnal	14 0	15 0	18 0	20 0	...	...	12 0	12 0	20 0	20 0	18 0	18 0	16 0	16 0	20 0	20 0	22 0	23 0	24 0	24 0	20 0	20 0	140 0	140 0	11 8	12 0
	Umballa	16 0	16 0	18 0	20 0	...	...	14 0	12 0	22 0	22 0	14 0	14 0	20 0	20 0	20 0	20 0	22 0	22 0	27 0	27 0	28 0	20 0	140 0	140 0	14 8	14 8
	Simla	12 0	12 0	14 0	14 0	...	...	8 0	8 0	14 0	14 0	12 0	12 0	17 0	16 0	12 0	12 0	15 0	14 0	14 0	14 0	10 0	10 0	70 0	70 0	9 12	9 12
	Kángra	14 0	14 0	20 0	22 0	...	...	12 0	12 0	12 0	14 0	12 0	11 0	20 0	22 0	10 0	10 0	14 0	15 0	16 0	18 0	12 0	13 0	120 0	120 0	12 0	12 0
	Hoshiarpur	16 0	16 0	18 0	18 0	...	...	12 0	10 0	20 0	18 0	13 0	13 0	11 0	16 0	20 0	16 0	19 0	19 0	19 0	20 0	16 0	16 0	120 0	120 0	13 12	14 8
	Jullundur	15 0	16 0	20 0	22 0	...	...	8 0	8 0	20 0	20 0	14 0	14 0	...	...	18 0	20 0	19 0	20 0	22 0	22 0	...	...	110 0	110 0	14 8	14 8
	Ludhiána	16 0	17 0	21 0	19 0	...	...	12 0	13 0	18 0	18 0	17 0	13 0	...	...	17 0	17 0	20 0	21 0	20 0	20 0	16 0	16 0	120 0	120 0	15 0	16 0
	Ferozepore	15 0	16 0	22 0	22 0	...	...	11 0	10 0	18 0	20 0	16 0	16 0	...	...	18 0	16 0	21 0	21 0	20 0	25 0	13 0	13 0	90 0	90 0	...	15 0
	Mooltan	14 0	14 0	17 0	17 0	...	...	10 0	10 0	20 0	20 0	17 0	15 0	...	...	14 0	14 0	18 0	18 0	17 0	17 0	...	...	100 0	100 0	14 0	14 0
	Jhang	13 0	14 0	18 0	20 0	...	...	10 0	10 0	16 0	14 0	16 0	11 0	12 0	13 0	18 0	15 0	16 0	18 0	16 0	16 0	10 0	10 0	200 0	200 0	14 0	14 0
	Montgomery	16 0	16 0	20 0	19 0	...	...	10 0	10 0	19 0	18 0	...	...	...	...	16 0	16 0	20 0	20 0	18 0	16 0	12 0	12 0	200 0	200 0	12 0	12 0
	Lahore	15 0	16 0	18 0	20 0	...	...	12 0	12 0	20 0	20 0	18 0	18 0	...	...	16 0	16 0	20 0	20 0	20 0	20 0	12 0	12 0	105 0	105 0	14 0	14 0
	Amritsar	16 0	16 0	19 0	22 0	...	...	12 0	12 0	20 0	19 0	13 0	19 0	...	15 0	21 0	22 0	20 0	20 0	20 0	22 0	...	18 0	90 0	90 0	15 0	15 0
	Gurdáspur	19 0	18 0	26 0	24 0	...	...	14 0	14 0	16 0	16 0	12 0	12 0	...	...	10 0	10 0	20 0	23 0	23 0	8 0	8 0	8 0	120 0	120 0	14 0	14 0
	Siálkot	16 0	16 0	23 0	25 0	...	...	13 0	13 0	20 0	28 0	16 0	23 0	...	20 0	34 0	40 0	20 0	21 0	22 0	26 0	18 0	18 0	160 0	160 0	15 0	15 0

* No sale.

† Not procurable.

u In sub-divisions retail prices of salt per rupee were :—Tajpore 12 seers, and Madhubani 11 seers.

v In sub-divisions retail prices of salt per rupee were :—Hajipore 12-4 seers and Seetamurhee 10 seers.

w In sub-divisions retail prices of salt per rupee were :—Sewan 11-12 seers and Gopalgunge 12-2 seers.

x In sub-divisions retail prices of salt per rupee were :—Begusarai 11 seers and Jamui 11-8 seers.

y In sub-divisions retail prices of salt per rupee were :—Banka and Mudhepurah 12 seers and Soopole 11 seers.

z At Kishengunge and Ranigunge retail price of salt 10 seers per rupee.

*z*1 In sub-divisions retail prices of salt per rupee were :—Deoghur 13 seers, Godda 11 seers, and Pakour and Ra jmehal 12 seers.

*z*2 At Bhuddruck retail price of salt 9-10 seers per rupee.

*z*3 At Kharagdiha in the Giridih sub-division retail price of salt 12 seers per rupee.

*z*4 At Govindpore retail price of salt 12 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT INDIA FOR THE 2nd HALF OF OCTOBER 1887—*continued*.

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Provinces	Districts	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum (*Sorghum vulgare*). Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). Past fortnight.	Kangni or Kakun, Italian millet (*setaria italica*). Present fortnight.	Kangni or Kakun, Italian millet (*setaria italica*). Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—*contd.*	Gujrát	15 0	16 0	18 0	20 0	...	...	12 0	12 0	18 0	18 0	18 0	16 0	...	...	12 0	12 0	18 0	19 0	18 0	18 0	11 0	11 0	120 0	120 0	16 0	16 0
	Gujránwála	13 0	15 0	18 0	21 0	...	...	11 0	11 0	20 0	20 0	10 0	10 0	...	...	10 0	10 0	17 0	19 0	21 0	22 0	8 0	...	120 0	125 0	15 0	15 0
	Shahpur	13 0	14 0	17 0	19 0	...	...	9 0	10 0	16 0	17 0	15 0	16 0	20 0	20 0	15 0	16 0	17 0	17 0	16 0	16 0	10 0	10 0	240 0	240 0	16 0	16 0
	Jhelum	14 0	16 0	21 0	21 0	...	...	11 0	11 0	...	...	16 0	17 0	..	...	...	...	16 0	...	16 0	...	...	...	140 0	160 0	16 0	16 0
	Rawalpindi	14 0	15 0	18 0	20 0	...	...	9 0	9 0	18 0	19 0	15 0	18 0	...	...	12 0	12 0	17 0	19 0	17 0	19 0	19 0	19 0	85 0	90 0	16 0	16 0
	Hazára	13 0	13 0	20 0	19 0	...	...	12 0	11 0	...	...	12 0	11 0	...	...	...	...	16 0	15 0	16 0	15 0	...	...	90 0	110 0	12 0	12 0
	Peshawar	13 0	14 0	19 0	20 0	....	...	10 0	11 0	14 0	14 0	15 0	15 0	...	...	21 0	21 0	17 0	17 0	19 0	18 0	20 0	20 0	100 0	100 0	36 0	38 0
	Kohát	13 0	12 0	17 0	13 0	...	...	12 0	11 0	18 0	17 0	18 0	17 0	...	...	15 0	20 0	14 0	15 0	18 0	17 0	...	...	100 0	100 0	55 0	55 0
	Bannu	13 0	12 0	19 0	18 0	...	...	11 0	10 0	18 0	15 0	17 0	15 0	8 0	8 0	8 0	8 0	16 0	15 0	20 0	19 0	11 0	11 0	60 0	60 0	40 0	40 0
	D. I. Khán	12 0	12 0	16 0	16 0	...	...	9 0	9 0	16 0	...	15 0	...	15 0	15 0	5 0	5 0	16 0	15 0	14 0	12 0	13 0	12 0	113 0	113 0	40 0	40 0
	D. G. Khán	14 0	14 0	15 0	16 0	...	...	11 0	11 0	18 0	18 0	17 0	17 0	10 0	10 0	10 0	10 0	15 0	16 0	...	15 0	...	...	75 0	125 0	23 12	19 0
	Muzaffargarh	13 0	13 0	17 0	17 0	...	...	12 0	12 0	14 0	15 0	13 0	13 0	...	...	...	...	15 0	15 0	...	...	11 0	11 0	100 0	110 0	13 0	13 0
Central Provinces.	Saugor	16 12	16 12	...	...	7 15	7 15	9 4	9 4	...	...	...	...	...	...	...	...	19 8	20 13	...	...	13 0	13 0	160 0	160 0	9 4	9 4
	Damoh	20 0	20 0	...	...	12 5	10 11	13 5	11 7	...	...	...	...	...	...	...	...	24 0	21 13	...	...	...	...	200 0	200 0	9 13	8 8
	Jubbulpore	17 0	17 0	...	...	11 0	10 4	16 0	14 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	15 8	15 8	120 0	120 0	11 0	11 0
	Mandla	22 8	22 8	...	...	13 0	13 0	15 0	15 0	...	...	...	...	...	...	...	...	28 0	28 8	...	...	16 0	16 0	256 0	256 0	10 8	10 8
	Seoni	19 8	19 8	...	...	10 15	10 15	15 7	15 7	...	...	...	...	...	...	...	...	17 4	18 11	...	...	12 7	12 7	200 0	200 0	10 11	10 11
	Narsinghpur	16 0	16 0	...	...	9 3	9 3	10 8	10 8	...	...	...	...	...	...	...	...	20 2	...	...	...	13 7	14 15	140 0	140 0	10 11	10 11
	Hoshangabad	17 2	17 2	...	...	8 0	...	10 0	10 14	...	...	...	...	...	...	...	...	20 0	19 2	...	...	15 0	15 0	200 0	200 0	10 14	10 14
	Nimár	13 8	14 3	...	...	7 8	7 8	11 7	11 7	16 8	19 1	...	...	...	...	...	...	14 3	14 6	...	...	12 3	12 3	120 0	120 0	12 9	12 9
	Betul	16 1	16 1	...	...	8 12	8 12	10 0	10 0	20 3	20 3	...	...	...	...	...	...	17 8	17 8	...	...	9 12	9 12	320 0	320 0	11 6	11 6
	Chhindwára	16 10	15 3	...	...	8 0	10 0	10 0	13 5	18 0	18 0	...	...	...	...	...	...	19 0	21 11	...	...	12 0	12 0	160 0	160 0	9 2	9 2
	Wardha	16 0	16 0	...	...	8 0	8 0	11 7	11 7	20 0	20 0	...	...	...	...	...	...	13 5	16 0	...	...	13 5	13 5	124 0	124 0	10 11	10 11
	Nágpur	15 0	16 4	...	...	8 12	8 12	12 8	12 13	19 11	19 11	...	...	...	...	...	...	13 12	15 10	...	...	10 15	11 7	119 0	119 0	11 7	11 7
	Chánda	16 3	15 0	...	...	...	...	12 13	12 13	17 0	17 13	...	...	...	...	...	...	13 12	13 12	...	...	10 0	10 8	615 0	615 0	10 5	10 8
	Bhandára	15 0	16 4	...	...	12 8	10 0	...	13 12	...	...	...	...	...	...	...	...	13 12	15 0	...	...	10 0	11 4	180 0	190 0	10 8	10 0
	Bálaghát	17 1	17 1	...	...	11 13	13 2	16 9	16 9	...	...	...	...	...	...	...	...	15 10	15 10	...	...	13 12	13 12	144 0	144 0	11 0	10 0
	Raipur	21 13	21 13	...	...	11 4	11 4	17 2	18 13	...	...	...	...	...	...	...	...	19 0	21 0	...	...	19 6	21 8	64 0	64 0	9 0	9 0
	Bilaspur	26 10	26 10	...	...	13 8	15 12	18 0	22 8	...	...	...	...	...	...	...	...	27 3	29 5	...	...	17 8	17 8	100 0	100 0	8 0	8 0
	Sambalpur	18 6	19 4	...	...	13 2	14 0	18 6	15 12	...	...	...	...	...	...	...	...	18 12	18 12	...	...	10 8	11 0	200 0	160 0	10 8	10 8
Lower Burma.	*Arakan Division.*																										
	Akyab	...	...	...	...	14 0	14 0	18 0	18 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	100 0	100 0	28 0	20 0
	Kyoukpyu	...	...	...	...	16 8	15 14	18 0	17 6	...	...	...	...	...	...	...	...	5 0	5 0	*	†	...	...	50 0	50 0	36 0	42 0
	Sandeway	...	...	...	...	26 13	26 13	30 13	30 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	22 13	22 13
	Pegu Division.																										
	Rangoon Town	11 2	11 2	...	...	11 2	10 10	13 0	12 2	...	...	...	...	...	...	...	...	15 2	15 2	*	Nil	...	...	250 0	250 0	22 2	22 2
	Pegu	...	...	...	...	8 14	8 14	12 15	11 3	...	...	...	...	...	...	...	...	11 2	11 2	...	...	...	...	150 0	150 0	26 15	26 15
	Tharrawaddy	...	...	...	...	11 14	11 14	14 5	14 5	...	...	...	...	...	...	...	...	11 1	11 1	...	...	...	...	535 11	533 11	29 12	29 12
	Prome	12 2	12 2	...	...	13 7	13 7	17 2	15 4	...	...	...	...	...	...	...	...	10 6	12 7	33 9	33 9	...	...	167 9	167 9	18 10	18 10
	Irrawaddy Division.																										
	Bassein	...	...	...	...	13 12	13 12	15 0	15 4	...	...	...	...	...	...	...	...	11 0	11 14	...	...	...	...	213 8	213 8	23 8	23 8
	Henzada	...	...	...	...	10 4	10 4	15 10	15 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	183 8	183 8	35 8	35 8
	Thongwa	...	...	...	...	...	9 6	...	10 9	...	...	...	...	...	...	...	...	...	12 14	...	...	...	...	...	246 0	...	39 6
	Thayetmyo	10 15	10 0	...	...	10 3	10 3	13 1	11 14	...	...	...	...	...	...	...	...	11 10	12 5	*	28 3	...	...	245 0	245 0	14 8	18 15
	Tenasserim Division.																										
	Moulmein Town and Amherst	9 0	9 0	...	...	11 8	11 8	12 2	12 2	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	30 8	30 8
	Tavoy	...	...	...	...	15 8	15 8	19 6	19 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	16 1	16 1
	Mergui	...	...	...	...	15 6	15 6	16 10	16 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	14 9	14 9
	Tougoo	...	...	...	...	9 14	9 14	11 10	11 10	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	27 0	27 0	18 12	18 12
	Shwaygyin	...	...	...	...	9 13	9 13	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	18 14	18 14
Hyderabad Assigned Districts.	Secunderabad, Bolarum, Chadarghat	No return received.																									
	Amráoti	14 10	14 0	...	...	8 0	8 0	9 0	9 0	22 0	22 8	16 0	16 0	...	...	...	...	13 0	13 4	...	...	10 13	11 0	++++++	++++++	12 0	12 0
	Akola	14 0	14 8	...	...	7 0	7 0	9 8	9 8	20 0	20 0	16 0	18 0	...	...	...	...	11 0	14 8	...	...	...	...			11 0	11 0
	Ellichpur	14 0	14 0	9 9	9 0	7 6	7 0	9 9	9 0	19 0	19 0	15 15	15 0	...	...	...	...	12 14	12 0	...	...	10 9	10 0			10 11	10 0
	Buldana	16 0	16 0	...	...	8 8	8 0	12 12	10 0	22 0	22 0	19 0	18 0	...	...	...	...	17 0	17 0	...	...	10 0	10 0			10 0	10 0
	Wun	14 0	14 0	...	...	8 0	8 0	10 0	10 0	23 0	25 0	...	...	...	...	...	...	11 0	11 0	...	...	18 0	16 0			11 8	11 8
	Basim	18 0	17 5	...	...	6 0	6 13	9 0	9 8	24 0	25 5	22 0	22 0	...	...	...	...	15 0	15 5	...	...	10 0	16 8			9 8	10 5
Mysore.	Bangalore	10 8	10 8	11 0	11 8	9 8	9 8	10 8	11 0	27 0	27 0	...	...	37 6	37 0	...	...	12 4	12 0	...	...	17 10	18 0	84 0	84 0	11 1	11 0
	Kolar	...	...	12 0	10 0	12 0	13 0	15 0	15 0	...	...	...	...	43 0	40 0	...	...	12 0	12 0	...	...	18 0	16 0	128 0	144 0	11 0	11 0
	Tumkúr	11 0	11 0	10 8	10 8	13 0	13 0	14 0	14 0	..	...	...	...	48 0	48 0	...	...	12 8	13 0	...	...	20 0	20 0	340 0	340 0	10 0	10 0
	Mysore	11 0	9 8	10 0	10 0	11 0	10 8	13 0	13 4	40 0	40 0	32 0	32 0	39 0	38 0	12 0	12 0	12 0	12 0	...	...	14 4	14 4	81 0	81 0	9 8	9 0
	Hassan	...	9 8	10 8	11 0	16 0	14 0	17 0	15 0	...	48 0	...	...	48 0	48 0	...	...	14 0	12 8	...	...	15 0	17 0	96 0	96 0	9 0	9 0
	Shimoga	12 10	12 10	...	...	10 8	10 8	14 11	14 11	29 6	29 6	...	...	39 14	39 14	...	...	15 12	15 12	...	...	...	...	480 0	480 0	9 7	9 7
	Kadur	10 0	10 0	12 0	12 0	18 0	18 0	19 0	19 0	...	...	...	...	46 0	46 0	...	...	14 0	14 0	...	...	12 0	12 0	320 0	320 0	11 0	11 0
	Chitaldroog	12 0	12 0	13 0	13 0	11 0	11 0	14 0	14 0	48 0	48 0	30 0	30 0	55 0	54 0	60 0	65 0	12 0	12 0	...	...	22 0	22 0	320 0	320 0	9 0	9 0
Coorg	Coorg	9 12	9 12	8 8	9 4	12 8	13 5	15 8	16 0	...	...	...	...	33 8	32 0	...	...	24 8	24 8	...	...	...	...	110 0	110 0	9 8	9 8
Rajpootana.	Jeypore	11 12	12 8	16 12	18 0	5 0	5 0	8 12	8 12	16 0	15 0	14 8	14 8	...	...	18 0	18 0	18to18-8	19-8-20-0	17 8	18 0	25 0	25 0	115 0	115 0	15 0	15 0
	Kishengurh	10 8	11 9	16 8	18 12	9 0	9 0	10 0	10 0	16 4	18 8	13 0	13 12	...	...	...	...	17 8	20 4	16 0	16 0	...	...	...	...	16 0	16 ●
	Kerrowlee	11 14	10 10	15 0	15 0	11 14	11 4	13 2	11 4	15 0	15 0	14 1	15 10	...	...	17 8	17 8	15 0	16 8	...	...	16 8	16 4	200 0	200 0	12 13½	12 13
	Ujwur	13 6	13 13	17 0	18 5	8 0	8 0	11 10	11 10	20 0	19 6	15 0	16 12	...	...	17 0	17 0	20 12	21 3	19 1	19 5	24 11	24 0	200 0	200 0	15 0	14 13
	Bhurtpore (City)	13 1	13 7	16 0	17 0	7 6	7 6	8 4	8 4	14 10	14 10	14 10	17 10	...	...	13 4	13 4	18 10	19 2	19 4	20 0	20 0	20 0	200 0	210 0	12 4	12 4
	Ajmere	10 8	11 8	14 8	16 8	3 0	3 0	8 0	8 0	17 0	18 0	12 0	14 0	...	...	...	...	17 0	18 8	16 0	15 0	...	...	70 0	70 0	14 0	14 0
	Deoli Cantonment	12 2	13 4	15 15	16 14	5 8	5 8	9 0	9 0	18 7	18 9½	16 0	16 2	...	...	...	...	16 4	16 2	...	...	...	...	230 0	230 0	13 0	13 0
	Erinpura, Sirohee, Abu, Anadra, Bálmere, Jeysalmere	No return received.																									
	Hilly Tracts of Meywar	11 4	11 8	19 0	22 0	...	...	12 8	13 0	...	...	...	...	...	...	...	...	17 8	18 0	28 0	31 0	...	...	‖	§	11 8	11 8
	Meywar (Oodeypore)	10 8½	11 5¼	16 0½	16 12½	9 6	9 6	10 2½	9 12½	16 6½	17 3	11 11½	12 8	Nil	...	14 1	14 1	14 7½	14 1	17 15½	19 8	10 8½	10 8	200 0	200 0	11 5¼	11 5
	Bánswára (Meywar Agency)	13 2	15 0	15 0	16 4	8 12	7 8	13 12	14 6	...	20 0	21 14	...	...	...	...	...	19 1	19 4	29 1	23 7	...	...	...	...	10 10	10 10
	Partábgarh (,,)	13 12	14 6	16 4	16 4	10 0	10 10	12 8	12 8	21 4	21 4	...	...	...	...	...	...	16 4	21 14	20 5	20 0	...	...	...	...	18 12	17 9½
	Marwar (Jodhpore)	No return received.																									
	Bikanir	10 12	10 12	...	...	3 15	3 15	8 1	8 1	...	...	15 6	17 6	...	...	...	...	18 12	19 0	...	...	7 14	8 8	100 0	100 0	16 0	16 0
	Boondee	12 4	13 12	16 8	17 4	9 0	8 8	9 8	9 0	17 4	17 4	...	...	...	...	...	...	13 12	14 0	17 4	...	...	...	200 0	200 0	12 0	12 0
	Kotah	13 12	13 0	11 0	12 0	7 8	7 8	10 0	10 0	14 0	14 0	12 0	12 0	...	...	...	...	14 0	14 0	17 8	17 8	11 8	11 8	240 0	240 0	12 0	11 4
	Tonk	11 0	11 4	14 6	15 0	8 6	6 0	9 6	8 0	13 14	13 14	13 2	...	...	...	...	...	14 8	14 8	14 6	...	...	...	100 0	100 0	13 2	12 8
	Jhallawar	11 13	13 5	13 15	15 7	7 1	7 1	8 14	8 14	20 5½	20 13	14 9½	15 10½	...	...	12 13½	12 13	12 6	13 11½	18 4	21 0	8 14	9 12	175 0	175 0	10 14	10 14
	Shahpoora	14 4	14 0	19 0	19 4	9 0	9 0	12 8	12 8	20 0	20 0	19 0	19 0	...	...	...	...	15 0	16 0	17 0	...	...	...	160 0	160 0	13 8	13 8
	Dholpur	13 6	13 12	16 5	16 14	9 9	9 9	11 13	11 12	17 6	17 6	16 6	17 7	...	...	18 0	18 0	17 6	18 6	...	...	21 13	22 8	90 0	90 0	13 8	13 8
Central India.	Indore	12 10	12 15	16 0	16 0	8 9	8 9	10 0	10 0	20 0	19 2	19 3	18 7	...	...	...	...	15 6	14 12	17 2	20 0	15 8	15 8	100 0	100 0	11 0	11 0
	Gwalior	12 2	12 0	15 7	15 10	7 4	7 4	9 9	9 9	13 9	14 8	12 11	13 14	¶	¶	15 7	15 7	15 0	15 0	14 12	¶	19 8	19 8	135 15	135 15	11 6	11 6
	Goona	14 12	16 8	16 0	20 0	9 0	8 8	10 0	9 0	18 0	20 0	16 0	18 0	¶	¶	¶	¶	19 0	20 0	18 0	22 0	9 0	10 0	200 0	200 0	11 0	11 0
	Baghelkhand (Sutna)	18 8	19 0	24 0	26 0	8 0	8 0	16 0	16 0	¶	¶	¶	¶	¶	¶	¶	¶	23 0	24 8	¶	¶	31 8	32 0	160 0	150 0	12 4	12 4
Baluchistan	Quetta	10 8	10 8	12 2	12 8	5 0	5 0	9 0	10 0	16 0	16 0	**	Nil	**	Nil	**	Nil	11 0	11 8	**	Nil	**	Nil	46 4	49 8	10 0	10 0

* None in market. † R1 per 100 cobs. ‡ Firewood is sold by head-load, bullock-load, cart-load, and not by weight. § Eight pies per bundle. ‖ Ten pies per bundle. ¶ Not sold. ** Not procurable.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

E. T. ATKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXIX OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 23rd October, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 22nd October, 1887. Total.	Per mile open.	Total Receipts from 1st April to 23rd October, 1886. Total.	Per mile open per week.	Total Receipts from 1st April to 22nd October, 1887. Total.	Per mile open per week.	Total Increase in 1887-88.	Total Decrease in 1887-88.
	Lines worked by Guaranteed Companies.		₹	₹		₹	₹	₹	₹	₹	₹	₹	₹
5th Nov., 1887	Oudh and Rohilkhand	683	1,10,517	162	693	91,397	132	36,66,022	186	34,27,287	171	...	2,38,735
5th ditto	Madras	861	1,72,816	201	831	1,50,047	181	45,17,925	178	45,89,556	189	71,631	...
5th ditto	South Indian	654	1,05,036	161	654	80,129	123	29,51,375	153	29,21,054	152	...	30,321
5th ditto	Great Indian Peninsula	1,504	6,66,057	443	1,497	6,09,309	407	2,07,49,685	470	2,13,27,464	486	5,77,779	...
5th ditto	Bombay, Baroda and Central India	461	2,02,228	439	461	1,73,000	375	75,15,755	554	65,82,106	488	...	9,33,649
	TOTAL	4,163	12,56,654	302	4,136	11,03,882	267	3,94,00,762	322	3,88,47,467	321	...	5,53,295
	State Lines worked by Companies.												
5th Nov., 1887	East Indian	1,515	8,54,624	564	1,514	7,47,931	494	2,54,06,189	578	2,40,28,640	546	...	13,77,549
5th ditto	Patna-Gya	57	9,053	158	57	7,469	131	3,12,902	189	2,82,388	170	...	30,514
5th ditto	Dildarnagar-Ghazipur	12	675	56	12	687	57	27,697	80	25,643	74	...	2,054
5th ditto	Sindia	75	9,443	126	75	6,204	83	2,05,623	95	2,34,480	108	28,857	...
5th ditto	Rajputana-Malwa (*a*)	1,664	3,07,243	185	1,664	2,56,000	154	1,00,95,019	206	83,89,935	172	...	17,05,084
5th ditto	Bengal-Nagpur (late Nagpur-Chattisgarh)	149	12,493	84	149	17,377	117	6,81,635	155	6,60,139	151	...	21,496
5th ditto	Southern Mahratta (*b*)	394	30,688	78	765	49,430	65	9,66,658	103	17,64,873	86	7,98,215	...
5th ditto	Indian Midland	42	3,522	84	42	9,588	228	63,680	52	83,832	69	20,152	...
5th ditto	Bareilly-Pilibhit	36	1,846	51	36	1,270	35	51,740	50	46,613	45	...	5,127
5th ditto	Lucknow-Sitapur-Sihramau	...	...	...	85	2,936	35	...	...	1,06,098	44	1,03,098	...
29th Oct., 1887	Cuddapah-Nellore	...	...	...	83	2,758	33	...	...	(*e*)15,415	34	15,415	...
	TOTAL	3,944	12,29,587	312	4,482	11,01,650	246	3,78,11,143	326	3,56,38,056	271	...	21,73,087
	State Lines worked by Government.												
29th Oct., 1887	Eastern Bengal (*c*)	606	1,97,876	327	645	2,04,086	316	43,65,045	248	48,93,224	262	5,28,179	...
5th Nov., 1887	Nalhati	27	1,307	51	27	1,626	60	47,037	60	52,995	67	5,958	...
5th ditto	Tirhoot	246	23,638	96	249	27,205	109	8,46,913	119	9,28,391	129	81,478	...
5th ditto	Wardha Coal	45	15,849	352	45	7,918	176	3,59,769	272	3,71,064	282	12,195	...
5th ditto	Burma	327	56,974	174	327	54,096	165	12,60,137	133	15,68,879	165	3,08,742	...
22nd Oct., 1887	Cherra-Companyganj	7	114	17	8	36	5	(*f*)680	6	1,056	8	376	...
5th Nov., 1887	North-Western (*d*)	1,885	4,24,993	225	2,433	3,74,394	154	1,42,25,670	257	1,14,74,264	161	...	27,51,406
29th Oct., 1887	Jorhat	26	1,028	39	26	1,301	50	22,885	30	30,457	40	7,572	...
5th Nov., 1887	Bilaspur-Etawa (Kutni-Umaria Section)	...	...	...	37	1,031	28	...	...	41,406	38	41,406	...
	TOTAL	3,169	7,21,869	228	3,797	6,71,693	177	2,11,28,136	227	1,93,62,636	174	...	17,65,500
	GRAND TOTAL (GUARANTEED AND STATE)	11,276	32,08,110	285	12,415	28,77,225	232	9,83,40,041	297	9,38,48,159	258	...	44,91,882
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	5,03,30,433	152	(*g*) 4,80,31,488	132	...	...
	NET RECEIPTS	...	...	...	...	...	...	4,80,09,608	145	4,58,16,671	126	...	21,92,937
	Assisted Companies.												
29th Oct., 1887	Bengal Central	125	8,243	66	125	10,871	87	3,21,869	89	3,37,201	93	15,332	...
5th Nov., 1887	Rohilkhand-Kumaun	67	6,989	104	67	7,419	111	1,89,294	97	1,84,472	95	...	4,822
29th Oct., 1887	Dibru-Sadiya (late Assam)	78	7,484	96	78	6,833	88	1,95,293	81	2,36,726	98	41,433	...
5th Nov., 1887	Bengal and North-Western	303	23,471	77	376	31,270	83	10,64,534	119	11,18,440	102	53,906	...
5th ditto	Tarakessur	22	4,030	181	22	3,939	177	1,38,462	215	1,47,885	229	9,423	...
	TOTAL	595	50,217	84	668	60,332	90	19,09,452	109	20,24,724	103	1,15,272	...
	Native States.												
5th Nov., 1887	Bhavnagar-Gondal	193	14,067	73	193	11,688	61	5,51,758	97	5,53,852	98	2,094	...
5th ditto	Jodhpore	64	3,987	62	124	4,600	37	1,10,100	58	1,83,210	50	73,110	...
5th ditto	His Highness the Nizam's	208	40,190	193	208	23,885	115	8,17,871	137	8,50,773	140	32,902	...
5th ditto	Mysore	140	9,613	69	140	7,375	53	2,71,127	66	2,93,684	72	22,557	...
5th ditto	Morvi	24	408	17	68	1,582	23	23,933	24	94,754	33	70,821	...
5th ditto	H. H. the Gaekwar's	59	2,486	42	59	2,010	34	89,906	52	85,264	49	...	4,642
5th ditto	H. H. the Gaekwar's Mehsanu-Wadnagar	...	...	...	21	500	24	...	...	19,203	31	19,203	...
	TOTAL	688	70,751	103	813	51,640	64	18,64,695	92	20,80,740	87	2,16,045	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Northern Bengal, Kaunia-Dharlla, Dacca and Assam-Behar State Railways.
(*d*) Includes the Amritsar, Pathankot and Rajpura-Patiala Railways.
(*e*) Total receipts from 15th September to 22nd October, 1887.
(*f*) Total receipts from 16th June to 23rd October, 1886.
(*g*) Calculated on the percentage for the corresponding period of 1886.

FORT WILLIAM,
The 23rd November, 1887.

M. C. BRACKENBURY, *Major, R.E.*,
Under-Secretary.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the Week ending 16th Nov. 1887.

Conditions during the past week have been remarkably settled. Not only has the weather been undisturbed by any storms, but the distribution of pressure, the winds and the state of the sky have been practically constant throughout. The chart for each day showed a large area of high and uniform pressure overlying North-Western and Northern India and almost equally high pressures over the inland parts of the Peninsula, while along the coasts of the Peninsula, over the south of the Bay and over Burma, readings were relatively low. This distribution was maintained with some slight oscillations from the commencement till the close of the week and it was accompanied by the following circulation of the air, *viz.*:—North-westerly winds down the Gangetic plain, north-easterly winds in Assam, northerly (north-western and north-eastern) winds in Bengal and north-easterly to easterly winds over the Bay, the Peninsula and the central parts of the country.

On the 10th there was some rainfall in the south of the Peninsula, in Cutch, Khandeish and the south of the Central Provinces. By the 11th the rainfall had disappeared from the Central Provinces, but reappeared on the 12th, and to a slight extent on the 13th, after which date it entirely ceased and did not recommence during the week. In the Peninsula fairly general rain continued from the 10th till the 13th, but the area of rainfall gradually retreated southward, and on the 14th, 15th, and 16th, with the exception of a very slight shower at Cochin, the rainfall of this part of the Indian region was confined to Ceylon. In the Bay during the last three days of the week there were some signs of disturbed conditions in the neighbourhood of the Andamans, conditions which gave **⅛ an inch of rain to Diamond Island on the 14th, 1¼ inch of rain on the 15th, and showers at Diamond Island, Tounghoo and Akyab on the 16th.**

The concluding table gives the total rainfall of the past week for the different Provinces :—

Divisions.	Number of Stations.	Total Rainfall.
Burma	3	2·86
Bengal and Assam	2	0·26
North-Western Provinces and Oudh	0	0
Punjab	0	0
Hill Stations	0	0
Ceylon	2	5·99
Malabar Coast	5	10·41
Bombay	7	2·51
Berars and Central Provinces	3	1·34
Guzerat and Central India	3	0·94
Sind—Rajputana	0	0
Madras	8	9·97

W. L. DALLAS,
for *Meteorological Reporter to the Govt. of India.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

WEEKLY REPORT ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS.

Madras.—*For week ending the 19th November 1887.*—Rainfall good generally, but more is wanted in parts of Bellary, Madura and Salem. Ploughing, sowing, transplanting and weeding progressing as usual. Crops slightly damaged here and there by heavy rain, insects or disease. Pasture sufficient except in parts of Madura and Tinnevelly. Prices improving. General prospects favourable.

Bombay.—*For week ending the 22nd November 1887.*—Slight rain in parts of Khandesh, Nasik, Sholapur, Belgaum and Kanara; more is required in one taluka of Sholapur. Total rainfall of the season considered insufficient throughout Jhalavad in Kattiawar. Early crops damaged to the extent of from 4 to 6 annas by later rains in Nasik. Linseed damaged by blight in one taluka of Bijapur. Standing crops otherwise good throughout the Presidency Proper and in Sind. Harvesting and sowing operations in progress generally. Probable outturn of cotton 8 annas in Ahmedabad, 10 annas in Kaira and from 10 to 12 annas in Jhalavad, and of early crops in general 11 annas in Karachi, 10 annas in Ahmedabad and 12 annas in Satara. Condition of agricultural stock in tracts dependent on rainfall in Karachi unsatisfactory, owing to failure of pasturage. Fodder scarce throughout Hyderabad and in one taluka of Nasik, owing to deficiency of early rains.

Bengal.—*For week ending the 22nd November 1887.*—No rain. Weather fine and cool. Late rice harvest has begun. The crop is generally a good one, except in Chota Nagpore and parts of the Burdwan and Orissa divisions and the Gya district, where it suffered from insufficient rain. *Rabi* and poppy sowings are almost completed, and are germinating well. In Chota Nagpore, rain is wanted for the *rabi* crops. Rice is dearer in Chota Nagpore and generally in Behar than at this time last year, but cheaper in most of the districts.

N.-W. Provinces and Oudh.—*For week ending the 23rd November 1887.*—There has been no rain and the weather is seasonable. The *kharif* crops have mostly been cut; rice is being reaped and sugarcane-pressing has commenced. Supplies are ample and the *kharif* outturn generally is satisfactory, but below the average in Jhansi and Saharanpur districts, and in Meerut failure of maize and cotton is reported. Prices are generally steady, but that of wheat continues to rise in Bareilly and Moradabad. *Rabi* prospects are good everywhere. Irrigation is in progress. The poppy crop is doing well. Fodder is plentiful, and the condition of cattle is generally good.

Punjab.—*For week ending the 22nd November 1887.*—No rain during the week. Harvesting of the *kharif* crops is nearly completed. *Rabi* sowings are progressing favourably. *Kharif* prospects and outturn are average; *rabi* prospects good, though rain is wanted in some districts. No serious damage done to crops. Stock cattle are generally in a healthy condition. There is some scarcity of fodder in certain districts. Prices are generally stationary, except in a few districts where they are rising.

Central Provinces.—*For week ending the 23rd November 1887.*—Weather clear and cold. Harvesting of autumn crops everywhere in progress. Winter sowings nearly completed. Young crops healthy and prospects generally favourable, except that linseed has been damaged by insects in Bilaspur. Cattle in fair condition.

Burma.—*For week ending the 23rd November 1887.*—There has been a little rain during the week in eight districts in Lower Burma, but more is wanted for all rice which was planted late or on high land, otherwise the prospect of the crop is good. In Upper Burma there has been a little rain in the three districts of the Eastern Division, where the prospect was reported to be bad; but what fell was quite insufficient, and any rain there may be now will probably be too late for the rice crop there. It is apprehended that the rice crop of two of these three districts may be complete failures; in other districts of Upper Burma there has been no rain, but crop prospects continue generally fair. Reaping of early kinds of rice is progressing; the harvest of other kinds has not commenced. The condition of agricultural stock is good. The price of grain remains much as before.

Assam.—*For week ending the 23rd November 1887.*—Weather seasonable. No rain, except a little in Cachar. Prospects of rice favourable. Reaping begun. In Nowgong and Cachar rice has suffered from drought. Prospects of mustard crop good. Tea season closing. No report from Darrang.

Mysore and Coorg.—*For week ending the 23rd November 1887.*—Rain is reported in Kolar and there have been good falls in other parts. Standing crops in good condition, except in parts of the Hassan district, where the *rabi* crop has been slightly damaged by rain. Prospects of season fair. No material change in prices.

The prospects of the standing crops in Coorg are generally good. Coffee-picking has commenced.

Berar and Hyderabad.—*For week ending the 23rd November 1887.*—First picking of cotton is nearly completed in Berar. *Jowari* in full ear; sowing of wheat and gram completed. Prospects of crops good.

There has been no rain in Hyderabad during the week. Agricultural prospects are good and prices are stationary.

Central India.—*For week ending the 23rd November 1887.*—No rain during the week throughout the Agency *Rabi* sowings approaching completion. Prospects of standing crops generally favourable. Weather getting cold. Prices of food-grains high and rising in some parts.

Rajputana.—*For week ending the 23rd November 1887.*—Except in Harowtee and Dholepur, there has been no rain in the Agency during the week. Agricultural operations are proceeding satisfactorily, and the prospects of the *rabi* are generally good. In Dholepur the *kharif* has been seriously damaged by excessive rain, and in Ulwar the outturn has been much below the average. Prices are high in several States.

Nepal.—*For week ending the 17th November 1887.*—No rain. Mornings and evenings a little cloudy. Prospects not good.

E. C. BUCK,
Secretary to the Government of India.

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

REPORT ON THE OPERATIONS OF THE CURRENCY DEPARTMENT FOR THE YEAR 1886-87.

No. 226½, dated Calcutta, the 10th November 1887.

From—The Officiating Head Commissioner of Paper Currency, Calcutta,

To—The Secretary to the Government of India, Department of Finance and Commerce.

I have the honour to submit the report upon the operations of the Currency Department for the year 1886-87.

Arrangements of Subjects.

PARAS.

2. OFFICERS IN CHARGE.
3. ACCOUNTS AND AUDIT.
4. CIRCULATION.
12. ANALYSIS OF CIRCULATION.
14. THE RESERVE—
16. The Investment.
17. Profits of Circulation.

TRANSACTIONS WITH THE PUBLIC—

18. Issue and Receipt of Notes.
21. Encashment of Foreign Notes.
25. Issue and Receipt of Coin.
26. State of the Coinage.
31. Exchange of small Coin.
32. Receipts and Coinage of Bullion.
35. Transactions at Agencies.
37. CLAIMS ON LOST NOTES.
38. FRAUD AND FORGERY.

PARAS.

40. REMITTANCES OF SILVER.
41. TREASURY STATISTICS.

Prescribed Statements.

No. I.—Statistics of Circulation during 1886-87.
„ II.—Statement of Notes issued, received and cancelled during 1886-87.
„ III.—Statement of Receipts and Expenditure.
„ IV.—Classification of Treasuries according to encashment of Notes.
„ V.—Statistics to Treasury and other Balances on December 31st, 1886.

Other Statements.

No. VI.—Issues and Receipts of Home Notes.
„ VII.—Issues and Receipts of Coin.
„ VIII.—Value of Notes in circulation from 1862.
„ IX.—Details of ditto ditto 1875.

OFFICERS IN CHARGE.

2. Mr. E. Gay acted as Head Commissioner, except from 21st April to 23rd July 1886, when Mr. E. T. Atkinson officiated for him. In Madras, Mr.

H. F. Clogstoun was Commissioner, but Mr. W. Donald officiated for him from 10th May to 6th July 1886. In Bombay, Mr. T. W. Rawlins was Commissioner, except from 22nd May to 23rd August 1886, when Mr. Cox acted for him, and in Rangoon the late Mr. W. Wells, except for the period 27th February to 4th March and 5th to 31st March 1887, when Mr. W. D. F. Cowley and Mr. T. H. Biggs respectively officiated.

ACCOUNTS AND AUDIT.

3. The monthly audit of the accounts has been duly reported for each office to the Comptroller General, and the following special audits have also been made :—

Accounts of	Auditing Officer.	Date of report.	Period under audit.
Allahabad . .	Deputy Auditor General.	9th April 1887 .	January to December 1886.
Rangoon . .	Ditto .	11th March 1887 .	Ditto.
Calicut . . .	Mr. J. C. E. Branson, B.C.S., Assistant Accountant General.	13th October 1886	1st April 1884 to 30th September 1886.

CIRCULATION.

4. The following figures show the state of the net circulation :—

	Gross Circulation.	Retired by other Officers.	Net Circulation.
1st April 1886 . .	14,49,39,940	32,07,215	14,17,32,725
31st March 1887 . .	14,13,99,465	26,31,100	13,87,68,365

As explained in previous reports, a note is in "Gross Circulation," when it is not yet returned to the original office of issue; but if it has meantime been paid off by another office of issue, and is held by it pending return to the original office of issue, then it has ceased to be in "Net Circulation," though it is still part of the "Gross Circulation."

5. The details of the net circulation of March 1887 are as follows :—

	Number of Notes for Rupees								Total.	
	5	10	20	50	100	500	1,000	10,000	Pieces.	Value.
										₹
Calcutta . . .	189,322	1,566,415	67,571	51,638	122,125	15,794	16,507	248	2,029,620	5,96,40,580
Allahabad . . .	13,309	27,965	16,938	12,827	14,294	1,670	2,526	...	89,529	61,16,705
Lahore	14,393	45,029	23,789	14,700	18,123	3,403	2,321	41	121,799	79,77,835
Bombay . . .	186,443	604,788	105,499	62,543	75,272	5,456	10,514	514	1,051,029	3,81,26,425
Kurrachee . . .	3,706	27,071	8,535	3,576	5,362	650	1,588	131	50,619	43,97,940
Madras	36,967	93,690	29,590	22,342	82,118	3,654	2,140	334	270,835	1,83,49,435
Calicut	8,685	7,375	3,810	3,123	4,410	100	43	9	27,555	9,73,525
Rangoon . . .	11,810	13,548	6,437	4,335	5,714	659	415	133	43,051	31,85,920
Total for 31st March 1887	464,635	2,385,881	262,169	175,084	327,418	31,386	36,054	1,410	3,684,037	13,87,68,365
Total for 31st March 1886	535,993	2,252,667	256,497	174,745	316,599	28,960	36,649	1,987	3,604,097	14,17,32,725
Total for 31st March 1885	557,474	2,143,262	266,420	176,183	309,870	28,489	41,760	2,042	3,525,500	14,57,69,040

6. The Report of last year showed a falling off in the circulation of the 31st March of about 40 lakhs as compared with that of the 31st March 1885. The figures of the 31st March 1887 show a further falling off amounting to nearly 30 lakhs, thus showing a total decrease during the two years of nearly 70 lakhs. A juster criterion, however, of the real state of the circulation is obtained by taking the average of the circulation of the last day of each month as representing the circulation of the year. This is done in paragraph 9 below, and gives more favourable results.

An analysis of the denominations in the statement given in paragraph 5 shows that the decrease occurs mainly in notes of the highest denominations kept by banks as a convenient form for holding their reserve balances. The decrease in notes for ₹10,000 amounts to 63 lakhs and in notes for ₹1,000 to 57 lakhs. There is a slight increase in the notes for ₹500 and a large increase in the notes for ₹100 and ₹10, whilst those for ₹50 and ₹20 are steady. The falling off in the circulation of notes for ₹5 is very marked. It is almost entirely confined to the Calcutta Circle, where it amounts to the very large number of 398,073 pieces. It is probably due to the fact that a small number of forged notes of the denomination, a very small number it is believed, were in circulation during the year. The falling off is more than compensated by the increase in the circulation of ₹10 notes.

7. The average value of each note in circulation on the last day of the year, compared with the past two years, was—

	1884-85.	1885-86.	1886-87.		1884-85.	1885-86.	1886-87.
Calcutta Circle .	32	28	29	Kurrachee Circle .	84	105	87
Allahabad ,, .	67	69	68	Madras ,, .	58	62	68
Lahore ,, .	69	65	65	Calicut ,, .	33	37	35
Bombay ,, .	47	44	36	Rangoon ,, .	102	70	74

The decrease in the average value in Kurrachee is due to the smaller number of notes for ₹10,000 in circulation during the year.

8. The variations in the net circulation of each circle are shown in the following table, omitting 000 :—

Last day of	Calcutta.	Allahabad.	Lahore.	Bombay.	Kurrachee.	Madras.	Calicut.	Rangoon.	Total.
	₹	₹	₹	₹	₹	₹	₹	₹	₹
March 1886 .	5,89,71	65,68	78,43	4,34,93	52,75	1,70,51	9,59	15,72	14,17,32
April ,, .	5,77,12	67,81	84,00	3,99,17	60,60	1,59,90	17,33	12,01	13,77,94
May ,, .	5,66,50	65,77	79,86	4,33,49	60,78	1,74,45	10,37	25,65	14,16,87
June ,, .	5,38,78	99,61	75,26	4,28,03	51,80	1,45,35	12,08	27,15	13,78,06
July ,, .	5,36,61	81,12	81,82	4,97,81	54,01	1,31,73	15,79	27,48	14,26,44
August ,, .	5,60,32	77,38	85,79	4,66,59	50,69	1,62,48	15,03	26,16	14,44,44
September ,, .	5,71,90	79,39	86,15	4,34,75	52,99	1,61,01	17,67	26,54	14,30,40
October ,, .	5,66,85	80,44	91,14	4,59,93	50,06	1,47,99	13,86	42,94	14,53,21
November ,, .	5,69,35	73,96	93,12	4,73,98	49,80	1,42,99	13,97	50,65	14,67,82
December ,, .	6,07,10	77,86	80,79	3,88,62	47,31	1,58,61	13,26	67,60	14,41,15
January 1887 .	5,87,95	89,71	80,67	3,96,66	38,15	1,68,83	10,72	37,15	14,09,84
February ,, .	5,89,70	79,55	78,80	3,88,92	39,79	1,89,08	9,55	31,99	14,07,44
March ,, .	5,96,40	61,17	79,78	3,81,26	43,98	1,83,49	9,74	31,86	13,87,68
Average of last 12 figures	5,72,39	77,81	83,10	4,29,10	49,99	1,60,49	13,28	33,93	14,20,11
,, of 1885-86	6,06,34	60,16	77,28	4,99,06	46,01	1,40,74	12,12	29,31	14,71,02
,, of 1884-85	6,57,43	75,99	87,32	4,44,12	30,90	1,33,49	12,59	20,56	14,62,40

9. The figures in the above table include the balances of the Reserve Treasury of Government, which are always held in notes of the higher denomina-

tions. These balances are excluded from the following table, which gives the monthly circulation in lakhs of the Calcutta, Bombay and Madras Circles for each of the past three years :—

Last day of	Calcutta.			Bombay.			Madras.			Other Circles.			Total.		
	1884-85.	1885-86.	1886-87.	1884-85.	1885-86.	1886-67.	1884-85.	1885-86.	1886-87.	1884-85.	1885-86.	1886-87.	1884-85.	1885-86.	1886-87.
April	506	62	556	324	377	384	120	131	141	190	201	242			
May	496	548	540	342	419	369	116	113	138	210	194	242			
June	490	572	507	349	448	360	118	111	128	216	211	266			
July	497	605	508	408	451	349	111	112	131	226	211	260			
August	548	579	560	408	450	360	112	116	130	228	247	255			
September	545	628	540	404	480	368	118	113	140	226	233	263			
October	603	610	558	427	500	415	122	118	138	222	252	278			
November	621	627	562	482	521	447	130	118	130	219	253	281			
December	607	599	507	466	510	364	127	138	154	221	251	287			
January	573	622	587	412	441	335	125	144	152	245	242	256			
February	594	593	584	398	377	361	125	148	156	217	218	240			
March	633	582	589	445	493	370	136	140	154	208	222	227			
Average	559	594	557	405	448	376	122	125	142	219	228	258	1,305	1,395	1,333

The figures under Madras and under other Circles show a considerably increasing average circulation. The Calcutta circulation during the past year averaged about 37 lakhs less than that of 1885-86, but was only two lakhs less than that of 1884-85, while it was 3 lakhs in excess of the circulation of 1883-84, which averaged 554 lakhs.

10. The Bombay average circulation shows a fall of 72 lakhs as compared with that of 1885-86, and of 29 lakhs as compared with that of 1884-85. It is, however, 38 lakhs in excess of the circulation in 1883-84, which averaged 338 lakhs. The fluctuations in the Bombay circulation, which is peculiarly variable, occur almost entirely in notes of ₹1,000 and of ₹10,000 held by banks for commercial convenience, and depend largely upon fluctuations in trade. The circulation is, moreover, influenced to a considerable extent by the amount of the importations of silver for coinage, silver taken in the Mints to be coined being paid for in the first instance by the Currency Department.

The total average circulation of the year for all circles, excluding the notes held by the Reserve Treasuries, is 62 lakhs less than the average of 1885-86, but 28 lakhs in excess of that of 1884-85.

11. The following figures show (in lakhs and thousands) the gross circulation in the Presidency Circles of notes not exceeding ₹100 each :—

Last day of	1885-86.			1886-87.		
	Calcutta.	Bombay.	Madras.	Calcutta.	Bombay.	Madras.
	₹	₹	₹	₹	₹	₹
April	3,16,97	1,92,46	96,88	3,13,84	1,91,28	1,07,85
May	3,02,84	1,92,54	83,54	2,99,80	1,95,50	1,02,42
June	2,89,91	1,85,15	79,21	2,89,49	1,88,37	95,57
July	2,89,39	1,87,64	75,20	2,86,01	1,87,20	94,10
August	2,94,61	1,89,72	75,78	2,93,75	1,94,61	1,97,50
September	2,95,27	1,90,84	79,42	3,12,03	2,00,27	1,01,27
October	3,04,24	1,92,46	84,97	3,08,83	1,89,90	1,04,69
November	3,02,07	1,95,07	88,39	3,10,78	2,05,67	1,07,39
December	3,10,36	1,96,65	96,29	3,14,41	2,06,20	1,17,21
January	3,24,73	1,89,75	1,00,71	3,25,18	1,97,27	1,12,13
February	3,24,44	1,87,93	1,09,25	3,30,13	1,95,60	1,17,97
March	3,24,99	1,85,98	1,08,59	3,29,50	1,98,70	1,12,12

These figures show that the notes of lower denominations not only maintain their relative position in the circulation, but have not decreased proportionately to the decrease in the number of notes of higher denominations.

ANALYSIS OF CIRCULATION.

12. The process of verifying the outstanding balance of the circulation with the details obtained from the Issue Registers of the several currency offices is still in progress. The work is a laborious but necessary one and involves the check of many lakhs of entries. The following statement shows the results of the enquiry as on the 31st December 1886: the figures for the Calcutta and Bombay Circles are not yet available.

All differences in the Madras Circle have since been satisfactorily accounted for, with the exception of those under ₹100 notes, which are still under investigation.

Differences on 31st December 1886 between Issue Registers and Ledger Balance.

	5	10	20	50	100	500	1,000	10,000	Total.
Calcutta	Figures not yet available.								
Allahabad	5	42	26	24	33	...	...	...	130
Lahore	107	329	228	169	110	18	11	...	972
Bombay	Figures not yet available.								
Kurrachee	...	...	...	...	...	...	...	...	...
Madras	7	15	12	6	29	...	...	...	69
Calicut	...	...	...	...	...	...	...	...	...
Rangoon	...	...	...	...	...	...	...	...	...

13. The following instructions describe the process generally followed in this investigation :—

"The clerks employed on the work will take up the old Issue Registers and count the number of blank spaces, *i.e.*, of uncancelled notes and record the number in a rough book No. 1 (working sheet), which must be carefully preserved, and the name of the clerk responsible for each part of the book recorded. The work is of a monotonous and tedious character, and peculiarly liable to be vitiated by careless performance, especially when entrusted to a temporary establishment; and it is essential that if errors are afterwards discovered by the process detailed in paragraph 5, the responsibility should be brought home to the clerks concerned, and that they shall know that this will be the case. To make this check effective, care must be taken that no record of the summations is made in the Registers themselves but only in the working sheets.

"After all the numbers have been extracted, totals should be made and the grand total compared with the Ledger balance, when, if the figures do not agree, it will be necessary to re-check the summations in the rough book; if this does not account for the discrepancy, it will then be necessary to have the Issue Registers re-checked.

"This latter process, however, will be different to that followed in the first stage, as the enumeration should be of the number of notes cancelled, *i.e.*, of spaces filled up. In no case is this re-check to be performed by any clerk on the Registers with which he performed the first process, nor is he to be allowed access to book No. 1 until the re-check is completed. This number must be recorded in a rough book (No. 2), and the summation of the figures in books Nos. 1 and 2 will show at once any error which may have been committed.

"In the event of these processes not clearing up the differences with the Ledger balances, such differences must be shown and recorded an "Unsettled difference prior to 1885" until they are reduced by notes being presented or by any other method which may be decided on hereafter."

RESERVE.

14. The value held against the net circulation upon 31st March 1887 was as follows:—

	₹	a.	p.	₹	a.	p.
SILVER COIN—						
At Calcutta	1,26,92,910	15	2			
Allahabad	1,01,13,535	0	0			
Lahore	94,81,310	0	0			
Bombay	1,50,04,202	14	2			
Kurrachee	50,37,860	0	0			
Madras	1,41,67,060	0	0			
Calicut	4,53,225	0	0			
Rangoon	47,72,350	0	0			
				7,17,22,453	13	4
SMALL SILVER COIN—						
At Bombay	1,82,000	0	0			
Kurrachee	20,400	0	0			
Madras	1,60,000	0	0			
				3,62,400	0	0
SILVER BULLION—						
At Calcutta	22,93,278	15	7			
Bombay	43,97,732	3	1			
				66,91,011	2	8
Invested in Government Securities				5,99,92,500	0	0
TOTAL AGREEING WITH THE NET CIRCULATION				13,87,68,365	0	0

As noted in last year's report there was a transfer of 51 lakhs of bullion from Bombay to Calcutta to equalise the drain caused by ordinary absorption, especially in Eastern Bengal. The receipts of bullion, as usual, are very much larger in Bombay.

15. The half-yearly verifications of the currency balances were held as follows :—

	1st half.	2nd half.
CALCUTTA	Sept. 30, 1886	March 31, 1887.
Allahabad	" 30, "	" 31, "
Lahore	" 30, "	" 31, "
BOMBAY	" 30, "	" 31, "
Kurrachee	" 30, "	" 31, "
MADRAS	" 30, "	" 31, "
Calicut	" 30, "	" 31, "
RANGOON	" 30, "	" 31, "

The balances of the last working day of each half-year were verified in accordance with the orders issued on the subject.

Investments.

16. No alteration has been made since the last report in the amount of the invested reserve, which is held in book debt certificates as below :—

	₹
No. 59 of 4 per cent. loan of 1842-43	5,00,00,000
" 72 " " "	1,00,00,000
" 115 " " "	20,21,700
" 166 of 4½ per cent. loan (Transfer), 1879	5,00,000
	6,25,21,700

Taking the whole investment, the average rate is equal to 95·95 for 4 per cents.

Its book value, *i. e.*, the actual price at which it was purchased, has been reduced from ₹5,99,95,000, at which it was taken last year, to ₹5,99,92,500, thus—

	Nominal Value.		Book Value.	
	4%	4½%	4%	4½%
	₹	₹	₹	₹
1st April 1886.—Balance	6,20,21,700	5,00,000	5,94,90,029-0-4	5,04,970 15 8
Deduct—				
A year's interest at ½% on 4½% securities to reduce cost of its purchase, *vide* letter No. 1885 of 17th December 1883.	...	...	...	2,500 0 0
31st March 1887.—Balance	6,20,21,700	5,00,000	5,94,90,029-0-4	5,02,470 15 8
NET BOOK VALUE			5,99,92,500	0 0

Profits of Circulation.

17. The interest realised on the above-stated nominal value for the year was—

	₹	₹
On 4% paper of the loan of 1842-43 for	6,20,21,700	= 24,80,868
" 4½% " 1879 "	5,00,000	= 22,500
		25,03,368
Deduct—		
The ½% interest taken as above		2,500
Balance		25,00,868

TRANSACTIONS WITH THE PUBLIC.

Issue and Receipt of Notes.

18. The following are the gross statistics of the year, the details by circle being shown in Statement VI :—

	₹	₹
Gross circulation, 1st April 1886		14,49,39,940
ISSUES—		
a. Over the counter	66,38,97,390	
b. At Agencies	53,72,575	
c. In remittance transactions	7,19,86,200	
		74,12,56,165
TOTAL		88,61,96,105
RECEIPTS—		
d. Over the counter	55,80,45,960	
e. At Agencies	17,14,325	
f. From Currency Circles	7,48,88,590	
g. In remittance transactions	11,01,47,765	
		74,47,96,640
Balance, being gross circulation, March 31st, 1887 (*vide* paragraph 4)		14,13,99,465

EXPLANATIONS.

a and *d*.—These are the ordinary issues and receipts in exchange for other notes or for coin.

b and *e*.—These are exchange transaction with treasuries, as the Agencies do not deal directly with the public, but only enable the treasuries to do so to a greater extent than would otherwise be the case.

f.—This figure represents notes cashed at other currency circles from March 16th, 1886, to March 15th, 1887, and returned during the year under report to the circles to which they belong.

c and *g*.—These remittances are for the most part payments and receipts of one currency office, in consideration of receipts or payments at another.

COMPARISON.	Issues. ₹	Receipts. ₹
1886-87	74,12,56,165	74,47,96,640
1885-86	76,10,25,730	76,55,44,465
1884-85	73,99,22,010	72,12,80,855
1883-84	67,02,69,925	68,93,02,090

19. The aggregate issues and receipts of the several denominations of notes at both offices of Issue and Agencies during the year were as follows:—

	Number of Notes for Rupees.								Total.	
	5	10	20	50	100	500	1,000	10,000	Number.	Value.
Issues	819,661	3,709,497	501,742	407,779	899,436	134,797	236,787	27,551	6,737,250	74,12,56,165
Receipts	890,864	3,576,487	496,145	407,037	888,707	132,442	237,435	28,177	6,057,354	74,47,96,640
More issues	...	133,010	5,597	742	10,669	2,355	...	...	152,373	37,23,540
More receipts	71,203	...	...	...	...	...	648	626	72,477	72,64,015
							Net Decrease of Circulation			35,40,475

20. The average number of notes that passed over the counters at each Head Office on each working day during the past three years, and the daily average of cancellations, may be shown thus:—

	Notes cashed.			Notes issued.			Notes cancelled.		
	1884-85.	1885-86.	1886-87.	1884-85.	1885-86.	1886-87.	1884-85.	1885-86.	1886-87.
At Calcutta	12,812	11,807	11,993	13,547	12,545	12,434	10,091	9,466	9,435
„ Bombay	5,395	5,909	6,261	6,028	6,313	6,829	3,967	3,654	3,595
„ Madras	2,326	2,403	2,307	2,427	2,421	2,378	1,996	1,716	2,030
„ Rangoon	105	151	263	133	203	366	24	63	142

Encashment of Foreign Notes.

21. The following is the foreign note account of the circles in aggregate:—

	₹	₹
Balance held on April 1st	...	32,07,215
Received over the counter	7,25,62,465	
From other circles	92,36,460	
At Agencies	...	
		8,17,98,925
TOTAL		8,50,06,140
Remitted to circles concerned	...	8,23,75,040
Balance on March 31st	...	26,31,100
TOTAL		8,50,06,140

22. The following statement shows the statistics of the encashment of foreign circle notes, giving for the year an aggregate total as just mentioned of ₹7,25,62,465:—

Statement of Foreign Circle Notes cashed during the year 1886-87.

Cashed by	Calcutta.	Allahabad.	Lahore.	Bombay.	Akola.	Nagpur.	Kurrachee.	Madras.	Calicut.	Coconada.	Rangoon.	Total.
Calcutta	...	1,02,16,105(*c*)	88,63,395(*c*)	1,74,84,565	160	775	4,30,495	19,21,275	34,775	20	18,51,980	4,08,03,545
Allahabad	23,18,155	...	4,37,175	3,64,615	20	25	29,595	3,99,500	5,180	10	1,110	35,55,385
Lahore	14,62,040	4,19,325	...	5,52,820	25	10	3,01,075	3,67,685	7,490	...	3,015	31,13,485
Bombay	39,05,235	12,80,245	29,27,775	...	...	...	50,54,895(*c*)	39,28,135	4,45,475	440	1,02,830	1,76,45,030
Kurrachee	490	...	1,450	24,225	...	...	...	230	20	...	100	26,515
Madras	3,42,335	28,035	36,170	18,93,255	45	50	43,350	...	28,56,850(*c*)	...	46,530	52,46,620
Calicut	6,470	10,970	1,505	1,92,025	...	...	3,890	19,40,565	...	...	380	21,55,805
Rangoon	14,490	500	30	500	...	...	...	560	...	...	...	16,080
	80,49,215	1,19,55,180	1,22,67,500	2,05,12,905	250	860	58,63,300	85,57,950	33,49,790	470	20,05,945	7,25,62,465

The letter (*c*) marks the cases in which the foreign notes are legally encashable, *i.e.*, shows the amounts of Sub-Circle Notes encashed by their respective Head Circle aggregating ₹2,69,91,245.

23. The comparison for three years is as follows:—

Notes Cashed at—	1884-85. ₹	1885-86. ₹	1886-87. ₹
Calcutta	4,64,47,100	2,89,93,660	4,08,03,545
Allahabad	18,99,490	47,16,025	35,55,385
Lahore	26,03,310	42,59,465	31,13,485
Bombay	1,33,80,985	99,67,650	1,76,45,030
Kurrachee	31,215	31,230	26,515
Madras	75,71,185	37,93,545	54,46,620
Calicut	18,51,445	12,50,645	21,55,805
Rangoon	1,41,070	10,075	16,080
	7,39,25,800	5,30,22,295	7,25,62,465

24. Of this, the amount of notes issued by each Sub-Circle and cashed under the requirements of the law at its Head Circle Office, was in—

	1884-85. ₹	1885-86. ₹	1886-87. ₹
Calcutta	2,28,15,540	92,05,150	1,90,79,500
Bombay	12,40,810	8,76,515	50,54,895
Madras	27,41,990	18,86,400	28,56,850
	2,67,98,340	1,19,68,065	2,69,91,245

Issue and Receipt of Coin.

25. The transactions in coin are as follows (for details by circles refer to Statement VII) :—

	Coin. ₹ a. p.	Small Coin. ₹ a. p.
Balance, April 1st, 1886 .	7,24,51,630 10 9	5,79,700 0 0
RECEIPTS—		
Over the counter . .	15,83,52,280 0 0	
From small coin account .	12,19,700 0 0	
At Agencies . . .	56,68,750 0 0	
In remittance transactions .	7,25,36,065 0 0	
From treasury on account of Mint certificates . .	99,82,452 5 10	
Interest to reduce cost of securities . . .	2,500 0 0	
From coin account . .	.....	10,02,400 0 0
TOTAL RECEIPTS .	24,77,61,747 5 10	10,02,400 0 0
TOTAL BALANCE AND RECEIPTS . . .	32,02,13,378 0 7	15,82,100 0 0
ISSUES—		
Over the counter . .	16,71,07,550 0 0	
At Agencies . . .	27,86,450 0 0	
In remittance transactions .	7,75,86,554 0 0	
For bullion and for melting fees	7,970 3 3	
To small coin account .	10,02,400 0 0	
To coin account . .	.....	12,19,700 0 0
TOTAL ISSUES . . .	24,84,90,924 3 3	12,19,700 0 0
BALANCE, MARCH 31ST (SEE PARAGRAPH 14) .	7,17,22,453 13 4	3,62,400 0 0

	Receipts. ₹	Issues. ₹
Comparison, 1886-87 . .	24,77,61,747	24,84,90,924
1885-86 . .	28,22,94,553	27,85,84,999
1884-85 . .	22,30,88,176	21,47,00,956

State of the Coinage.

26. The following table (in thousands of rupees) shows the operations during the year in the withdrawal of shroff-marked and defaced coins from circulation and their remittance to the Mints for re-coinage :—

	Balance, April 1st. ₹	Receipts from the public. ₹	Remitted to Mints. ₹	Balance. ₹
India Treasuries	25	3,23	2,88	60
Central Provinces	10	20	11	19
Burma	...	96	95	1
Assam	1	1	...	2
Bengal	18	16	22	12
North-Western Provinces . . .	7,52	12,18	1,00	18,70
Punjab	7,17	14,55	1,00	20,72
Madras	28	1,65	1,35	58
Bombay	7	1,41	1,25	23
Hyderabad	...	1	...	1
TOTAL .	15,58	34,36	8,76	41,18

27. The following shows the operation of the cutting clauses of the Coinage Act during 1886 :—

Statement showing the number of coins cut and broken under the Coinage Act in Treasuries throughout India during the Calendar year 1886.

NAME OF PROVINCE.	Number of Treasuries in which coins were cut.	Believed to have lost by reasonable wear more than 2 per cent. in weight.				Believed to be counterfeit.				Believed to have been reduced in weight otherwise than by reasonable wear.				Considered unfit for further circulation by reason of obliteration, of device or for other cause.			
		₹	½ ₹	¼ ₹	⅛ ₹	₹	½ ₹	¼ ₹	⅛ ₹	₹	½ ₹	¼ ₹	⅛ ₹	₹	½ ₹	¼ ₹	⅛ ₹
Government of India .	8	4,631	5,971	...	...	717	8	22	32	4,852	974	...	...	...	...	...	...
Central Provinces .	12	4,610	1,396	872	168	41	4	2	24	63	8	4	...	...	...	...	...
Burma . . .	...	32	2	...	...	1,139	15	3	...	100	...	...	...	...	...	...	...
Assam . . .	6	27	...	1	...	148	...	1	1	8	...	...	...	...	...	...	...
Bengal . . .	...	1,727	324	...	...	1,253	105	80	16	1,572	371	36	...	...	...	...	...
N.-W. P. and Oudh .	43	28,859	273	...	...	414	6	7	5	5,246	22	2	1	...	...	...	...
Punjab . . .	21	6,591	6	...	...	394	13	...	...	5,168	...	...	...	...	...	...	...
Madras . . .	...	31,332	22,176	...	...	554	38	41	27	54	...	...	...	...	...	...	...
Bombay . . .	25	65,169	45	180	672	591	19	16	11	85,026	...	...	1	...	...	...	...
Hyderabad . .	...	281	...	...	...	14	...	...	...	...	...	...	...	...	...	...	...
TOTAL .		1,43,259	30,193	1,053	840	5,265	208	178	116	1,02,089	1,375	42	2	...	...	...	...

28. I give below statements similar to those given last year of the whole rupees coined and issued from the Indian Mints during the years 1835 to 1886, and the proportions of each of those issued found on examination in every District Treasury of a bag of 2,000 rupees of the coin ordinarily current in the districts.

The difficulty in drawing any general conclusion from these statements has been pointed out in previous reports. New coin being largely used for melting into ornaments, the coinage of a prosperous year, or perhaps of the year preceding, is likely to disappear comparatively quickly. The large remit-

tances of coin to the Punjab from Bombay in 1879 to provide for war expenditure, account for the high proportion of coin of that year circulating in the province. Very large specie remittances are made to Burma at the commencement of the rice season, but whether it is new or old coin depends on whether it is found convenient to obtain the actual coin from Calcutta or Bombay, where it would probably be freshly minted, or from Madras where it would be accumulated from general circulation.

29. Two interesting facts, however, seem to be deducible from the statements. They seem in the first place to show how much the percentage of coin in circulation of the coinage of years prior to 1862 is below the percentage which the coinage of those years bears to the total coinage to the end of the year 1886, and in the second, that the enormous quantities of silver annually coined in Bombay and Calcutta are very gradually distributed over the country.

As regards the first point, I show for the three years, 1875, 1880 and 1885, the number of coins of the coinages prior to 1862 which would be found in a 2,000-rupee bag in which the percentage of each year's coinage was fairly represented compared with the actual numbers found in an average bag selected in the manner described in paragraph 27—

Year.	Total coinage to end of year.	Coinage prior to 1862.	Proportion in 2,000 of column 3 to column 2.	Proportion in actual circulation.
1875	2,02,36,36,560	1,24,22,10,433	1,227	979
1880	2,45,68,91,653	1,24,22,10,433	1,011	664
1885	2,70,46,41,488	1,24,22,10,433	919	561

These figures would seem to show that a very large amount of the coinage of the years prior to 1862 has disappeared from the current circulation.

As regards the second point, I show for each Presidency and Province the number of coins of the coinage of the years 1880 to 1887 found in a 2,000-rupee bag representing the ordinary current circulation of the Province—

India	922	North-Western Provinces and Oudh . . .	280
Central Provinces . .	694	Punjab	466
Burma	938	Madras	320
Assam	394	Bombay	887
Bengal	447		

The circumstances of the Punjab and of Burma are exceptional for the reasons given in paragraph 27. Those of India, by which term is here meant the Treasuries of Ajmere, Bank of Bengal, Coorg, Quetta, Sambhar and Port Blair are equally exceptional. Leaving these Provinces out of consideration it is sufficient to point out that the percentage of the coin of the later years held in Madras and in the North-Western Provinces and Oudh is largely below the percentage of the same coin held in Bengal and Bombay, while the percentage held in Bengal is largely below that in Bombay, into which Presidency the great bulk of the silver is imported.

30. *Statement of whole rupees coined and issued from the Indian Mints from 1835 to 1886.*

	Coined in Calcutta.	Coined in Madras.	Coined in Bombay.	Total coined.
	₹	₹	₹	₹
William IV . . .	10,90,88,070	11,78,000	5,37,12,502	16,39,78,572
Victoria, 1840—1st issue .	17,99,34,670	2,18,98,181	10,98,38,073	31,16,70,924
„ 1840—2nd issue .	39,85,53,660	5,50,49,201	31,29,58,076	76,65,60,937
„ 1862 . .	26,94,27,222	2,94,81,923	40,80,03,034	70,69,12,179
„ 1874 . .	1,50,13,834	...	2,85,08,566	4,35,22,400
„ 1875 . .	1,16,31,951	...	1,93,59,597	3,09,91,548
„ 1876 . .	1,20,01,264	...	2,89,49,037	4,09,50,301
„ 1877 . .	3,92,51,692	...	9,55,54,320	13,48,06,012
„ 1878 . .	3,26,57,837	...	6,39,27,196	9,65,85,033
„ 1879 . .	1,59,28,325	...	7,27,99,904	8,87,28,229
„ 1880 . .	1,83,99,894	...	5,37,85,624	7,21,85,518
„ 1881 . .	24,35,719	...	31,61,858	55,97,577
„ 1882 . .	1,50,90,289	...	5,63,97,278	7,14,87,567
„ 1883 . .	51,23,372	...	1,80,22,789	2,31,46,161
„ 1884 . .	1,16,41,757	...	3,68,46,570	4,84,88,327
„ 1885 . .	3,41,52,203	...	6,48,78,000	9,90,30,203
„ 1886 . .	1,08,78,075	...	4,11,46,457	5,20,24,532
TOTAL .	1,18,12,09,834	10,76,07,305	1,46,78,48,881	2,75,66,66,020

Proportion of the several Issues of Government Rupees in actual circulation each year, of a bag containing R2,000

	William IV.	Victoria, 1840, 1st Issue.	Victoria, 1840, 2nd Issue.	Victoria, 1862.	Victoria, 1874.	Victoria, 1875.	Victoria, 1876.
1875	117	227	635	962	38	21	...
1876	103	251	620	944	36	41	5
1877	103	219	594	892	40	65	59
1878	106	180	509	760	35	54	59
1879	78	172	489	733	32	51	61
1880	64	151	449	720	31	52	57
1881	65	149	430	685	29	44	53
1882	62	143	414	678	28	44	52
1883	61	150	388	602	26	40	48
1884	55	141	375	610	23	36	47
1885	53	130	372	588	23	34	44
1886	44	114	317	557	20	33	40
1887	43	107	308	534	18	29	39

Proportion of the several Issues of Government Rupees in actual circulation by the examination, each year, of a bag containing

	William IV.	Victoria, 1840, 1st Issue.	Victoria, 1840, 2nd Issue.	Victoria, 1862.	Victoria, 1874.	Victoria, 1875.	Victoria, 1876.
							IN
1875	105	196	604	1,004	74	17	...
1880	70	161	489	831	23	51	58
1885	60	108	342	513	19	25	34
1886	36	96	294	405	18	28	33
1887	49	94	251	410	13	20	30
							CENTRAL
1875	59	145	540	1,172	70	14	...
1880	23	97	412	862	31	69	100
1885	16	62	303	709	26	45	72
1886	24	91	332	669	21	41	57
1887	15	56	272	603	19	36	54
							BUR
1875	47	122	501	1,231	72	27	...
1880	29	88	317	655	62	103	39
1885	29	90	235	453	33	46	32
1886	25	68	230	305	20	34	26
1887	24	74	226	410	20	30	26
							AS
1875	164	254	646	924	12	...	...
1880	108	223	431	743	31	32	28
1885	80	164	374	570	24	28	30
1886	75	137	368	576	25	31	27
1887	76	128	386	568	22	26	32
							BEN
1875	133	223	655	954	23	12	...
1880	87	140	435	637	41	54	56
1885	68	152	378	559	28	37	41
1886	67	133	358	540	25	31	34
1887	65	152	338	552	22	30	37
							NORTH-WESTERN
1875	184	332	761	716	6	1	...
1880	101	222	558	628	23	37	42
1885	94	204	455	606	20	28	41
1886	86	198	421	582	18	29	42
1887	82	188	434	576	18	28	42
							PUN
1875	201	410	872	516	1	...	...
1880	86	219	554	435	12	12	31
1885	74	178	472	408	14	18	34
1886	73	152	406	404	11	17	28
1887	68	162	404	424	14	20	30
							MA
1875	52	161	627	1,140	4	16	...
1880	53	144	537	927	18	46	71
1885	37	118	471	810	20	40	53
1886	45	131	410	782	19	41	55
1887	37	123	411	783	17	39	54
							BOM
1875	37	100	382	1,246	114	121	...
1880	21	60	306	763	33	62	81
1885	17	50	259	600	23	39	54
1886	11	91	199	579	19	36	47
1887	13	60	203	515	16	31	43
							HYDERABAD
1886	4	42	182	614	21	43	51
1887	7	32	151	496	15	32	39

in British India in the years 1875 to 1887, as ascertained by the examination in every Government Treasury.

Victoria, 1877.	Victoria, 1878.	Victoria, 1879.	Victoria, 1880.	Victoria, 1881.	Victoria, 1882.	Victoria, 1883.	Victoria, 1884.	Victoria, 1885.	Victoria, 1886.	Victoria, 1887.	Portuguese.	TOTAL.
...	...	...	...	...	...	...	...	...	...	...	...	2,000
...	...	...	...	...	...	...	...	...	...	...	...	2,000
28	...	...	...	...	...	...	...	...	...	...	...	2,000
227	70	...	...	...	...	...	...	...	...	...	...	2,000
229	140	15	...	...	...	...	...	...	...	...	...	2,000
208	137	91	40	...	...	...	...	...	...	...	...	2,000
199	131	103	111	1	...	...	...	...	...	...	...	2,000
189	129	112	115	15	19	...	...	...	...	...	...	2,000
182	122	102	106	18	83	5	...	...	...	...	...	2,000
164	113	114	107	17	44	26	27	...	...	...	...	2,000
155	107	102	95	12	133	39	78	29	...	...	...	2,000
135	90	83	90	10	120	33	80	188	46	...	...	2,000
124	85	75	79	8	108	31	81	171	120	39	1	2,000

in each Province in the years 1875, 1880, 1885, 1886 and 1887 as ascertained R2,000 in every Government Treasury.

Victoria, 1877.	Victoria, 1878.	Victoria, 1879.	Victoria, 1880.	Victoria, 1881.	Victoria, 1882.	Victoria, 1883.	Victoria, 1884.	Victoria, 1885.	Victoria, 1886.	Victoria, 1887.	Ulwar.	Surat, Arcot and Portuguese.	TOTAL.
DIA.													
...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
125	88	90	14	...	...	...	...	...	...	...	...	...	2,000
122	88	92	106	13	147	47	170	24	...	...	...	...	2,000
113	60	71	84	13	132	23	141	403	19	...	...	1	2,000
89	61	62	75	10	153	27	141	364	136	16	...	2	2,000
PROVINCES.													
...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
225	128	34	19	...	...	...	...	...	...	...	...	...	2,000
142	99	70	114	8	127	30	64	53	...	...	...	...	2,000
141	84	66	110	8	114	26	61	109	46	...	...	...	2,000
110	77	62	95	7	98	25	59	138	107	105	...	...	2,000
MA.													
...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
353	211	32	111	...	...	...	...	...	...	...	...	...	2,000
177	124	74	126	40	370	40	110	12	...	...	...	...	2,000
133	83	51	75	21	264	38	107	403	57	...	...	...	2,000
124	74	54	78	16	228	58	134	278	124	22	...	...	2,000
SAM.													
...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
270	112	22	...	...	...	...	...	...	...	...	...	...	2,000
218	112	62	48	14	134	92	40	10	...	...	...	...	2,000
202	118	60	49	13	130	79	48	56	6	...	...	...	2,000
188	116	64	44	12	114	60	84	64	16	...	...	...	2,000
GAL.													
...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
302	192	34	16	...	...	...	...	...	...	...	...	...	2,000
204	121	70	63	12	119	53	59	36	...	...	...	...	2,000
181	113	64	55	9	107	46	55	148	34	...	...	...	2,000
183	110	64	52	8	106	44	55	140	38	4	...	...	2,000
PROVINCES AND OUDH.													
...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
172	128	78	4	...	...	...	...	...	...	...	1	...	2,000
155	114	102	57	4	55	21	26	18	...	...	...	...	2,000
148	105	96	53	6	55	26	36	58	47	...	...	...	2,000
150	110	92	54	4	52	20	36	74	36	4	...	...	2,000
JAB.													
...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
189	146	294	21	...	...	...	...	...	...	...	1	...	2,000
166	142	284	100	2	20	6	14	8	...	...	...	...	2,000
142	168	206	82	2	44	10	62	251	2	...	...	...	2,000
138	104	170	80	2	48	10	62	220	44	...	...	...	2,000
DRAS.													
...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
87	66	36	15	...	...	...	...	...	...	...	...	...	2,000
104	75	51	80	7	64	19	50	1	...	...	...	...	2,000
105	74	42	88	5	71	24	76	31	1	...	...	...	2,000
95	72	46	81	5	68	21	68	36	20	1	...	3	2,000
BAY.													
...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
152	166	194	162	...	...	...	...	...	...	...	...	...	2,000
107	88	116	161	11	160	45	170	94	...	...	...	...	2,000
93	75	94	156	8	143	32	122	195	95	...	...	...	2,000
83	62	81	126	7	117	22	109	211	185	110	...	6	2,000
(BERAR).													
98	78	76	147	12	138	28	92	229	145	...	...	...	2,000
83	59	58	106	7	98	24	66	160	433	133	...	1	2,000

Exchange of Small Coin.

31. The receipts and issues of small change at the Currency Offices during the year were the following:—

	Receipts.			Issues.			Net Issues.		
	₹	a.	p.	₹	a.	p.	₹	a.	p.
Half Rupees	3,57,069	0	0	8,71,806	8	0	5,14,737	8	0
Quarter Rupees	2,10,421	8	0	13,35,461	12	0	11,25,040	4	0
One-eighth Rupees	1,38,166	6	0	8,82,844	0	0	7,44,677	10	0
Copper	62,472	13	7	3,72,666	9	4	3,10,193	11	9
TOTAL	7,68,129	11	7	34,62,778	13	4	26,94,649	1	9
TOTAL, 1885-86	8,58,934	4	0	32,42,184	10	0	23,83,250	6	0

Bullion.

32. The following figures show the operations of the Bullion clauses of the Currency Act,—that is, the amount of bullion received by the Mint Masters on account of the Currency Offices at Calcutta and Bombay,—for the issue of certificates payable at the Currency Offices in notes of the circle or coin:—

	Calcutta.			Bombay.		
	₹	a.	p.	₹	a.	p.
Balance of Bullion on April 1st, 1886	8,01,586	13	11	79,04,807	7	4
Receipt of Bullion at 979 per mille—						
April 1886	11,82,182	10	0	93,66,102	8	0
May „	2,43,537	12	0	33,25,085	8	3
June „	3,99,418	10	0	2,91,821	9	5
July „	1,80,652	5	0	18,88,713	10	4
August „	5,65,285	14	0	15,01,149	13	8
September „	3,96,190	7	0	14,20,809	10	6
October „	2,85,107	12	0	24,33,792	12	0
November „	9,08,171	10	0	62,48,903	7	8
December „	5,65,671	9	0	6,35,824	0	0
January 1887	2,04,895	5	0	9,83,846	8	0
February „	4,61,994	7	0	29,95,933	14	7
March „	5,81,525	2	0	49,69,164	5	2
TOTAL OF 12 MONTHS	59,84,633	7	0	3,60,61,147	11	7
Bullion received from Bombay	51,31,295	13	8	...		
„ „ „ Reserve Treasury	4,54,054	0	0	...		
Additional 1 per mille credited on account of melting fees paid out of Currency Reserve	6,207	2	5	36,232	15	10
Refinage	173	14	5	...		
TOTAL RECEIPTS	1,15,76,364	5	6	3,60,97,380	11	5
TOTAL RECEIPTS AND BALANCE	1,23,77,951	3	5	4,40,02,188	2	9
Mint Certificates realized from Treasury	99,82,046	4	11	3,45,75,786	0	11
Seignorage duty	1,02,625	14	11	...		
Bullion remitted to Calcutta	...			50,28,669	14	9
Balance of bullion on 31st March 1887 (see para. 14)	22,93,278	15	7	43,97,732	3	1

33. The receipts for the last five years have been—

	Calcutta.	Bombay.	TOTAL.
	₹	₹	₹
1882-83	79,40,334	4,25,24,213	5,04,64,547
1883-84	89,36,643	2,40,52,521	3,29,89,164
1884-85	1,77,38,617	4,53,44,578	6,30,83,195
1885-86	1,94,06,198	6,75,75,104	8,69,81,302
1886-87	1,15,76,364	3,60,97,380	4,76,73,744

34. The operation of the bullion clauses of the Currency Act is shown in further detail in the following figures:—

Thousands of Rupees.

	Receipts at the Mint of bullion on account of the Currency Department.			Balance at end of month of bullion paid for by Currency Department and held as part of its reserve.			Balance of bullion held on Treasury Account, that is, the amount by which the deliveries of new coin failed to meet the Mint certificates payable by Treasury to Currency.		
	Calcutta.	Bombay.	TOTAL.	Calcutta.	Bombay.	TOTAL.	Calcutta.	Bombay.	TOTAL.
	₹	₹	₹	₹	₹	₹	₹	₹	₹
April 1886	63,39	87,12	1,50,51	71,61	59,70	1,31,31	1,45	—2,96	—1,51
May „	2,60	32,58	35,18	65,60	42,91	1,08,51	5,27	—5,16	11
June „	3,97	2,95	6,92	5,82	4,28	10,10	31,25	14,26	45,51
July „	1,85	20,58	22,43	7,63	21,75	29,38	88	15,85	16,73
August „	7,26	14,05	21,31	8,74	36,79	45,53	4,46	16,25	20,71
September „	4,58	14,52	19,10	12,67	51,01	63,68	4,55	5,16	9,71
October „	2,90	27,97	30,87	15,52	49,86	65,38	4,18	—3,62	56
November „	11,40	60,86	72,26	21,33	77,26	98,59	—83	—10,53	—11,36
December „	3,82	6,54	10,36	17,86	34,77	52 63	43	2,62	3,05
January 1887	2,03	11,49	13,52	12,49	21,72	34,21	7,72	—6,79	93
February „	4,72	33,70	38,42	17,11	21,99	39,10	11,10	—6,38	4,72
March „	6,54	46,01	52,55	22,98	43,93	66,91	6,13	—12,12	—5,99
TOTAL RECEIPTS FOR 12 MONTHS	1,15,06	3,58,37	4,73,43	...	...	...	...	...	...

AGENCIES.

35. The following are the transactions at the Agencies:—

	Number of Agencies.	Issues of Notes.	Receipts of Notes.
Agencies of the Calcutta Circle	13	3,35,500	3,60,500
„ Allahabad „	3	30,000	11,000
„ Lahore „	6	35,41,000	...
„ Bombay „	2	4,38,450	4,66,100
„ Madras „	2	10,27,625	8,72,725
	26	53,72,575	17,10,325

36. The Agencies enumerated in the above figures are the following:—

Calcutta Circle.	Allahabad Circle.	Lahore Circle.	Bombay Circle.	Madras Circle.
1. Backergunge.	1. Meerut.	1. Rawal Pindi.	1. Nagpore.	1. Cocanada.
2. Cachar.	2. Benares.	2. Amballa.	2. Akola.	2. Vizagapatam.
3. Chittagong.	3. Lucknow.	3. Peshawar.		
4. Darjeeling.		4. Simla.		
5. Gowhati.		5. Multan.		
6. Hazareebaugh.		6. Delhi.		
7. Lohardugga.				
8. Moorshedabad.				
9. Nowgong.				
10. Patna.				
11. Rajshahye.				
12. Shillong.				
13. Sylhet.				

CLAIMS ON LOST NOTES.

37. The following is the statement of lost and mutilated notes paid during the year on bond of indemnity:—

Nature of Loss.	Number of Notes for Rupees								Total.	
	5	10	20	50	100	500	1,000	10,000	Number.	Value.
Half Notes { Lost by Post	36	98	35	84	116	14	18	...	401	42,660
Half Notes { Lost accidentally	17	124	25	30	111	12	9	...	328	29,425
Half Notes { Mutilated	2	42	4	2	31	2	...	...	83	4,710
	55	264	64	116	258	28	27	...	812	76,795
Whole Notes { Lost by Post	...	...	...	...	...	...	...	...	...	...
Whole Notes { Lost accidentally	...	...	...	...	...	...	...	...	...	...
Whole Notes { Mutilated	1	11	...	...	18	3	...	...	33	3,415
	1	11	...	...	18	3	...	...	33	3,415
Mismatched Notes	...	...	...	...	1	...	...	...	1	100
1886-87	56	275	64	116	277	31	27	...	846	80,310
1885-86	49	239	64	122	201	10	8	...	753	49,115
1884-85	80	221	81	98	209	16	22	...	727	60,030

FRAUD AND FORGERY.

38. The following forgeries of notes of the Calcutta, Bombay and Calicut Circles came to light in the year under review:—

Calcutta Circle.

5-rupee notes . . . . . 10 pieces.
20 „ „ . . . . . 2 „
1,000 „ „ . . . . . 1 piece.

Bombay Circle.

20-rupee notes . . . . . 12 pieces.

Calicut Circle.

10-rupee notes . . . . . 1 piece.

39. The Calcutta forgeries were all executed by hand on ordinary paper. As regards the Bombay forgeries, the Commissioner of Currency remarks that the paper used is very flimsy; that the figures are all hand-made and unequal, and the green medallions crude in colour and execution. The Commissioner of Police, Bombay, was, however, of opinion that the notes were cleverly executed and good enough to deceive ordinary European and Native merchants. This might perhaps be the case in the hurry of business, but the slightest examination of the notes would at once lead to their detection.

The forged note of the Calicut Circle belonged to the forgery brought to light in 1879.

The 20-rupee note forgeries of the Calcutta Circle belonged to the forgeries of 1882. The notes were presented in Bombay. The 5-rupee note forgeries of the Calcutta Circle seem to have commenced in 1883-84, when five forged pieces were discovered. Six additional forged 5-rupee notes were discovered in 1884-85 and six in 1885-86.

The usual Police enquiries have been made in these cases, but I have at present no results to mention in this report.

REMITTANCES OF SILVER.

40. The following is the detail of silver remittances:—

	₹
Calcutta to Rangoon	30,00,000
Allahabad to Calcutta	21,00,000
Lahore to Calcutta	1,00,000
Bombay to Calcutta	50,00,000
Bombay to Allahabad	26,00,000
Bombay to Lahore	20,00,000
Bombay to Kurrachee	70,72,000
Bombay to Rangoon	60,00,000
Madras to Rangoon	60,00,000
Calicut to Madras	8,00,000

The large remittances from Bombay were, as usual, to disperse a part of the large sums tendered in bullion for coinage. A large share of these remittances was directed to Rangoon, but the necessities of Burma required a further remittance of 60 lakhs of silver from Madras, whence it could ill be spared.

TREASURY STATISTICS.

41. The transactions in notes at the several treasuries in India during 1883-84, 1884-85 and 1885-86, have been as follows:—

	1884-85.	1885-86.	1886-87.
	₹	₹	₹
Receipts from the public in payment of Government dues	8,70,85,960	9,08,26,615	9,03,04,820
Receipts from the public in exchange for silver	2,96,53,600	3,19,78,560	3,05,22,080
Receipts from the public for other notes	18,76,485	26,38,745	25,05,895
Total Receipts	11,86,16,045	12,54,43,920	12,33,32,795
Issues to the public in payment of Government dues	3,41,81,990	3,61,91,125	3,81,90,680
Issues to the public in exchange for silver	3,45,13,420	3,08,36,800	3,08,04,965
Issues to the public for other notes	18,76,435	26,38,745	25,05,895
Total Issues	7,05,71,845	6,96,66,670	7,15,01,540

42. The total treasury transactions in notes during the last three years have been as follows (in lakhs of rupees):—

	1884-85.	1885-86.	1886-87.
	₹	₹	₹
Government of India	319	285	319
Central Provinces	44	40	34
Burma	14	16	29
Assam	58	64	59
Bengal	526	555	540
North-Western Provinces and Oudh	173	187	172
Punjab	262	303	247
Madras	247	252	258
Bombay	237	235	279
Hyderabad	12	14	11
	1,892	1,951	1,948

43. Statement IV classifies the treasuries of the Government of India as follows :—

	1884-85.	1885-86.	1886-87.
Where notes were cashed throughout the year to the extent of the public demand	140	155	163
Where notes were ordinarily cashable, but not always . .	50	33	28
Where notes were not usually cashable	35	33	39
TOTAL .	225	221	230

44. Statement V shows the proportions of treasury and bank balances, which in each province was held in the form of Currency Notes. The state of the Reserve Treasuries greatly affects the comparisons in this statement.

Including Reserve Treasuries, the percentage of balances held in notes was—

	1886.	1885.
Calcutta Circle	22	19
Bombay „	35	20
Madras „	17	11

But if Reserve Treasuries were omitted, the figures would be—

	1886. Balance in		1885. Balance in		Percentage of Notes.	
	Notes.	Cash.	Notes.	Cash.	1886.	1885.
Calcutta Circle . . .	42,01	79,65	12,12	61,56	34	16
Bombay „ . . .	11,87	65,82	8,01	89,68	16	8
Madras „	13,04	86,77	11,05	87,28	13	11

STATEMENTS.

No. I.

Statement of the value of Government Currency Notes in circulation throughout India during 1886-87 and previous years.

Dates.	Calcutta. Value of Notes in circulation.	Calcutta. Monthly increase + or decrease −.	Allahabad. Value of Notes in circulation.	Allahabad. Monthly increase + or decrease −.
	R	R	R	R
March 1886	5,89,70,895	.....	65,67,990	.....
April „	5,77,11,225	−12,59,670	67,81,260	+ 2,13,270
May „	5,66,50,115	−10,61,110	65,76,885	−2,04,375
June „	5,38,78,065	−27,72,050	99,60,735*	+ 33,83,850
July „	5,36,67,665†	− 2,10,400	81,11,800	−18,48,935
August „	5,60,32,500	+ 23,64,835	77,38,140	− 3,73,660
September „	5,71,89,760	+ 11,57,260	79,39,170	+ 2,01,030
October „	5,66,85,355	− 5,04,405	80,43,840	+ 1,04,670
November „	5,69,35,210	+ 2,49,855	73,95,695	− 6,48,145
December „	6,07,09,545*	+ 37,74,335	77,86,070	+ 3,90,375
January 1887	5,87,95,170	−19,14,375	89,71,510	+ 11,85,440
February „	5,89,76,115	+ 1,80,945	79,55,075	−10,16,435
March „	5,96,40,580	+ 6,64,405	61,16,705†	−18,38,370
Total	68,68,71,305	.....	9,33,76,885	.....
				Average for each
1862-63	2,42,30,000	.....	.....	.....
1863-64	2,49,80,000	.....	.....	.....
1864-65	2,80,55,141	.....	11,39,468	.....
1865-66	2,90,43,282	.....	25,61,730	.....
1866-67	2,83,91,438	.....	25,93,184	.....
1867-68	2,93,11,382	.....	32,48,513	.....
1868-69	3,96,45,643	.....	33,74,186	.....
1869-70	4,14,57,428	.....	30,97,881	.....
1870-71	3,50,93,392	.....	41,34,122	.....
1871-72	4,30,33,469	.....	36,60,324	.....
1872-73	4,78,04,952	.....	52,18,260	.....
1873-74	4,70,29,742	.....	73,86,899	.....
1874-75	4,84,38,619	.....	62,57,664	.....
1875-76	4,93,96,846	.....	69,97,957	.....
1876-77	4,99,71,204	.....	72,07,479	.....
1877-78	6,13,25,010	.....	54,65,639	.....
1878-79	6,43,65,560	.....	63,73,527	.....
1879-80	6,26,55,985	.....	47,91,777	.....
1880-81	6,54,05,717	.....	53,48,142	.....
1881-82	6,43,82,370	.....	72,19,658	.....
1882-83	7,15,64,195	.....	84,15,813	.....
1883-84	6,12,93,062	.....	69,21,029	.....
1884-85	6,57,43,221	.....	75,99,049	.....
1885-86	6,00,33,913	.....	60,15,086	.....
1886-87	5,72,39,275	.....	77,81,407	.....
Increase (+) or decrease (−) in 1886-87 as compared with 1885-86	−33,94,638	.....	+ 17,65,721	.....
Percentage on average circulation, 1885-86	− 5·598	.....	+ 29·352	.....

Dates.	Madras. Value of Notes in circulation.	Madras. Monthly increase + or decrease −.	Calicut. Value of Notes in circulation.	Calicut. Monthly increase + or decrease −.
	R	R	R	R
March 1886	1,70,51,080	.....	9,59,760	.....
April „	1,59,89,950	−10,61,130	17,33,290*	+ 7,73,530
May „	1,74,44,845	+ 14,54,895	10,37,405	−6,95,885
June „	1,45,35,430	−29,09,415	12,08,050	+ 1,70,645
July „	1,31,73,060†	−13,62,370	15,78,885	+ 3,70,835
August „	1,62,47,650	+ 30,74,590	15,02,520	−76,365
September „	1,61,00,970	−1,46,680	17,67,495	+ 2,64,975
October „	1,47,98,880	−13,02,090	13,85,690	−3,81,805
November „	1,42,98,575	−5,00,305	13,97,040	+ 11,350
December „	1,58,61,125	+ 15,62,550	13,26,435	−70,605
January 1887	1,68,82,830	+ 10,21,705	10,72,520	−2,53,915
February „	1,89,08,150*	+ 20,25,320	9,54,820†	−1,17,700
March „	1,83,49,435	−5,58,715	9,73,525	+ 18,705
Total	19,25,90,900	.....	1,59,37,675	.....
				Average for each
1862-63	41,35,714	.....	.....	.....
1863-64	66,50,000	.....	.....	.....
1864-65	61,81,761	.....	.....	.....
1865-66	63,07,003	.....	61,755	.....
1866-67	67,97,750	.....	4,21,100	.....
1867-68	62,19,398	.....	5,54,549	.....
1868-69	71,21,806	.....	5,56,109	.....
1869-70	73,46,017	.....	8,16,466	.....
1870-71	87,56,321	.....	7,70,240	.....
1871-72	1,10,63,042	.....	8,63,419	.....
1872-73	1,07,03,116	.....	11,96,533	.....
1873-74	1,22,14,342	.....	18,10,467	.....
1874-75	99,92,176	.....	22,08,618	.....
1875-76	1,28,83,331	.....	21,48,859	.....
1876-77	1,36,59,999	.....	25,38,768	.....
1877-78	1,67,54,482	.....	20,86,198	.....
1878-79	1,52,45,985	.....	21,89,267	.....
1879-80	1,29,92,638	.....	17,66,917	.....
1880-81	1,35,26,580	.....	18,00,536	.....
1881-82	1,34,77,339	.....	14,78,377	.....
1882-83	1,34,72,861	.....	15,35,584	.....
1883-84	1,39,21,985	.....	13,69,536	.....
1884-85	1,33,48,674	.....	10,43,825	.....
1885-86	1,40,74,261	.....	12,59,258	.....
1886-87	1,60,49,242	.....	12,12,091	.....
Increase (+) or decrease (−) in 1886-87 as compared with 1885-86	+ 19,74,981	.....	13,28,140	.....
Percentage on average circulation, 1885-86	+ 14·032	.....	+ 1,16,049	.....
		.....	+ 9·574	.....

* Highest.

Dates.	Lahore. Value of Notes in circulation.	Lahore. Monthly increase + or decrease −.	Bombay. Value of Notes in circulation.	Bombay. Monthly increase + or decrease −.	Kurrachee. Value of Notes in circulation.	Kurrachee. Monthly increase + or decrease −.
	R	R	R	R	R	R
March 1886	78,43,340	.....	4,34,92,770	.....	52,75,150	.....
April „	83,99,985	+ 5,56,645	3,99,17,225	−35,75,545	60,59,815	+ 7,84,665
May „	79,86,110	− 4,13,875	4,33,48,690	+ 34,31,465	60,78,215*	+ 18,400
June „	75,25,665†	− 4,60,445	4,28,03,095	− 5,45,595	51,79,730	− 8,98,485
July „	81,81,625	+ 6,55,960	4,97,81,455*	+ 69,78,360	54,00,925	+ 2,21,195
August „	85,79,560	+ 3,97,935	4,66,59,350	− 31,22,105	50,69,535	− 3,31,390
September „	86,15,265	+ 35,705	4,34,75,495	− 31,83,855	52,98,560	+ 2,29,025
October „	91,14,150	+ 4,98,885	4,59,93,285	+ 25,17,790	50,05,770	− 2,92,790
November „	93,12,595*	+ 1,98,445	4,73,98,195	+ 14,04,910	49,80,015	− 25,755
December „	80,79,310	− 12,33,285	3,88,62,285	− 85,35,910	47,30,725	− 2,49,290
January 1887	80,67,065	− 12,245	3,96,65,635	+ 8,03,350	38,14,625†	− 9,16,100
February „	78,79,845	− 1,87,220	3,88,91,850	− 7,73,785	39,78,700	+ 1,64,075
March „	79,77,835	+ 97,990	3,81,26,425†	− 7,65,425	43,97,940	+ 4,19,240
Total	9,97,19,010	.....	51,49,22,985	.....	5,99,94,555	.....
from 1862-63.	.....	.....	1,58,28,571	.....	.....	
.....	.....	.....	2,07,25,000	.....	.....	
7,81,033	.....	.....	3,26,00,958	.....	.....	
29,51,182	.....	.....	3,50,64,905	.....	9,08,721	
25,00,558	.....	.....	4,80,41,935	.....	10,13,765	
24,05,652	.....	.....	4,95,18,959	.....	15,90,835	
25,81,546	.....	.....	4,59,48,670	.....	19,67,010	
22,52,897	.....	.....	4,92,93,254	.....	24,73,060	
26,74,301	.....	.....	4,43,51,094	.....	22,59,591	
52,34,625	.....	.....	4,77,36,435	.....	22,33,014	
47,59,828	.....	.....	5,63,13,434	.....	20,30,310	
47,77,161	.....	.....	3,56,37,322	.....	21,97,823	
53,43,460	.....	.....	3,27,94,374	.....	17,28,919	
66,21,276	.....	.....	3,33,00,831	.....	17,87,612	
62,40,332	.....	.....	3,54,10,793	.....	18,40,533	
54,70,648	.....	.....	3,90,98,730	.....	21,98,696	
48,60,418	.....	.....	3,67,78,984	.....	25,13,693	
65,49,450	.....	.....	3,65,20,379	.....	26,72,268	
92,54,536	.....	.....	3,81,54,498	.....	34,61,504	
81,32,364	.....	.....	3,69,68,543	.....	33,30,384	
78,45,178	.....	.....	4,59,01,757	.....	32,37,773	
76,69,764	.....	.....	3,90,17,564	.....	29,98,733	
78,99,231	.....	.....	4,44,12,529	.....	30,89,370	
77,28,230	.....	.....	4,99,05,969	.....	46,00,703	
83,09,917	.....	.....	4,29,10,249	.....	49,99,546	
+ 5,81,687	.....	.....	−69,95,711	.....	+ 3,98,839	
+ 7·527	.....	.....	−14·017	.....	+ 8·669	

Dates.	Rangoon. Value of Notes in circulation.	Rangoon. Monthly increase + or decrease −.	Total. Value of Notes in circulation.	Total. Monthly increase + or decrease −.
	R	R	R	R
March 1886	15,71,740	.....	14,17,32,725	.....
April „	12,01,250†	.....	13,77,94,000†	.....
May „	25,65,565	.....	14,16,87,830	.....
June „	27,14,775	.....	13,78,05,545	.....
July „	27,48,495	.....	14,26,43,910	.....
August „	26,15,625	.....	14,44,44,880	.....
September „	26,53,580	.....	14,30,40,295	.....
October „	42,93,645	.....	14,53,20,615	.....
November „	50,64,860	.....	14,67,82,185*	.....
December „	67,60,280*	.....	14,41,15,775	.....
January 1887	37,14,985	.....	14,09,84,340	.....
February „	31,99,110	.....	14,07,43,665	.....
March „	31,85,920	.....	13,87,68,365	.....
Total	4,07,18,090	.....	1,70,41,31,405	.....
from 1862-63.	.....	.....	4,41,94,385	
.....	.....	.....	5,23,25,000	
.....	.....	.....	6,88,20,116	
.....	.....	.....	7,72,57,983	
.....	.....	.....	8,98,93,179	
.....	.....	.....	9,28,50,848	
.....	.....	.....	10,14,55,327	
.....	.....	.....	10,66,90,777	
.....	.....	.....	9,81,32,240	
.....	.....	.....	11,41,57,442	
.....	.....	.....	12,86,40,367	
.....	.....	.....	11,14,51,907	
.....	.....	.....	10,67,04,071	
.....	.....	.....	11,35,26,621	
.....	.....	.....	11,64,16,538	
.....	.....	.....	13,25,02,472	
.....	.....	.....	13,19,05,084	
.....	.....	.....	12,79,83,033	
.....	.....	.....	13,66,29,354	
.....	.....	.....	13,50,46,242	
.....	.....	.....	15,18,07,113	
.....	.....	.....	13,38,69,257	
10,03,295	.....	.....	14,54,07,275	
20,55,743	.....	.....	14,71,02,032	
29,31,184	.....	.....	14,20,10,950	
33,93,174	.....	.....		
+ 4,61,990	.....	.....	−50,91,082	
+ 15·761	.....	.....	−3·461	

† Lowest.

No.

Statement of Notes issued,

Circle.	Nature of work.	5 Rupees.		10 Rupees.		20 Rupees.		50
		No.	Value.	No.	Value.	No.	Value.	No.
Calcutta	Notes issued	312,847	15,64,235	2,319,289	2,31,92,890	164,865	32,97,300	154,902
Allahabad	,,	10,963	54,815	37,291	3,72,910	25,225	5,04,500	19,803
Lahore	,,	17,865	89,325	60,856	6,08,560	38,321	7,66,420	27,437
Bombay	,,	364,058	18,20,290	1,042,129	1,04,21,290	170,298	34,05,960	111,126
Kurrachee	,,	3,259	16,295	27,422	2,74,220	9,553	1,91,060	5,350
Madras	,,	72,146	3,60,730	178,497	17,84,970	71,639	14,32,780	71,179
Calicut	,,	11,707	58,535	10,394	1,03,940	6,535	1,30,700	7,361
Rangoon	,,	26,810	1,34,080	33,619	3,36,190	15,306	3,06,120	10,5
Total		819,661	40,98,305	3,709,497	3,70,94,970	501,742	1,00,34,840	407,779
Percentage on Total Issues		12·17	...	55·06	...	7·45	...	6·05
		...	·55	...	5·00	...	1·35	...
Calcutta	Notes received	410,033	20,54,665	2,256,946	2,25,69,460	163,478	32,69,560	154,036
Allahabad	,,	11,343	56,715	37,502	3,75,020	25,232	5,04,640	21,756
Lahore	,,	14,170	70,850	62,358	6,23,580	37,503	7,51,260	27,841
Bombay	,,	347,504	17,37,520	997,884	99,78,840	169,207	33,85,940	109,324
Kurrachee	,,	3,444	17,220	26,522	2,65,220	9,770	1,95,400	5,308
Madras	,,	71,237	3,56,185	158,126	15,81,260	73,483	14,09,660	73,454
Calicut	,,	11,727	58,635	9,470	94,700	5,072	1,10,440	6,708
Rangoon	,,	20,506	1,02,530	27,079	2,76,790	11,350	2,27,000	8,550
Total		890,864	44,54,320	3,576,487	3,57,64,870	496,145	99,22,900	407,037
Percentage on Total Receipts		13·38	...	53·72	...	7·45	...	·12
		...	·60	...	4·80	...	1·33	...
Calcutta	Notes cancelled	337,713	16,88,565	1,662,183	1,66,21,830	107,873	21,57,460	105,073
Allahabad	,,	10,602	53,010	33,608	3,36,080	23,107	4,62,140	21,143
Lahore	,,	14,156	70,780	62,257	6,22,570	37,313	7,46,260	27,040
Bombay	,,	209,586	10,47,930	571,394	57,13,940	110,489	22,09,780	71,913
Kurrachee	,,	3,203	16,015	22,948	2,29,480	8,867	1,77,340	4,808
Madras	,,	64,847	3,24,235	146,634	14,66,340	66,456	13,29,120	62,415
Calicut	,,	11,350	56,780	9,078	90,780	5,711	1,14,220	6,198
Rangoon	,,	13,207	66,035	10,808	108,080	6,061	1,39,220	4,088
Total		664,670	33,23,350	2,524,910	2,52,49,100	366,777	73,35,540	304,478
Percentage on Total Cancellations		13·69	...	51·99	...	7·55	...	6·27
		...	·78	...	5·90	...	1·71	...
Percentage on Total Cancellation on Receipts		74·60	...	70·59	...	73·93	...	74·80

Abstract of all Circles

Year.	Notes Issued.	
	No.	Value.
1861-62	367,200	4,20,00,000
1862-63	295,015	2,52,55,500
1863-64	336,201	4,72,01,000
1864-65	598,260	4,53,00,110
1865-66	900,150	10,10,04,920
1866-67	1,908,088	26,80,12,150
1867-68	2,700,745	33,00,49,710
1868-69	3,117,050	44,00,73,020
1869-70	3,306,828	40,34,48,480
1870-71	3,855,477	50,63,02,620
1871-72	4,045,118	62,25,21,200
1872-73	4,480,446	57,39,00,525
1873-74	4,915,365	61,60,24,575
1874-75	5,145,082	68,25,78,760
1875-76	5,325,790	62,69,70,815
1876-77	5,777,514	78,77,51,185
1877-78	6,251,704	90,52,50,980
1878-79	5,853,587	86,09,06,930
1879-80	6,252,415	81,51,03,855
1880-81	6,731,153	85,23,94,490
1881-82	6,066,875	71,68,22,915
1882-83	6,417,898	73,71,65,755
1883-84	6,828,374	67,02,69,920
1884-85	6,014,915	73,09,22,015
1885-86	6,610,519	76,10,25,730
1886-87	6,737,250	74,12,56,165

II.

received and cancelled during 1886-87.

Rupees.	100 Rupees.		500 Rupees.		1,000 Rupees.		10,000 Rupees.		Total.	
Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
77,45,100	372,310	3,72,31,000	76,312	3,81,56,000	118,262	11,82,62,000	7,285	7,28,50,000	3,526,072	30,22,98,525
9,93,150	25,842	25,84,200	3,409	17,04,500	9,984	99,84,000	585	58,50,000	133,162	2,20,48,075
13,71,850	36,766	36,76,600	9,707	48,53,500	9,069	90,69,000	1,041	1,04,10,000	201,062	3,08,45,255
55,56,300	184,977	1,84,97,700	11,903	59,51,500	64,234	6,42,34,000	12,473	12,47,30,000	1,961,198	23,46,17,040
2,67,500	8,524	8,52,400	2,101	10,50,500	8,198	81,98,000	448	44,80,000	64,855	1,53,29,975
35,58,950	241,615	2,41,61,500	28,854	1,44,27,000	24,803	2,48,03,000	3,375	3,37,50,000	692,108	10,42,78,930
3,68,050	13,850	13,85,000	705	3,52,500	518	5,18,000	247	24,70,000	51,317	53,86,725
5,28,050	15,552	15,55,200	1,806	9,03,000	1,719	17,19,000	2,097	2,09,70,000	107,476	2,64,51,640
2,03,88,950	899,436	8,99,43,600	134,797	6,73,98,500	236,787	23,67,87,000	27,551	27,55,10,000	6,737,250	74,12,56,165
...	13·35	...	2·00	...	3·51	...	·41	...	100	...
2·75	...	12·14	...	9·09	...	31·95	...	37·17	...	100
77,01,800	369,841	3,69,84,100	74,372	3,71,86,000	118,643	11,86,43,000	7,335	7,33,50,000	3,555,584	30,17,58,585
10,87,800	28,113	28,11,300	3,473	17,36,500	10,062	1,00,62,000	597	59,70,000	138,078	2,26,03,975
13,92,050	37,170	37,17,000	9,853	49,26,500	9,103	91,03,000	1,027	1,02,70,000	199,085	3,08,54,240
54,66,200	178,615	1,78,61,500	11,676	58,38,000	65,854	6,58,54,000	13,031	13,03,10,000	1,893,185	24,04,32,000
2,65,400	8,607	8,60,700	1,937	9,68,500	7,565	75,65,000	582	58,20,000	63,735	1,59,57,440
36,72,700	238,659	2,38,65,900	28,963	1,44,81,500	24,157	2,41,57,000	3,344	3,34,40,000	671,423	10,30,24,205
3,38,400	14,183	14,18,300	721	3,60,500	529	5,29,000	241	24,10,000	49,611	53,28,975
4,27,500	13,579	13,57,900	1,447	7,23,500	1,522	15,22,000	2,020	2,02,00,000	86,653	2,48,37,220
2,03,51,850	888,767	8,88,76,700	132,442	6,62,21,000	237,435	23,74,35,000	28,177	28,17,70,000	6,657,354	74,47,96,640
...	13·35	...	1·99	...	3·7	...	·42	...	100	...
2·73	...	11·94	...	8·89	...	31·88	...	37·83	...	100
52,98,650	283,626	2,83,62,600	69,000	3,45,00,000	102,541	10,25,41,000	1,232	1,23,20,000	2,670,141	20,34,90,105
10,57,150	27,296	27,29,600	3,134	15,67,000	7,895	78,95,000	430	43,00,000	127,215	1,83,99,980
13,52,000	36,505	36,50,500	9,583	47,91,500	7,289	72,89,000	274	27,40,000	194,417	2,12,62,610
35,95,650	110,039	1,10,03,900	9,588	47,94,000	36,639	3,66,39,000	3,409	3,40,90,000	1,123,057	9,90,94,200
2,40,400	7,796	7,79,600	1,293	6,46,500	3,313	33,13,000	362	36,20,000	52,590	90,22,335
31,20,750	212,251	2,12,25,100	22,134	1,10,67,000	14,569	1,45,69,000	1,435	1,43,50,000	590,741	6,74,51,545
3,09,000	13,337	13,33,700	613	3,06,500	428	4,28,000	184	18,40,000	46,905	44,70,880
3,48,300	7,807	7,80,700	819	4,09,500	717	7,17,000	234	23,40,000	51,361	48,50,300
1,52,23,900	698,457	6,98,45,700	116,184	5,80,92,000	173,391	17,33,91,000	7,560	7,56,00,000	4,856,427	42,80,60,590
...	14·38	...	2·39	...	3·5	...	·16	...	100	...
3·56	...	16·32	...	13·57	...	40·50	...	17·66	...	100
...	78·58	...	87·72	...	73·02	...	26·80	...	72·95	57·47

from 1861-62 to 1886-87.

Notes Received.		Notes Cancelled.	
No.	Value.	No.	Value.
2,000	10,00,000	...	...
82,820	1,49,55,500	52,520	1,10,05,500
248,582	4,17,91,000	240,478	3,74,51,000
283,708	3,37,09,900	214,300	3,15,66,660
854,111	9,98,39,180	386,174	3,90,71,620
1,917,381	25,36,97,220	831,631	7,50,95,040
2,424,319	30,72,64,270	998,679	10,85,26,500
2,936,353	44,69,90,180	1,553,433	14,25,85,600
3,353,591	48,70,24,340	1,906,794	22,30,04,250
3,728,082	56,66,28,810	2,005,842	24,79,56,750
3,813,861	60,48,10,940	1,894,516	25,64,60,160
4,194,129	59,96,88,825	2,150,039	25,00,27,590
4,620,018	62,64,55,900	2,565,830	26,20,42,890
4,762,530	63,66,57,570	3,094,093	28,68,65,125
5,269,541	62,17,81,055	3,500,388	29,62,56,840
5,702,046	77,87,26,475	3,661,384	37,89,18,425
6,120,202	96,25,97,735	4,399,755	45,50,76,735
6,036,955	90,75,19,920	4,115,911	42,84,16,310
6,067,688	80,79,23,265	3,889,150	35,31,49,630
6,625,315	84,04,84,390	4,172,534	38,61,13,350
5,904,017	71,09,97,175	3,855,555	37,95,01,280
6,164,317	73,16,24,485	4,344,957	43,60,02,315
6,709,057	68,93,02,090	4,710,289	42,04,38,825
6,692,313	72,12,80,855	5,137,324	43,21,77,545
6,331,341	76,55,44,465	4,756,480	42,79,23,405
6,657,354	74,47,96,640	4,856,427	42,80,60,590

No.

Statement of Receipts and Expenditure of the Department

	Calcutta.	Allahabad.	Lahore.
	₹ a. p.	₹ a. p.	₹ a. p.
RECEIPTS.			
1886-87. Interest realized on Government Securities	10,77,344 0 0	1,22,789 0 0	1,51,073 0 0
SUNDRY CASH RECEIPTS.			
Miscellaneous	55 13 0	51 5 3	3 9 3
Premium realized on bills	.....	.....	.....
Value of unclaimed Currency Notes	.....	.....	30 0 0
	10,77,399 13 0	1,22,840 5 3	1,51,106 9 3
DISBURSEMENTS.			
Salaries	17,054 5 1	.....	4,734 5 5
Establishment	70,122 11 6	10,302 10 3	9,016 11 10
Temporary Establishment	4,785 9 4	539 0 0	.....
Charges for Remittances	154 15 0	3,046 14 3	.....
Stationery	1,002 6 0	7 11 9	.....
Printing Charges	2,014 0 6	378 9 9	182 15 0
Service Telegrams	308 13 0	33 11 0	193 1 0
Purchase of Service Stamps	606 1 0	299 3 0	360 15 0
House-Lighting, Police and Water Rate	5,062 8 0	.....	160 6 0
Cost of Note Forms	70,234 9 4	.....	.....
One-third freight on Europe Stores	6 4 7	.....	.....
Pensions and Gratuities	8,400 14 2	1,548 0 0	1,134 6 6
Cost of Repairs, &c., to Currency Buildings	3,226 0 0	.....	480 1 0
Cost of Chests, Bags and Locks	52 8 0	650 4 0	.....
Contingencies	3,213 3 1	813 4 2	785 9 7
Travelling Allowances	23 1 0	.....	.....
Dead Stock, Cost of Office Furniture	356 1 6	424 5 3	521 10 0
TOTAL DISBURSEMENTS DURING 1886-87	1,86,623 15 1	18,043 9 5	17,570 1 4
PROFIT	8,90,775 13 11	1,04,796 11 10	1,33,536 7 11

ABST

	Calcutta.	Allahabad.	Lahore.
	₹ a. p.	₹ a. p.	₹ a. p.
RECEIPTS.			
1861-62	.....	.....	.....
1862-63	1,52,316 10 2	.....	.....
1863-64	3,27,731 5 4	.....	.....
1864-65	9,69,318 4 4	.....	.....
1865-66	6,05,285 1 8	46,281 6 0	31,484 2 0
1866-67	6,91,286 13 6	49,784 0 0	31,517 0 0
1867-68	5,32,863 9 9	45,617 9 4	28,944 4 9
1868-69	5,81,265 0 9	49,442 8 3	37,827 13 5
1869-70	6,50,288 12 3	48,310 9 8	35,133 4 11
1870-71	5,36,277 7 6	62,787 2 7	40,616 1 1
1871-72	5,38,378 2 9	45,512 7 6	65,087 5 3
1872-73	8,91,423 8 3	96,879 10 9	88,368 10 6
1873-74	10,04,194 6 0	1,56,749 4 0	1,01,370 14 0
1874-75	11,87,241 11 6	89,036 0 0	1,10,593 7 3
1875-76	10,92,800 4 6	1,13,676 0 0	1,28,291 10 9
1876-77	10,74,581 8 0	1,09,322 0 0	1,34,781 10 0
1877-78	11,80,679 7 8	1,12,726 0 0	1,11,997 10 9
1878-79	12,35,775 6 10	85,487 2 0	94,621 11 0
1879-80	13,93,856 3 11	99,873 6 0	1,31,198 12 3
1880-81	12,55,051 0 0	89,304 0 0	1,69,020 0 0
1881-82	12,65,842 12 2	85,948 4 0	1,55,632 3 6
1882-83	12,99,622 0 0	1,11,111 10 0	1,24,487 8 6
1883-84	12,21,167 2 7	1,11,492 4 0	1,56,363 0 0
1884-85	11,41,524 9 3	1,11,237 9 3	1,53,062 0 0
1885-86	11,13,313 12 0	1,01,087 11 0	1,45,189 8 6
1886-87	10,77,399 13 0	1,22,840 5 3	1,51,106 9 3
TOTAL	2,30,19,484 13 8	19,44,506 13 7	22,26,695 3 8
DISBURSEMENTS.			
1861-62	2,639 2 7	.....	.....
1862-63	3,06,205 8 3	.....	.....
1863-64	1,40,049 4 11	.....	.....
1864-65	34,145 8 6	20,329 12 2	17,539 13 0
1865-66	4,00,080 5 2	17,824 12 9	21,500 13 3
1866-67	5,27,735 4 11	13,488 3 2	16,999 6 3
1867-68	90,086 0 0	17,230 12 10	20,862 13 7
1868-69	5,71,781 12 9	14,792 14 4	15,285 6 4
1869-70	99,909 12 7	14,991 8 11	16,687 14 6
1870-71	1,30,679 3 7	15,305 1 4	13,726 6 9
1871-72	1,02,321 6 2	14,457 12 6	19,870 1 1
1872-73	1,27,751 14 3	20,576 5 10	11,243 6 6
1873-74	1,65,462 14 5	51,683 12 7	14,189 4 7
1874-75	1,36,395 6 10	21,920 7 4	22,072 3 8
1875-76	1,26,771 7 8	44,446 5 4	13,937 10 8
1876-77	1,47,884 0 11	19,322 1 0	10,443 14 9
1877-78	1,82,693 11 4	13,346 14 3	18,445 5 1
1878-79	2,38,041 12 0	16,616 9 5	14,376 5 0
1879-80	1,41,472 1 5	14,744 12 3	15,044 15 6
1880-81	1,21,867 0 0	14,910 0 0	14,851 0 0
1881-82	1,48,717 0 3	21,755 1 10	17,482 14 9
1882-83	2,61,461 7 4	19,251 9 5	14,632 14 8
1883-84	2,23,388 9 8	18,552 10 7	14,967 0 10
1884-85	1,28,143 10 8	22,857 10 11	15,118 12 5
1885-86	2,77,996 11 3	19,452 6 4	21,852 11 1
1886-87	1,86,623 15 1	18,043 9 5	17,570 1 4
TOTAL	50,20,305 0 6	4,66,101 2 6	3,78,701 3 7
PROFIT	1,79,99,179 13 2	14,78,405 11 1	18,47,994 0 1

III.

of Issue of Paper Currency for the Year 1886-87.

Bombay.	Kurrachee.	Madras.	Calicut.	Rangoon.	TOTAL.
₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.
7,65,364 0 0	76,576 0 0	2,64,441 0 0	19,167 0 0	24,114 0 0	25,00,868 0 0
55 4 0	85 0 0	270 2 3	.....	.....	521 1 9
468 12 0	.....	.....	.....	.....	468 12 0
.....	155 0 0	385 0 0	10 0 0	.....	580 0 0
7,65,888 0 0	76,816 0 0	2,65,096 2 3	19,177 0 0	24,114 0 0	25,02,437 13 9
15,000 0 0	1,301 4 3	.....	1,200 0 0	13,381 0 0	52,670 14 9
52,523 5 2	4,732 1 5	17,855 11 0	3,275 9 10	.....	1,67,828 13 0
.....	.....	85 1 8	.....	.....	5,409 11 0
2,122 8 0	1,365 2 0	1,804 12 6	910 13 0	.....	9,405 0 9
747 4 1	.....	285 4 0	42 0 0	.....	2,084 9 10
1,579 5 10	27 13 0	502 0 6	.....	.....	4,684 12 7
273 4 0	53 13 0	87 0 0	46 11 0	84 0 0	1,080 5 0
520 0 0	80 0 0	242 4 0	100 0 0	24 0 0	2,252 7 0
424 11 9	.....	.....	.....	.....	5,647 9 9
.....	.....	19,304 0 0	1,081 10 0	.....	90,620 3 4
7 13 3	.....	8 2 4	.....	.....	22 4 2
2,140 0 0	.....	1,943 0 2	494 0 0	.....	15,660 4 10
745 0 3	.....	798 11 8	.....	.....	5,249 12 11
.....	.....	31 2 0	153 6 0	.....	887 4 0
2,202 4 2	176 7 6	670 13 9	99 14 9	81 0 0	8,042 9 0
484 15 0	14 0 0	63 15 10	10 2 0	10 0 0	606 1 10
83 0 0	.....	165 11 6	.....	33 0 0	1,583 12 3
78,853 7 6	7,750 9 2	43,847 10 11	7,414 2 7	13,613 0 0	3,73,716 8 0
6,87,034 8 6	69,065 6 10	2,21,248 7 4	11,762 13 5	10,501 0 0	21,28,721 5 9

RACTS.

Bombay.	Kurrachee.	Madras.	Calicut.	Rangoon.	TOTAL.
₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	1,52,316 10 2
.....	.....	.....	.....	.....	3,27,731 5 4
5,11,746 13 6	.....	1,73,913 14 10	.....	.....	16,54,979 0 8
8,19,518 4 3	4,637 7 9	1,67,917 2 10	3,268 2 0	.....	16,78,391 10 6
7,43,596 2 1	23,870 0 0	1,18,395 11 4	4,400 0 0	.....	16,62,849 10 11
5,92,489 15 5	20,677 12 5	1,21,084 15 9	4,137 1 3	.....	13,45,815 4 8
6,73,293 8 10	28,822 15 1	1,04,357 0 5	11,963 12 11	.....	14,86,972 11 8
7,69,001 5 11	38,566 11 1	1,14,539 2 3	12,011 10 11	.....	16,67,871 9 0
6,73,769 3 4	34,317 10 3	1,32,986 14 7	13,113 3 5	.....	14,93,867 10 9
5,93,668 4 7	27,765 4 9	1,40,676 4 1	14,877 11 0	.....	14,25,965 7 11
10,45,520 1 7	37,693 12 6	1,98,729 6 9	33,612 4 0	.....	23,92,227 6 4
7,56,230 12 9	46,985 0 3	2,59,187 1 3	46,866 10 3	.....	23,71,584 0 6
6,77,999 6 4	35,660 12 0	2,19,693 3 0	49,770 0 0	.....	23,69,994 8 1
6,87,503 6 6	36,340 0 0	2,53,336 8 8	55,570 0 0	.....	23,67,517 14 5
7,01,084 13 8	40,050 1 6	2,69,536 3 6	39,443 0 0	.....	23,68,799 4 8
6,59,869 12 10	35,533 13 0	3,10,976 0 0	37,865 0 0	.....	25,49,647 12 3
6,52,369 9 4	47,607 0 0	2,51,697 8 0	27,938 0 0	.....	23,95,495 12 2
7,72,780 3 3	54,105 0 0	3,09,420 0 8	35,592 0 0	.....	27,96,825 10 1
6,69,539 0 0	62,088 0 0	2,20,031 0 0	22,785 0 0	.....	25,14,818 0 0
6,64,791 11 11	60,126 0 0	2,46,642 15 5	24,016 0 0	.....	25,02,999 15 0
6,82,831 3 0	54,736 0 0	2,14,922 14 10	14,854 0 0	.....	25,02,565 4 4
6,93,775 7 1	50,446 12 0	2,39,524 7 10	18,828 0 0	17,260 0 0	25,08,857 1 6
7,65,661 1 9	55,927 9 6	2,43,696 15 0	16,324 0 0	23,476 0 0	25,10,909 12 9
7,88,374 2 7	83,818 13 4	2,35,030 5 9	15,802 0 0	21,245 0 0	25,03,861 5 2
7,65,888 0 0	76,816 0 0	2,65,096 2 3	19,177 0 0	24,114 0 0	25,02,437 13 9
1,63,88,301 13 6	9,56,592 7 5	48,11,411 15 0	5,22,214 7 9	86,095 0 0	4,99,55,302 10 7
2,494 10 0	.....	751 9 3	.....	.....	5,885 5 10
1,73,996 6 6	.....	50,610 10 1	.....	.....	5,30,812 8 10
1,66,720 11 11	.....	58,638 9 6	.....	.....	3,65,408 10 4
2,61,955 7 8	.....	59,511 2 3	3,112 11 4	.....	3,96,594 6 11
3,06,084 4 8	9,596 11 8	78,872 13 10	11,132 8 5	.....	8,45,092 5 9
3,58,829 8 3	8,632 0 0	61,950 15 6	4,667 12 8	.....	9,92,303 2 9
1,29,160 8 5	10,509 12 11	36,798 8 6	4,657 14 4	.....	3,09,366 6 7
1,12,952 8 4	10,517 15 3	30,912 2 6	4,695 15 6	.....	7,60,938 11 0
1,12,816 11 10	7,711 15 0	33,335 4 5	4,407 0 1	.....	2,89,860 3 4
1,21,404 7 7	5,922 4 1	44,446 15 1	4,546 11 2	.....	3,36,231 1 7
1,02,736 7 5	6,038 0 2	34,553 0 1	5,417 14 0	.....	2,85,394 9 5
99,551 13 8	7,225 11 5	39,798 3 9	7,367 15 0	.....	3,13,515 6 5
1,64,282 3 4	9,157 11 10	45,101 5 3	6,098 14 0	.....	4,55,976 2 0
1,50,860 9 2	6,097 0 2	43,460 9 0	9,037 5 6	.....	3,89,843 9 8
1,02,627 5 0	6,670 11 3	35,306 1 0	5,568 2 3	.....	3,35,327 11 2
86,264 8 2	7,635 7 6	35,215 10 6	6,891 3 11	.....	3,13,656 14 9
2,23,222 6 1	7,100 7 0	33,239 12 8	6,944 7 0	.....	4,84,992 15 5
1,92,575 6 9	8,534 5 8	41,871 7 1	6,894 5 5	.....	5,18,910 3 4
1,00,247 4 8	7,456 6 8	39,214 6 8	5,621 13 11	.....	3,23,801 13 1
82,161 0 0	5,716 0 0	33,697 0 0	4,934 0 0	.....	2,78,136 0 0
78,796 0 4	7,703 4 4	42,480 1 4	7,828 4 1	.....	3,24,762 10 11
83,441 8 11	7,553 3 2	32,512 5 11	6,451 9 11	.....	4,25,304 11 4
98,933 12 7	6,335 4 9	49,448 0 10	5,643 2 2	10,638 4 4	4,27,906 13 9
94,890 6 5	7,106 11 7	29,430 11 9	5,390 5 6	14,234 8 4	3,17,172 13 7
83,212 8 2	8,983 15 1	42,142 2 4	6,357 13 4	14,906 15 1	4,75,905 2 8
78,853 7 6	7,750 9 2	43,847 10 11	7,414 2 7	13,613 0 0	3,73,716 8 0
35,69,072 1 4	1,69,955 8 8	10,78,147 4 0	1,41,082 0 1	53,392 11 9	1,08,76,757 0 5
1,28,19,229 12 2	7,86,636 14 9	37,33,264 11 0	3,81,132 7 8	32,702 4 3	3,90,78,545 10 2

No. IV.

Classification of Treasuries according to Encashment of Notes.

A	B	C	A	B	C
Treasuries which were able throughout the year to cash notes at all times to the extent of the public demand on them.	Treasuries ordinarily able to cash notes on presentation.	Treasuries at which this accommodation could not usually be given.			
	India.				
Ajmere.	Bhopal.	Khatmandu.			
Beluchistan.	Nowgong, Bundelkhand.				
Coorg.					
Indore.					
Sambhar.					
			5	2	1
	Central Provinces.				
Balaghat.	Chhindwara.	Saugor.			
Betul.	Jubbulpur.				
Bhandara.	Raipur.				
Bilaspur.	Seoni.				
Chanda.	Wardha.				
Damoh.					
Hoshangabad.					
Mandla.					
Narsinghpur.					
Nimar.					
Sambalpur.					
			11	5	1
	Burma.				
Bassein. Sandoway.	Mandalay.	Alon.			
Henzadah. Tavoy.	Shwegyin.	Bhamo.			
Kyoukphyoo. Tharrawaddy.	Thayetmyo.	Kindat.			
Maubin.	Tounghoo.	Kyouksai.			
		Carried over	7	4	4
		Carried over	16	7	2

No. IV —*contd.*

Classification of Treasuries according to Encashment of Notes—contd.

A	B	C	A	B	C
Treasuries which were able throughout the year to cash notes at all times to the extent of the public demand on them.	Treasuries ordinarily able to cash notes on presentation.	Treasuries at which this accommodation could not usually be given.			
	Burma—*contd.*	Brought forward	16	7	2
		Brought forward	7	4	4
		Minbu.			
Mergui.		Myingyan.			
Pegu.		Pyinmana.			
Prome.		Shwebo.			
			10	4	8
	Assam.				
		Cachar.			
		Darrang.			
		Garo Hills.			
		Goalparah.			
		Kamrup.			
		Khasi Hills.			
		Lakhimpur.			
		Manipur.			
		Naga Hills.			
		Nowgong.			
		Sibsagar.			
		Sylhet.	...	...	12
	Bengal.				
Backergunge. Maldah.	Moorshedadad.	Darjeeling.			
Balasore. Manbhoom.	Chittagong.				
Bankoora. Midnapore.					
Beerbhoom. Monghyr.					
Bhagulpore. Mozufferpore.					
		Carried over	10	2	1
		Carried over	26	11	2

No. IV —*contd.*

Classification of Treasuries according to Encashment of Notes —contd.

A	B	C	A	B	C
Treasuries which were able throughout the year to cash notes at all times to the extent of the public demand on them.	Treasuries ordinarily able to cash notes on presentation.	Treasuries at which this accommodation could not usually be given.			
	Bengal —*contd.*	Brought forward	26	11	22
		Brought forward	10	2	1
Bogra.	Mymensing.				
Burdwan.	Noakhally.				
Champarun.	Nuddea.				
Cuttack.	Patna.				
Dacca.	Pubna.				
Dinagepore.	Puri.				
Doomka.	Purneah.				
Durbhunga.	Rajshahye.				
Furreedpore.	Rungpur.				
Gya.	Sarun.				
Hazaribagh.	Shahabad.				
Hooghly.	Singhbhoom.				
Howrah.	Tipperah.				
Jalpaiguri.	24-Pergunnahs				
Jessore.					
Khoolna.					
Lohardugga.					
			41	2	1
	N.-W. P. & Oudh.				
Aligarh.	Allahabad.	Agra.			
Azamgarh.	Benares.	Almora.			
Bareilly.	Etawah.	Dehra-Dun.			
Bulandshahr.	Faizabad.	Nainital.			
Banda.	Jalaun.	Pillibhit.			
Badaun.	Mathura.				
		Carried over	6	6	5
		Carried over	67	13	23

No. IV —*contd.*

Classification of Treasuries according to Encashment of Notes —contd.

A	B	C	A	B	C
Treasuries which were able throughout the year to cash notes at all times to the extent of the public demand on them.	Treasuries ordinarily able to cash notes on presentation.	Treasuries at which this accommodation could not usually be given.			
		Brought forward	67	13	23
	N.-W. P. & Oudh —*contd.*	Brought forward	6	6	5
Bijnor.	Moradabad.				
Basti.	Sitapur.				
Ballia.	Unao.				
Bahraich.					
Bara Banki.					
Cawnpore.					
Etah.					
Farukhabad.					
Fatehpur.					
Ghazipur.					
Gorakhpur.					
Gonda.					
Hamirpur.					
Hardoi.					
Jaunpur.					
Jhansi.					
Kheri.					
Lalitpur.					
Lucknow.					
Mainpuri.					
Meerut.					
Mirzapur.					
Muzaffarnagar.					
Partabgarh.					
Rurki.					
Rae Bareli.		Carried over	32	9	5
		Carried over	67	13	23

No. —*contd.*

Classification of Treasuries according to Encashment of Notes—contd.

A	B	C	A	B	C
Treasuries which were able throughout the year to cash notes at all times to the extent of the public demand on them.	Treasuries ordinarily able to cash notes on presentation.	Treasuries at which this accommodation could not usually be given.			
		Brought forward	67	13	23
	N.-W. P. & Oudh —*concld.*	Brought forward	32	9	5
Saharanpur.					
Shahjahanpur.					
Sultanpur.					
			35	9	5
	Punjab.				
Amritsar.					
Bannu.					
Dera Ghazi Khan.					
Dera Ismail Khan.					
Ferozepur.					
Gujranwala.					
Gujrat.					
Gurdaspur.					
Gurgaon.					
Hissar.					
Hoshiarpur.					
Hazara.					
Jhang.					
Jhelum.					
Jullundur.					
Kangra.					
Kohat.					
Karnal.					
Ludhiana.					
Multan.					
		Carried over	20	...	...
		Carried over	102	22	28

No. IV—*contd.*

Classification of Treasuries according to Encashment of Notes—contd.

A	B	C	A	B	C
Treasuries which were able throughout the year to cash notes at all times to the extent of the public demand on them.	Treasuries ordinarily able to cash notes on presentation.	Treasuries at which this accommodation could not usually be given.			
	Punjab—*contd.*	Brought forward	102	22	28
		Brought forward	20	...	...
Montgomery.					
Muzaffargarh.					
Peshawar.					
Rawal Pindi.					
Rohtak.					
Sialkot.					
Shahpur.					
Simla.					
Umballa.			29	...	...
	Madras.				
Vizagapatam.	Ganjam.	Kistna.			
Nellore.	Godavari.	Bangalore.			
Kurnool.	Bellary.	Nilgiris.			
Anuntapur.	Coimbatore.				
Cuddapah.	Malabar.				
Chingleput	South Canara.				
North Arcot.					
South Arcot.					
Salem.					
Trichinopoly.					
Tanjore.					
Madura.					
Tinnevelly.					
Travancore.			14	6	3
	Bombay.	Bijapur.			
Aden.		Cutch (Bhuj).			
Ahmednagar.		Carried over	2	...	2
		Carried over	145	28	31

No. IV —*concld.*

Classification of Treasuries according to Encashment of Notes —concld.

A	B	C	A	B	C
Treasuries which were able throughout the year to cash notes at all times to the extent of the public demand on them.	Treasuries ordinarily able to cash notes on presentation.	Treasuries at which this accommodation could not usually be given.			
		Brought forward	145	28	39
Baroda	**Bombay** —*contd.*	Brought forward	2	...	2
Belgaum.					
Colaba.					
Dharwar.					
Hyderabad (Sind).					
Kaira.					
Kanara (Karwar).					
Khandesh.					
Nasik.					
Rajkote.					
Ratnagiri.					
Satara.					
Sikarpur (Sukkur).					
Sholapur.					
Surat.					
Thana.			18	...	2
	Hyderabad.				
		Akola.			
		Amraoti.			
		Basim.			
		Buldana			
		Ellichpur.			
		Wun.	...	...	6
		TOTAL	163	28	39
		TOTAL OF A, B, C	230		

No. V.

Statistics of Treasury and other Balances on 31st December 1886.

	DENOMINATION OF NOTES.									TOTAL.		TOTAL.	PERCENTAGE OF NOTES.	
	₹5.	₹10.	₹20.	₹50.	₹100.	₹500.	₹1,000.	₹10,000.	Foreign Circle Notes.	Notes.	Cash.		Dec. 1886.	Dec. 1885.
Treasuries and Branch Banks.														
Calcutta Circle	59,210	4,14,830	1,06,480	2,93,550	11,36,600	4,88,500	6,64 000	8,30,000	11,82,250	51,75,420	1,84,27,798	2,36,03,218	22	19
Allahabad	18,355	49,280	66,820	1,02,100	1,61,800	72,000	3,51,000	...	11,91,500	20,12,855	1,60,09,611	1,80,22,466	11	10
Lahore	25,800	76,760	1,11,740	1,41,500	3,01,700	4,22,000	4,11,000	5,00,000	2,97,495	22,87,995	85,07,276	1,07,95,271	21	20
Bombay	28,600	1,78,470	88,160	1,73,750	3,61,300	1,12,000	2,20,000	24,50,000	33,815	36,46,095	65,82,826	1,02,28,921	35	20
Nagpore	3,925	36,400	9,660	39,500	1,44,100	61,500	33,000	...	35,615	3,63,700	37,01,237	40,64,937	9	12
Kurrachee	4,905	37,440	30,900	71,000	1,71,900	1,02,500	4,22,000	...	12,580	8,53,225	10,57,826	19,11,051	45	48
Madras	36,340	1,00,660	86,340	1,63,150	5,07,000	1,69,000	2,69,000	2,80,000	1,61,940	17,73,430	88,32,311	1,06,05,741	17	11
Calicut	3,520	4,520	9,260	14,900	74,500	14,500	9,000	...	75,765	2,05,965	17,82,432	19,88,397	10	15
Central India	6,215	29,510	12,880	24,900	57,000	26,500	21,000	...	29,135	2,07,140	12,12,131	14,19,271	14	12
Burma	9,825	14,450	21,340	37,450	1,17,900	94,500	2,21,000	40,50,000	26,850	45,93,315	25,89,354	71,82,669	64	59
	1,96,695	9,42,320	5,43,580	10,61,800	30,33,800	15,63,000	26,21,000	81,10,000	30,46,945	2,11,19,140	6,87,02,802	8,98,21,942	23	21
Presidency Banks Head Offices.														
Bank of Bengal	14,390	2,17,090	37,880	68,950	2,46,100	1,67,500	6,83,000	25,00,000	49,48,325	88,83,235	78,51,826	1,67,35,061	53	27
Do. of Bombay	24,690	1,86,610	77,660	1,43,400	3,00,200	2,60,000	12,69,000	13,10,000	1,15,735	36,87,295	3,91,846	40,79,141	90	99
Do. of Madras	3,225	44,830	16,440	22,550	1,81,800	1,24,500	1,14,000	2,60,000	4,945	7,72,290	5,48,633	13,20,923	58	63
	42,305	4,48,530	1,31,980	2,34,900	7,28,100	5,52,000	20,66,000	40,70,000	50,69,005	1,33,42,820	87,92,305	2,21,35,125	60	75

No. VI.

Issues and Receipts of Home Notes at each Circle.

	Circles.								Total.
	Calcutta.	Allahabad.	Lahore.	Bombay.	Kurrachee.	Madras.	Calicut.	Rangoon.	
Circulation on 1st April 1886	5,95,85,690	69,95,855	85,75,605	4,44,86,710	53,34,105	1,73,29,730	10,45,465	15,86,780	14,49,39,940
ISSUES.									
Over the Counter	29,13,38,025	1,93,22,075	1,72,63,255	21,31,54,390	1,42,74,975	9,24,01,305	53,86,725	1,07,56,640	66,38,97,390
At Agencies	3,35,500	30,000	35,41,000	4,38,450	...	10,27,625	...	...	53,72,575
In Remittance Transactions	1,06,25,000	26,96,000	1,00,41,000	2,10,24,200	10,55,000	1,08,50,000	...	1,56,95,000	7,19,86,200
Total Issues	30,22,98,525	2,20,48,075	3,08,45,255	23,46,17,040	1,53,29,975	10,42,78,930	53,86,725	2,64,51,640	74,12,56,165
Total of balance and Issues	36,18,84,215	2,90,43,930	3,94,20,860	27,91,03,750	2,06,64,080	12,16,08,660	64,32,190	2,80,38,420	88,61,96,105
RECEIPTS.									
Over the Counter	26,79,94,125	1,01,45,395	1,58,43,160	15,13,16,270	84,93,885	8,21,49,450	16,23,160	2,04,80,515	55,80,45,960
At Agencies	3,60,500	15,000	...	4,66,100	...	8,72,725	...	...	17,14,325
From other Currency Circles	81,78,960	1,20,59,695	1,24,11,080	2,09,61,750	69,63,555	86,02,030	37,05,815	20,05,705	7,48,88,590
In Remittance Transactions	2,52,25,000	3,83,885	26,00,000	6,76,87,880	5,00,000	1,14,00,000	...	23,51,000	11,01,47,765
Total Receipts	30,17,58,585	2,26,03,975	3,08,54,240	24,04,32,000	1,59,57,440	10,30,24,205	53,28,975	2,48,37,220	74,47,96,640
Balance in Circulation on 31st March 1887	6,01,25,630	64,39,955	85,66,620	3,86,71,750	47,06,640	1,85,84,455	11,03,215	32,01,200	14,13,99,465

No. VII.

Issues and Receipts of Coin at each Circle.

	Circles.								
	Calcutta.	Allahabad.	Lahore.	Bombay.	Kurrachee.	Madras.	Calicut.	Rangoon.	Total.
	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.	₹ a. p.
Balance on 1st April 1886	1,07,38,078 2 1	54,15,125 0 0	56,92,700 0 0	2,84,15,537 8 8	57,09,485 0 0	1,39,66,935 0 0	6,95,465 0 0	18,18,305 0 0	7,24,51,630 10 9
Receipts—Over the Counter	3,66,08,420 0 0	1,19,08,335 0 0	74,73,690 0 0	6,14,87,195 0 0	1,05,00,235 0 0	1,86,70,825 0 0	33,03,545 0 0	84,00,035 0 0	15,83,52,280 0 0
„ From small Coin Account	...	...	...	8,58,000 0 0	81,700 0 0	2,80,000 0 0	...	...	12,19,700 0 0
„ At Agencies	2,69,000 0 0	29,000 0 0	35,41,000 0 0	9,38,450 0 0	...	8,91,300 0 0	...	...	56,68,750 0 0
„ In Remittance Transactions	3,03,28,000 0 0	76,12,115 0 0	64,57,000 0 0	24,88,000 0 0	70,72,000 0 0	8,00,000 0 0	3,50,000 0 0	1,74,28,950 0 0	7,25,36,065 0 0
„ For Mint Certificates	99,82,046 4 11	...	...	406 0 11	...	...	...	...	99,82,452 5 10
„ Interest to reduce cost of Securities	2,500 0 0	...	...	...	...	...	...	...	2,500 0 0
Total Receipts	7,71,89,966 4 11	1,95,49,450 0 0	1,74,71,690 0 0	6,57,72,051 0 11	1,76,53,935 0 0	2,06,42,125 0 0	36,53,545 0 0	2,58,28,985 0 0	24,77,61,747 5 10
Total of Balances and Receipts	8,79,28,044 7 0	2,49,64,575 0 0	2,31,64,390 0 0	9,41,87,588 9 7	2,33,63,420 0 0	3,46,09,060 0 0	43,49,010 0 0	2,76,47,290 0 0	32,02,13,378 0 7
Issues—Over the Counter	6,00,52,345 0 0	62,87,040 0 0	91,67,080 0 0	5,33,54,050 0 0	47,45,660 0 0	1,36,65,600 0 0	16,95,785 0 0	1,81,39,990 0 0	16,71,07,550 0 0
„ At Agencies	2,94,000 0 0	10,000 0 0	...	4,66,100 0 0	...	7,36,400 0 0	...	12,79,950 0 0	27,86,450 0 0
„ In Remittance Transactions	1,48,82,054 0 0	85,54,000 0 0	45,16,000 0 0	2,44,72,000 0 0	1,35,07,500 0 0	60,00,000 0 0	22,00,000 0 0	34,55,000 0 0	7,75,86,554 0 0
„ For Bullion delivered and for Melting Fees	6,734 7 10	...	...	1,235 11 5	...	...	...	...	7,970 3 3
„ To small Coin Accounts	...	...	...	8,90,000 0 0	72,400 0 0	40,000 0 0	...	...	10,02,400 0 0
Total Issues	7,52,35,133 7 10	1,48,51,040 0 0	1,36,83,080 0 0	7,91,83,385 11 5	1,83,25,560 0 0	2,04,42,000 0 0	38,95,785 0 0	2,28,74,940 0 0	24,84,90,924 3 3
Balance of Coin, 31st March 1887	1,26,92,910 15 2	1,01,13,535 0 0	94,81,310 0 0	1,50,04,202 14 2	50,37,860 0 0	1,41,67,060 0 0	4,53,225 0 0	47,72,350 0 0	7,17,22,453 13 4

No. VIII.

Value of Currency Notes in Circulation on the last day of each month. (In Lakhs of Rupees.)

	1862-63.	1863-64.	1864-65.	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	1870-71.	1871-72.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.
April	4,10	5,13	5,68	7,48	7,02	7,84	8,92	9,80	9'65	10,13	13,34	11,01	9,27	10,75	10,73	11,13	13,30	11,27	12,89	12,86	14,20	13,35	12,34	13,02	13,78
May	4,13	5,01	6,04	7,46	7,87	8,19	10,04	10,38	8,68	10,49	13,49	11,21	9,96	10,70	10,70	11,55	13,09	11,17	13,10	14,01	14,67	13,09	13,24	13,54	14,17
June	4,21	5,09	5,99	8,34	8,60	8,53	10,04	10,80	8,70	10,83	13,51	11,83	10,16	11,29	11,59	12,67	13,87	11,82	13,64	13,72	14,91	13,01	13,83	14,86	13,78
July	4,26	5,11	6,31	8,58	8,67	8,72	10,06	10,53	9,12	10,72	13,47	11,05	10,73	11,18	11,54	12,85	14,07	12,24	13,91	14,04	15,29	13,54	14,56	14,50	14,26
August	4,28	5,16	6,37	8,69	8,48	9,39	10,13	10,21	9,45	11,29	13,22	12,05	10,87	11,91	11,91	12,15	14,27	12,74	13,75	14,22	15,29	13,79	14,07	14,36	14,44
September	4,29	5,26	6,48	8,87	9,28	9,53	10,41	10,18	10,07	11,32	13,35	12,09	10,60	11,75	11,75	12,39	14,06	13,33	13,47	13,55	15,28	14,40	15,01	15,55	14,30
October	4,58	5,63	7,09	7,84	10,16	9,96	10,61	10,76	10,19	11,31	13,00	12,06	10,88	12,04	11,45	13,19	13,70	13,58	13,55	13,89	15,82	14,49	13,61	15,71	14,53
November	4,49	5,16	7,13	7,83	10,10	10,21	10,41	11,33	10,27	11,09	13,30	11,73	11,02	11,69	11,93	14,74	13,46	13,75	14,50	13,97	16,25	14,47	15,76	15,64	14,68
December	4,52	5,11	7,48	7,40	9,96	10,32	10,30	11,31	10,35	10,87	12,88	10,91	11,08	11,22	11,97	12,69	12,69	13,80	14,38	13,15	16,16	13,39	15,68	15,20	14,41
January	4,56	5,15	7,39	6,91	8,68	10,11	10,20	11,42	10,76	13,08	12,16	9,98	11,10	11,77	12,44	14,23	12,15	14,23	13,33	13,33	15,37	12,11	14,07	15,41	15,10
February	4,71	5,08	7,40	6,87	8,87	9,56	10,68	10,82	10,07	12,69	11,52	9,69	11,13	11,28	12,57	14,07	12,20	13,28	13,25	13,74	14,42	12,26	14,53	14,56	14,07
March	4,93	5,35	7,43	6,90	8,09	9,07	9,96	10,47	10,44	13,17	11,14	9,25	11,24	11,00	11,62	13,57	11,42	12,36	13,40	13,01	14,51	12,76	14,58	14,17	13,88
Average	4,42	5,19	6,73	7,76	8,82	9,28	10,15	10,67	9,81	11,42	12,86	11,15	10,67	11,35	11,64	13,25	13,19	12,80	13,66	13,50	15,18	13,38	14,54	14,71	14,20
Net Imports of Silver	12,35	12,80	10,08	18,67	6,96	5,59	8,60	7,32	94	6,52	71	2,49	4,64	1,55	7,20	14,68	3,97	7,87	3,89	5,38	7,51	6,25	7,44	11,48	7,04
Net Amount borrowed in India	...	—34	—2	—99	60	79	—35	2,18	1,22	—1,16	—1,51	—4	3,43	2,92	—85	3,03	3,88	4,03	3,09	2,79	2,04	2,50	...	...	1,20
Currency Investment on 31st March	67	2,49	3,57	3,98	3,25	3,25	3,91	3,60	3,23	5,91	5,69	5,69	5,69	6	6,00	5,69	6,00	6,00	6,00	6,00	6,00	6,00	6,00	5,99	5,99
Profits of Paper Currency Department	—4	...	13	8	7	10	7	14	12	11	21	19	20	20	21	20	19	25	23	22	21	21	22	20	21

No. IX.

Currency Notes in Circulation in India. (In Lakhs and Thousands of Rupees.)

Last day of	Calcutta.	Allahabad.	Lahore.	Bombay.	Akola.	Nagpore.	Kurrachee.	Madras.	Calicut.	Coconada.		Total.
1875.												
January	5,15,76	80,88	59,90	2,93 87	7.44	9.37	16,72	92,71	21,93	11,06	...	11,09.69
February	5,05,51	67.84	59.29	3 84,31	5 80	19,84	16,70	95.94	22,73	14,65	...	11,12,67
March	5,18,75	60,63	61,16	3,07,33	7,30	11,47	16.73	94,96	25,43	19,85	...	11,23,64
April	4 84,64	49,01	57.79	3,90.27	13,18	10,65	20,12	1,00,39	25,52	23,82	...	10,75,49
May	4.81,44	56,06	61,80	3,08,91	6,72	15,52	18,23	1,04,78	25,76	26,53	...	11,05,71
June	4,88,88	64,26	58.01	3,09.15	12,31	16,70	17,78	1,07,57	25,16	28.62	...	11,28,59
July	4,76.19	70.69	64,85	2,94,26	14.44	17.72	18.19	1,09,11	24.23	28,26	...	11,17,91
August	4,88,57	70,70	71,11	2,79,20	14.03	24.73	17.10	1,00.07	25.44	28,21	...	11,19.26
September	5,11,88	71,73	87,04	3,02,15	13,74	25.27	15,67	98,91	25,84	24.49	...	11,76,73
October	5,10,63	81,36	79 85	3.30,68	15,09	27,34	17,86	95,37	23,96	21,45	...	12.03.68
November	5.13,05	82,70	75.35	3.01.77	15,47	27,46	18,79	89,88	25,22	19.35	...	11,69,08
December	4,94.77	76,16	60,23	2,97.53	15.39	18,94	19,03	92 38	27,42	19,70	...	11,21,58
1876.												
January	5,11,47	76,75	60.04	3,29,15	12,53	19,24	17,76	1,01,61	24.07	24.35	...	11,77,01
February	4,95,87	70,92	55,30	2,91.47	11,80	14,11	17,63	1,15.33	26,00	29.67	...	11,28,15
March	4.70,17	69,36	63,12	2,81,20	7,29	10 51	16.29	1,20 64	25,96	35.40	...	10,99.99
April	4,51.89	67,88	61,38	2,71,98	9,11	9,07	17,87	1,19.50	26,36	37,50	...	10,73,19
May	4,38,33	72.20	63.65	2,83,49	9.31	10,76	18.94	1,13,12	24,71	35.83	...	10,70,38
June	4,95 78	76.56	65.59	3,01,36	11,17	15.44	19 19	1,13,88	23,76	33,80	...	11,58,58
July	4,78.89	76,81	64.85	3,15.20	15,22	15.18	17,16	1,13.47	23,96	33.03	...	11,53,81
August	4.80,24	90,20	68,27	3,60.07	16,34	15,94	16,32	1,03,77	18,82	20,96	...	11,90 98
September	5.04.96	83.10	69,87	3,20.46	18,68	18,31	17,10	1,02,22	24.62	15.44	...	11,75,20
October	4.94.29	75,81	62,14	3,16,42	18,43	17,65	17,09	1,13,36	21,07	8,78	...	11,45,07
November	4,94,07	72,86	62,68	3,54,73	12,21	15 04	18,96	1,33,62	20,42	8,45	...	11,93,07
December	5.06,17	76,02	56,07	3,75,15	5,47	13 41	20,23	1,19,46	17,32	7,86	...	11,97,19
1877.												
January	5,66,48	70,48	55.24	3,74,25	5,24	9,00	20,54	1,14,65	16,12	11,88	...	12,43,62
February	5.40 01	58,18	63.99	3,56,84	5.26	13,94	20,32	1,16,56	17.02	14.91	...	12.07,07
March	5.45,36	44,66	55,05	3,23,06	5.55	9.80	17,09	1,19,80	16.11	25 25	...	11,61.78
April	4,78,19	49.57	57,43	3,23,54	5 17	8.00	14.39	1,34,44	18,79	23.48	...	11,13.05
May	5,25.68	45.67	63,74	3.23,81	4,92	8 53	17,64	1,18,03	23,21	23,23	...	11,54,52
June	5,76 24	47,88	57.41	8,61,03	16,08	10,86	19,33	1,38,65	21,12	18,79	...	12,67,43
July	5,37 81	49,49	62,11	3,94,50	13.44	12,47	22,13	1,60,56	24,68	7,96	...	12,85.20
August	5,31,67	60,06	60,67	3,25,86	7.89	10,34	24,92	1,54,87	29,90	8,69	...	12,14.91
September	6,27,76	45.74	58.93	2,56.74	12.12	10.47	26,05	1,67,87	24,76	8,68	...	12,39.17
October	5,84,24	63.42	58,58	3.44,45	14.11	10,27	24,72	1,84,54	25.16	9.36	...	13,18,78
November	7,02,65	57.51	52,09	4.25,02	8,13	8,60	24,84	1,64,62	21.52	9,16	...	14.74.21
December	7,05,61	57,55	46,18	4,82,45	4,11	6,28	22,04	1,49,91	18,09	12,35	...	15,04,62
1878.												
January	7,30,40	62,42	46,16	4 98,15	4.10	6,93	22.88	1,52,96	21,24	18,28	..	15.63.56
February	6,74.52	58,42	45 35	3,93 53	15,28	7.48	22.64	1,46 03	18,85	25,16	...	10.47.31
March	6,84,18	58,10	47.86	3,44.71	5.57	6,70	22,19	1,44,27	15,34	28.51	...	13.57.47
April	6,61,95	60,64	53.34	3,19,65	12,74	7,16	25.26	1,42,22	14,19	32.77	...	13,29.94
May	6,41,18	74,61	46,31	3,26,39	12,25	11,03	23.26	1,41,89	12,84	19,31	...	13,09.12
June	7,00,55	82,62	45,83	3,05,11	15.17	17,84	22.27	1,61.27	16,60	19.36	...	13,86,68
July	7,24,76	77,81	43.50	3.04,94	16,65	25,57	22.97	1,46,45	20,70	23,64	...	14.07.03
August	7,12,25	84,32	47,74	3.33,00	19 58	24,33	21.89	1,31,46	20.55	32,23	...	14 27,40
September	6,29,05	73.60	63,01	3,86,22	22,65	23,32	22.23	1,31,91	21,63	32.40	..	14,06.06
October	6,30.69	58,21	49.79	3.91,58	23,31	20.30	27.47	1,17,99	20,24	30.61	...	13.79.23
November	6,18,11	38,83	47,19	4,11.34	23.30	19.89	30,60	1,06,21	19.21	31,16	...	13.45,91
December	6,12,58	49.49	45.09	3.32,50	22,58	17,91	30,64	1,11,34	18,18	28,26	...	12,68,61
1879.												
January	5,84.38	66,74	45.82	3,24,49	5,97	11,70	25,37	1,13.35	16,58	20,51	...	12,14.97
February	6,43,83	51,16	48,53	2,82,91	5 92	11,07	26,59	1,11,98	16,31	21,92	...	12.20,25
March	5,64,48	46,73	47.04	2,95,90	18,44	10,59	23,03	1,11,66	14,93	9,51	...	11,42,36
April	5,37.92	47.99	48.59	3,18,62	7.71	10.92	20,06	1,09,36	17,63	8,31	...	11,27,14
May	5.15,22	40.05	53.73	3,26,76	8,77	13.27	22,02	1,08,89	17,47	9.99	...	11,17.12
June	5,55,94	52,00	69,30	3.09,18	19,98	19,58	23.86	1,05.95	17,32	8.95	...	11,82,11
July	6,14.42	50,52	63,51	2,82.47	23,63	27.78	25,55	1,08,76	17,78	9,72	...	12.24,19
August	6,60,47	48,92	68,04	2,64,58	26.74	28.11	26.59	1,21,88	19,68	9,01	...	12.74,05
September	7,09.09	51,81	67,20	2,72,23	27,44	26.95	25.88	1,25,07	18,71	8.55	...	13.32,98
October	7,01,04	36,76	65,63	3,01,33	27.85	26,31	27,90	1,37,70	25.99	8.37	...	13,58,11
November	6,77,27	51,02	71,77	3,31.74	27,99	24.08	32.10	1,21,03	21,53	16,18	...	13,74,75
December	6,67,84	49,16	70,79	3,68,55	27,60	20,60	28,55	1,18,68	18,69	9,25	...	13,79.76
1880.												
January	7,10,12	50,71	64,83	3,91,22	14,99	16,05	26.24	1,23,32	14,11	11,29	...	14.22.93
February	6,02,25	45,87	68,25	4,03,66	12,91	14.14	29,81	1,25,43	13,91	13,91	...	13.28,19
March	5.67,08	50,14	74,24	3.33,97	11.93	12,63	31,15	1,23,99	13,19	17,41	...	12.35.77
April	5,98,41	46,61	86,22	3,23,67	11,98	13.21	34,66	1,45.32	13,91	14.49	...	12,88 52
May	5.94.13	45,59	84,26	3.33,32	14,69	23,53	29,12	1,49,72	14,72	15.55	...	13.09 70
June	6,29,69	43.45	82,70	3.38,88	25,50	29,18	33,25	1,57.40	13,67	15.26	...	13,64,03
July	6,42.81	43,01	78,98	3,46,46	28,26	30.96	33.79	1,56,02	14,45	16,40	...	13,91,18
August	5,88,13	47.81	1,45.98	3.47.94	30,07	30.06	32,19	1,24.76	14,62	13.33	...	13,74.94
September	6,26.31	50.78	86,61	3,55,86	29,72	29.44	35,05	1,03,03	16,43	13,60	...	13.46.92
October	6,65,63	41,89	97.03	3,33,13	29,80	28,92	37.91	95,58	17.95	7,13	...	13.55.43
November	7,47,71	52,26	94.69	3.32,28	29.81	32,15	38,26	98,53	17,12	6,95	...	14.49.80
December	7.45,92	59,04	88,18	3.24.99	28,52	29,00	39 38	1,01,13	14,32	7,20	...	14,37.68

No. IX—*contd.*

Currency Notes in Circulation in India. (*In Lakhs and Thousands of Rupees*)—contd.

Last day of	Calcutta.	Allahabad.	Lahore.	Bombay.	Akola.	Nagpore.	Kurrachee.	Madras.	Calicut.	Coconada.		Total.
1881.												
January	6,98,62	73,09	85,04	3,56,17	18,65	15,70	33,55	1,13,80	10,69	6,82	...	14,12,13
February	6,54,75	71,46	94,25	2,99,09	16,98	15,64	33,81	1,16,60	11,69	10 70	...	13,24,97
March	6,56,54	66,76	86,52	3,13,50	17,07	14,26	34,35	1,19,55	17,78	13,84	...	13,40,17
April	5,97,25	49,02	96,02	3,09,53	17,27	13,62	33,63	1,36,16	16,06	17,02	...	12,85,58
May	6,00,41	40,61	97,82	3,37,84	22,48	16,15	31,74	1,22,14	15,54	16,26	...	13,00,79
June	6,39,19	51,34	91,85	3,65,36	22,46	19,72	34,13	1,13,29	17,27	17,42	...	13,72,03
July	6,52,70	47,24	88,84	3,72,35	22,31	23,46	39,32	1,25,06	14,59	18,40	...	14,04,27
August	6,73,68	67,38	77,80	3,97,17	9,73	15,63	31,66	1,28,87	12,67	7,96	...	14,22,55
September	6,28,25	84,45	78,62	3,71,10	5,35	11,31	34,42	1,23,20	13,48	4,54	...	13,54,77
October	6,39,25	68,82	74,08	3,77,93	4,54	8,44	32,40	1,18,97	11,35	3,33	...	13,39,11
November	6,30,20	83,43	74,16	3,34,52	3,24	7,30	32,69	1,21,92	17,09	2,91	...	13,07,46
December	6,35,57	82,04	75,23	3,22,32	2,57	4,60	40,07	1,29,42	20,12	2,79	...	13,14,75
1882.												
January	6,54,53	98,69	74,11	3,37,68	2,07	3,17	30,44	1,99,08	16,90	2·45	...	13,39,13
February	6,86,80	1,06,76	73,41	3,20,31	1,77	2,71	28,41	1,35,62	16,02	2·36	...	13,74,16
March	6,88,04	86,58	73,95	3,45,89	1,64	2,62	30,73	1,46,04	13,17	2·07	...	16,90,70
April	6,87,23	57,53	80,16	3,89,37	...	...	34,88	1,54,73	16,09	...	...	14,19,99
May	6,72,87	61,98	77,01	4,52,00	...	...	34,15	1,56,43	12,81	...	...	14,67,25
June	6,80,98	81,94	71,82	4,57,64	...	...	29,93	1,50,36	18,44	...	...	14,91,11
July	6,91,22	93,22	74,59	4,75,13	...	...	29,15	1,43,61	21,96	...	...	15,28,88
August	7,21,29	82,59	90,82	4,64,64	..	...	30,33	1,26,09	13,09	...	...	15,28,85
September	6,93,16	79,83	96,16	4,90,15	...	...	31,42	1,17,37	19,85	...	...	15,27,92
October	6,90,97	89,14	1,07,04	5,31,56	...	...	32,83	1,16,16	14,09	...	...	15,81,79
November	7,59,74	81,35	69,97	5,60,14	...	...	28,34	1,10,86	15,04	...	...	16,25,44
December	7,89,40	90,74	70,98	4,91,83	...	...	37,72	1,20,65	8,82	...	...	16,16,14
1883.												
January	7,48,75	1,03,89	65,41	4,42,89	...	...	35,76	1,32,41	7,69	...	...	15,36,80
February	7,01,01	99,95	64,35	3,99,34	...	...	32,77	1,36,83	7,78	...	...	14,42,03
March	7,51,09	81,72	73,12	3,53,53	...	...	31,24	1,51,26	8,68	...	...	14,50,64
April	6,35,97	65,81	74,27	3,61,85	...	...	30,83	1,54,04	12,10	...	...	13,34,87
May	6,08,27	61,95	77,21	3,54,04	...	...	28,23	1,69,09	10,54	...	...	13,09,33
June	6,19,73	81,71	73,53	3,18,93	...	...	34,20	1,60,96	11,98	...	...	13,01,04
July	6,36,59	90,79	72,37	3,50,14	...	...	36,86	1,54,40	12,52	...	...	13,53,67
August	6,25,41	81,44	72,63	3,97,78	...	...	34,71	1,47,48	11,38	...	Rangoon. 7,99	13,78,82
September	6,28,30	78,16	75,47	4,59,24	...	...	32,97	1,37,90	10,97	...	10,79	14,39,80
October	6,29,08	67,78	78,73	4,92,43	...	...	28,97	1,23,37	10,60	...	17,61	14,48,57
November	6,38,47	61,71	84,35	4,97,87	...	...	27,38	1,10,40	9,63	...	17,62	14,47,49
December	6,00,47	60,44	82,78	4,18,79	...	...	28,65	1,18,93	8,77	...	19,72	13,38,55
1884.												
January	5,73,92	66,96	76,78	3,31,54	...	...	24,06	1,19,16	8,72	...	9,77	12,10,91
February	5,65,18	62,15	76,72	3,41,02	...	...	23,36	1,37,94	8,97	...	10.04	12,25,58
March	5,93,58	51,61	75,52	3,58,47	..	...	29,62	1,36,92	9,08	...	20,85	12,75,65
April	5,44,35	53,01	78,16	3,61,38	...	...	31,96	1,38,32	9,67	...	17,19	12,34,24
May	6,04,86	62,32	74,84	3,71,39	...	..	31,56	1,37,80	10,82	...	30,54	13,24,13
June	6,47,84	79,95	72,10	3,92,20	...	...	27,48	1,26,50	12,00	...	24,54	13,82,63
July	6,79,14	75,86	74,27	4,30,53	...	...	29,35	1,20,09	17,83	...	28,98	14,56,07
August	7,22,84	75,33	78,36	4,29,86	...	...	29,57	1,16,07	19,03	...	26,20	14,97,26
September	7,06,01	86,31	78,28	4,48,10	...	...	29,03	1,20,63	18,67	...	19,52	15,00,57
October	7,27,55	78,38	81,69	4,85,67	...	...	29,72	1,26,26	15,97	...	15,95	15,61,20
November	7,23,68	72,45	83,56	4,99,70	...	...	27,73	1,34,34	12,95	...	21,82	15,76,27
December	6,65,60	83,00	80,33	4,92,31	...	...	26,66	1,29,00	9,35	...	22,17	15,08,49
1885.												
January	6,21,30	1,07,29	82,78	4,84,29	...	...	31,11	1,46,10	8,81	...	15,30	14,96,99
February	5,93,74	81,79	80,89	4,79,62	...	...	34,67	1,63,30	8,16	...	11,20	14,53,39
March	6,52,26	62,15	82,64	4,54,24	..	...	41,90	1,43,43	7,79	...	13,28	14,57,69
April	5,68,06	50,98	75,89	3,97,84	...	...	46,74	1,34,75	7,92	...	19,60	13,01,79
May	5,62,02	52,50	75,46	4,53,85	...	...	42,00	1,44,29	8,56	...	15,11	13,53,79
June	5,72,22	63,86	77,26	5,65,36	...	...	43,50	1,37,78	12,48	...	13,83	14,86,29
July	6,08,14	60,06	76,97	4,99,65	...	...	43,04	1,31,85	15,89	...	14,75	14,50,35
August	6,03,43	51,52	73,07	4,97,73	...	...	46,29	1,23,48	15,09	...	25,49	14,36,50
September	6,40,94	58,07	74,60	5,63,05	...	...	49,09	1,18,13	17,76	...	33,16	15,54,80
October	6,43,13	59,32	74,33	5,45,61	...	...	48,89	1,30,42	14,73	...	54,91	15,71,34
November	6,57,90	56,80	80,03	5,34,51	...	...	43,95	1,18,53	14,07	...	57,95	15,63,74
December	6,05,12	60,70	79,54	5,24,76	...	...	46,94	1,38,45	9,88	...	54,29	15,19,68
1886.												
January	6,31,99	68,87	79,95	3,13,42	...	...	45,63	1,54,18	9,91	...	36,19	15,41,14
February	5,93,40	73,12	80,85	4,58,00	...	...	43,28	1,86,63	9,56	...	10,73	14,55,57
March	5,89,59	65,68	78,43	4,34,93	...	...	52,75	1,70,51	9,60	...	15,72	14,17,21
April	5,77,12	67,81	84,00	3,99,17	...	...	60,60	1,59,90	17,33	...	12,01	13,77,94
May	5,66,50	65,77	79,86	4,33,49	...	...	60,78	1,74,45	10,37	...	25,65	14,16,87
June	5,38,78	99,61	75,26	4,28,03	...	...	51,80	1,45,35	12,08	...	27,15	13,78,06
July	5,36,68	81,12	81,82	4,97,81	...	...	54,01	1,31,73	15,79	...	27,48	14,26,44
August	5,60,32	77,38	85,79	4,66,59	...	...	50,69	1,62,48	15,03	...	26,16	14,44,44
September	5,71,90	79,39	86,15	4,34,75	...	...	52,99	1,61,01	17,67	...	26,54	14,30,40
October	5,66,85	80,44	91,14	4,59,93	...	...	50,06	1,47,99	13,86	...	42,94	14,53,21
November	5,69,35	73,96	93,12	4,73,98	...	...	49,80	1,42,99	13,97	...	50,65	14,67,82
December	6,07,10	77,86	80,79	3,88,62	...	...	47,31	1,58,61	13,26	...	67,60	14,41,15
1887.												
January	5,87,95	89,71	80,67	3,96,66	...	...	38,15	1,68,83	10,72	...	37,15	14,09,84
February	5,80,76	79,55	78,80	3,88,92	...	...	39,79	1,89,08	9,55	..	31,99	14,07,44
March	5,86,40	61,17	79,78	3,81,26	...	...	43,98	1,83,49	9,74	...	31,86	13,87,68

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXX OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 30th October, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 29th October, 1887. Total.	Per mile open.	Total Receipts from 1st April to 30th October, 1886. Total.	Per mile open per week.	Total Receipts from 1st April to 29th October, 1887. Total.	Per mile open per week.	Total Increase in 1887-88.	Total Decrease in 1887-88.
	Lines worked by Guaranteed Companies.		₹	₹		₹	₹	₹	₹	₹	₹	₹	₹
12th Nov., 1887	Oudh and Rohilkhand	683	1,05,364	154	693	1,16,687	163	37,71,387	185	35,45,118	171	...	2,26,269
12th ditto	Madras	861	1,72,957	201	831	1,50,915	182	46,90,882	179	47,50,948	189	60,066	...
12th ditto	South Indian	654	74,723	114	654	83,057	127	30,26,098	152	30,05,616	152	...	20,482
12th ditto	Great Indian Peninsula	1,504	4,70,698	313	1,504	7,10,049	472	2,12,20,383	465	2,20,46,675	486	8,26,292	...
12th ditto	Bombay, Baroda and Central India	461	2,02,999	440	461	1,94,000	421	77,18,754	550	67,81,259	486	...	9,37,495
	Total	4,163	10,26,741	247	4,143	12,54,708	303	4,04,27,504	319	4,01,29,616	320	...	2,97,888
	State Lines worked by Companies.												
12th Nov., 1887	East Indian	1,515	7,93,572	524	1,514	8,62,002	569	2,61,99,761	576	2,48,90,642	546	...	13,09,119
12th ditto	Patna-Gya	57	8,244	144	57	10,671	187	3,21,146	187	2,93,059	171	...	28,087
12th ditto	Dildarnagar-Ghazipur	12	577	48	12	720	60	28,274	79	26,363	73	...	1,911
12th ditto	Sindia	75	7,334	98	75	9,416	126	2,12,957	95	2,43,896	109	30,939	...
12th ditto	Rajputana-Malwa (*a*)	1,664	2,88,386	173	1,664	2,82,000	169	1,03,83,405	205	86,71,168	172	...	17,12,237
19th ditto	Bengal-Nagpur (late Nagpur-Chattisgarh)	149	8,907	60	149	23,155	155	6,90,542	152	6,79,279	151	...	11,263
19th ditto	Southern Mahratta (*b*)	394	25,123	64	765	55,818	73	9,88,379	101	18,20,691	86	8,32,312	...
12th ditto	Bareilly-Pilibhit	36	1,318	37	36	1,564	43	53,058	49	48,161	45	...	4,897
19th ditto	Indian Midland	42	2,007	48	42	8,402	200	65,687	52	92,234	73	26,547	...
19th ditto	Lucknow-Sitapur-Sihramau	...	...	...	85	4,311	51	...	...	1,11,094	45	1,11,094	...
19th ditto	Cuddapah-Nellore	...	...	...	83	2,468	30	...	...	(*e*)18,034	34	18,034	...
	Total	3,944	11,35,4 8	288	4,482	12,60,527	281	3,89,43,209	325	3,68,94,621	272	...	20,48,588
	State Lines worked by Government.												
12th Nov., 1887	Eastern Bengal (*c*)	605	1,84,443	304	645	2,68,320	416	45,49,488	250	51,61,544	267	6,12,056	...
12th ditto	Nalhati	27	1,387	51	27	1,301	48	48,423	59	54,488	67	6,065	...
12th ditto	Tirhoot	246	30,468	124	249	39,408	158	4,77,381	119	9,67,467	130	90,086	...
12th ditto	Wardha Coal	45	8,976	199	45	5,140	114	3,68,745	269	3,76,126	276	7,381	...
12th ditto	Burma	327	46,124	141	327	62,784	192	13,06,261	133	16,31,989	166	3,25,728	...
5th ditto	Cherra-Companyganj	7	125	19	8	29	4	(*f*)806	7	1,085	8	279	...
12th ditto	North-Western (*d*)	1,885	4,49,117	238	2,433	4,13,600	170	1,46,74,787	256	1,18,87,864	161	...	27,86,923
12th ditto	Jorhat	26	205	8	26	1,495	57	23,090	31	31,952	41	8,862	...
12th ditto	Bilaspur-Etawa (Kutni-Umaria Section)	...	...	...	37	1,717	46	...	...	43,422	39	43,422	...
	Total	3,169	7,20,845	227	3,797	7,93,794	209	2,18,48,981	227	2,01,55,937	175	...	16,93,044
	GRAND TOTAL (Guaranteed and State)	11,276	28,83,054	256	12,422	33,09,029	266	10,12,19,694	295	9,71,80,174	258	...	40,39,520
	Gross Estimated Expenses	...	...	...	...	...	...	£5,03,02,977	147	£4,81,55,549	128	...	...
	Net Receipts	...	...	...	...	...	...	5,09,16,717	148	4,90,24,625	130	...	18,92,092
	Assisted Companies.												
12th Nov., 1887	Bengal Central	125	7,826	63	125	12,730	102	3,29,695	88	3,49,931	93	20,236	...
12th ditto	Rohilkhand-Kumaun	67	5,833	87	67	9,681	144	1,95,127	97	1,93,503	96	...	1,624
5th ditto	Dibru-Sadiya (late Assam)	78	5,860	75	78	8,075	104	2,01,154	81	2,44,802	98	43,648	...
12th ditto	Bengal and North-Western	303	24,978	82	376	48,710	130	10,89,512	118	11,66,982	102	77,470	...
12th ditto	Tarakessur	22	3,518	158	22	4,606	207	1,41,980	213	1,52,491	228	10,511	...
	Total	595	48,015	81	668	83,802	125	19,57,468	108	21,07,709	104	1,50,241	...
	Native States.												
12th Nov., 1887	Bhavnagar-Gondal	193	10,997	57	193	17,650	91	5,62,755	96	5,71,771	98	9,016	...
12th ditto	Jodhpore	64	3,817	60	124	6,900	56	1,13,917	59	1,89,795	51	75,878	...
12th ditto	His Highness the Nizam's	208	28,100	135	208	27,599	133	8,45,971	134	8,78,372	139	32,401	...
5th ditto	Mysore	140	8,250	59	140	7,660	55	2,79,714	66	3,01,344	71	21,630	...
12th ditto	Morvi	24	349	15	68	2,585	38	22,840	32	84,798	42	61,958	...
12th ditto	H. H. the Gaekwar's	59	1,694	29	59	2,720	46	91,600	51	88,560	50	...	3,040
12th ditto	H. H. the Gackwar's Mehsana-Vadnagar	...	...	...	21	600	29	...	...	19,810	31	19,810	...
	Total	688	53,207	77	813	65,714	81	19,16,797	92	21,34,450	87	2,17,653	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Northern Bengal, Kaunia-Dharlla, Dacca and Assam-Behar State Railways.
(*d*) Includes the Amritsar-Pathankot and Rajpura-Patiala Railways.
(*e*) Total receipts from 15th September to 29th October, 1887.
(*f*) Total receipts from 16th June to 30th October, 1886.
(*g*) Calculated on receipts corrected by audited returns as far as possible.

M. C. BRACKENBURY, *Major, R.E.*,
Under-Secretary.

Fort William,
The 30th November, 1887.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT (RETAIL) OF FOOD-GRAINS FOR THE 2nd HALF OF OCTOBER 1887, PUBLISHED IN PAGES 1542, 1543 AND 1545 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 26th NOVEMBER 1887.

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Provinces.	Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum (*Sorghum vulgare*). Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). Past fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
N.-W. Provinces.	Dehra Dun	13 0	13 0	17 0	18 8	10 0	6 8	10 8	10 8	12 0	12 0	12 0	12 0	18 0	18 0	...	...	15 8	15 0	20 0	20 0	16 0	16 0	160 0	160 0	11 0	11 0
	Saháranpur	15 1	15 1	19 5½	19 5½	8 9½	8 9½	12 14½	12 14½	16 2	16 2	12 14½	12 14½	21 8	21 8	32 4	32 4	21 8	19 5½	21 8	21 8	19 5½	21 8	129 0	129 0	12 14½	12 14
	Muzaffarnagar	14 13	15 14	18 11	21 0	6 9	6 9	13 4	13 4	19 12	22 0	18 11	17 10	16 8	16 8	15 6	15 6	19 12	21 0	21 0	22 0	15 6	15 6	132 0	132 0	13 4	13 0
	Meerut	14 4	14 4	20 0	20 0	6 0	6 0	12 0	12 0	18 0	18 0	16 0	16 0	16 0	16 0	16 0	16 0	20 0	20 0	20 0	20 0	23 0	23 0	100 0	100 0	13 8	13 8
	Bulandshahr	15 8	15 8	21 0	22 8	6 0	6 0	10 0	10 0	21 0	20 0	20 0	16 0	...	...	16 0	16 0	21 0	21 12	21 0	23 0	17 0	18 0	160 0	160 0	13 0	13 8
	Aligarh	14 8	15 0	18 8	20 8	6 0	6 0	12 0	12 0	18 8	20 0	16 0	15 8	...	...	16 4	16 0	19 8	20 8	23 8	28 0	26 8	27 0	140 0	140 0	14 0	13 8
	Kumaun	14 0	14 0	14 0	14 0	11 0	11 0	12 0	12 0	...	...	...	...	22 0	22 0	20 0	22 0	13 0	13 0	16 0	18 0	11 0	11 0	160 0	160 0	8 0	8 0
	Garhwál	14 8	14 8	21 0	21 0	8 8	8 8	13 8	12 0	...	...	...	...	...	...	...	...	10 8	10 8	...	...	8 8	8 8	180 0	180 0	8 0	7 8
	Bijnor	14 6	14 10	21 6	22 8	12 6	12 6	13 8	13 8	...	...	...	...	...	...	...	...	19 2	19 6	23 10	...	...	...	135 0	135 0	12 6	12 4
	Moradabad	15 0	15 8	19 4	21 12	11 12	10 4	14 0	13 8	20 8	21 8	19 4	20 8	...	...	...	...	20 4	21 4	26 0	26 4	25 8	27 8	125 0	125 0	13 12	13 8
	Budaun	15 9½	15 12	20 6½	23 6½	6 0	6 0	14 6½	14 6½	...	...	20 6½	19 3	...	...	24 0	27 8	22 3	22 10	28 12½	30 0	26 6½	28 12½	192 0	192 0	12 9½	12 9½
	Bareilly	13 7	13 12	16 14	19 6	6 4	6 4	13 2	13 12	19 6	20 0	19 6	15 0	27 8	30 0	20 0	25 0	18 12	19 6	23 7	25 0	21 4	23 12	137 8	137 8	12 8	12 9½
	Sháhjahánpur	15 0	15 8	18 0	21 0	10 0	10 0	16 8	17 0	...	...	22 0	...	...	...	28 0	27 0	18 8	20 8	24 0	...	21 8	21 8	140 0	140 0	12 8	12 8
	Tarái Pergunnahs	16 4	16 14	22 8	25 0	8 12	8 12	15 0	12 8	22 8	25 0	21 4	20 0	...	...	30 0	30 0	18 12	18 12	25 0	30 0	21 4	22 8	100 0	100 0	11 4	11 8
	Muttra	13 8	14 8	17 0	18 8	7 0	7 0	13 0	13 0	20 0	20 0	17 0	19 0	...	...	18 0	18 0	18 0	19 0	19 8	22 0	23 8	23 8	120 0	120 0	13 0	13 0
	Agra	12 12	13 8	15 8	16 12	5 0	5 0	11 0	11 0	15 0	15 0	15 12	16 8	...	...	14 0	14 0	18 0	19 0	19 8	20 0	13 8	15 0	100 0	100 0	14 0	14 0
	Farukhabad	12 15	12 15	16 8	18 6	7 0	7 2½	12 15	12 15	...	...	18 8	...	...	...	26 0	25 14	20 8	20 7	20 0	21 7	21 2	21 2	140 0	140 0	13 0	12 15
	Mainpuri	13 2	13 2	15 8	16 8	4 8	4 8	9 8	9 8	...	...	15 8	...	30 0	30 0	14 8	14 8	16 12	18 2	20 4	20 4	19 8	19 8	160 0	160 0	12 8	12 8
	Etáwah	13 0	13 14	15 8	17 6	6 0	6 0	10 0	12 0	16 0	19 8	16 0	19 8	18 0	19 0	19 0	19 0	18 4	19 10	19 0	20 0	22 0	22 0	120 0	120 0	12 0	12 0
	Etah	14 4	13 12	19 12	18 0	7 0	7 0	11 12	13 0	...	...	16 0	18 0	...	...	20 0	20 0	20 0	20 0	22 0	22 12	15 8	15 4	120 0	120 0	13 4	13 4
	Jalaun	18 0	18 0	24 0	24 0	9 0	10 0	10 0	10 0	24 0	24 0	22 0	23 0	...	...	15 0	25 0	21 0	23 0	22 0	22 0	28 0	28 0	140 0	140 0	12 0	12 0
	Jhánsi	15 6	...	22 8	...	8 0	...	12 8	...	...	...	20 8	...	...	...	...	...	20 6½	...	...	...	22 8	...	200 0	...	12 0	...
	Lalitpur	15 0	14 8	21 0	22 0	9 0	10 0	11 0	11 0	19 0	19 8	20 0	20 0	32 0	32 0	32 0	32 0	19 8	20 0	22 0	26 0	11 0	12 0	160 0	160 0	10 4	10 0
	Cawnpore	15 8	15 8	18 0	20 0	10 4	10 0	14 0	14 0	*	20 0	16 0	21 0	*	*	26 0	21 0	19 4	21 0	24 0	32 0	23 8	25 0	150 0	150 0	14 0	14 0
	Fatehpur	13 0	13 2	16 8	17 0	12 12	9 8	14 4	14 4	...	...	...	...	...	...	...	...	18 12	20 0	...	...	22 8	23 0	160 0	160 0	11 8	11 8
	Bánda	18 0	18 8	22 12	23 0	8 12	9 0	12 0	12 0	23 0	24 0	20 0	22 0	30 0	30 0	22 4	24 0	25 0	26 0	30 0	...	19 0	20 0	140 0	160 0	10 12	12 0
	Allahabad	13 12	14 0	18 0	19 4	8 0	8 0	13 0	13 0	16 0	16 0	20 0	20 0	24 0	25 8	20 0	21 8	22 12	23 12	20 0	21 0	18 4	19 0	120 0	120 0	11 4	12 0
	Hamírpur	18 4	18 5	20 0	20 4	8 0	8 0	12 4	12 0	...	...	21 12	21 14	...	...	...	...	22 7	22 7	...	...	...	...	140 0	140 0	12 10	12 10
	Jaunpur	14 0	14 0	18 0	18 0	17 12	7 0	12 0	11 0	...	...	...	...	...	...	...	...	18 0	20 0	...	...	21 0	21 0	137 8	137 8	11 4	11 4
	Gorakhpur	15 5	15 5	23 6½	21 13	10 6½	10 6½	18 0	18 14½	...	...	...	...	28 13	28 13	27 0	27 0	23 6½	25 3	30 9½	30 9½	18 14½	19 5½	140 0	140 0	12 13	12 13
	Basti	16 0	18 8	17 0	23 8	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	20 8	26 0	...	29 0	22 0	22 0	140 0	140 0	11 0	11 0
	Azamgarh	13 10	15 2	18 8	20 9	10 5	15 2	15 2	15 2	...	...	20 10	...	...	...	...	...	21 0	22 2	23 10	25 1	14 0	13 10	177 8	177 8	11 2	11 2
	Mirzapur	13 0	13 8	19 0	18 0	8 0	8 0	14 0	15 0	17 0	17 0	17 0	17 0	20 0	24 0	20 0	20 0	20 0	20 0	24 0	24 0	23 [illegible]	22 0	80 0	80 0	11 0	11 0
	Benares	13 13	13 9	17 5½	16 13	10 0	10 13½	16 0	16 13	18 2	17 14	19 8	17 1	22 12	21 2	25 0	24 6	19 12	20 1	26 9	23 5	22 15	22 12	120 0	140 0	11 13	11 13
Oudh.	Gházipur	16 12	16 12	19 15½	19 15½	7 13½	7 13½	16 12	16 12	20 9½	20 9½	21 4	21 4	36 1	36 1	18 0	18 0	23 13½	24 7	24 7	24 7	23 [illegible]	23 13½	154 8	154 8	10 15½	10 15½
	Balia	14 8	17 0	23 0	25 12	10 1	10 4	16 2	17 0	...	...	...	...	...	20 4	19 0	19 0	23 3	27 8	24 8	25 12	22 [illegible]	23 4	100 0	100 0	12 0	12 0
	Pilibheet	15 0	15 0	20 0	18 12	12 8	12 8	17 0	16 4	...	...	...	...	...	...	...	...	19 4	19 4	25 0	29 0	23 12	23 12	140 0	140 0	11 12	11 4
	Sultánpur	16 0	16 0	21 0	21 0	9 0	9 0	16 0	16 0	13 0	13 0	16 0	16 0	40 0	40 0	20 0	20 0	20 0	20 0	16 0	16 0	23 0	23 0	160 0	160 0	12 0	12 0
	Partábgarh	15 0	15 4	19 8	20 0	14 4	14 0	17 11	16 0	...	...	...	...	...	...	...	...	21 4	22 8	...	...	14 0	18 0	180 0	180 0	11 8	11 0
	Fyzabad	13 12	14 12	14 0	17 0	10 0	10 0	16 0	17 0	10 0	11 0	12 8	16 0	19 0	20 0	18 0	19 0	19 0	21 0	26 8	30 0	20 0	21 0	100 0	100 0	11 8	11 8
	Kheri	15 8	16 0	18 0	22 0	8 0	8 0	17 0	17 0	22 0	22 0	22 0	22 0	36 0	36 0	24 0	24 0	18 0	19 0	34 0	35 0	14 0	17 0	120 0	120 0	12 0	12 0
	Lucknow	13 12	14 0	16 0	17 13	6 0	6 0	13 13	14 8	...	...	18 0	13 0	26 0	26 0	26 0	26 0	17 8	18 14	22 8	25 8	21 0	22 0	140 0	140 0	11 8	11 8
	Bára Banki	14 0	14 0	15 0	17 0	7 0	7 0	13 0	13 0	20 0	20 0	16 0	16 0	27 0	28 0	21 0	22 0	17 0	18 8	26 0	27 8	21 0	22 0	120 0	120 0	11 8	11 8
	Baraich	17 0	17 0	26 0	26 0	13 0	13 0	20 0	20 0	25 0	25 0	21 0	21 0	...	...	...	...	26 0	25 8	34 0	32 0	25 0	25 0	160 0	160 0	12 0	12 0
	Rai Bareli	14 10	14 4	17 8	17 0	7 0	7 0	16 8	16 0	...	16 0	21 8	16 0	28 0	28 8	22 0	19 8	20 8	20 0	22 8	24 0	25 0	24 8	180 0	180 0	11 8	11 8
	Sitapur	15 0	15 0	18 8	20 0	8 0	8 0	18 0	18 0	...	24 0	21 0	...	...	...	...	28 0	19 8	20 0	29 0	29 0	19 0	21 0	160 0	160 0	12 8	12 8
	Gonda	16 4	17 2	17 4	21 8	14 4	14 4	17 4	16 8	20 0	28 0	16 0	16 0	29 0	32 0	18 8	16 8	20 4	22 8	31 8	28 0	24 4	24 0	200 0	200 0	12 4	12 4
	Unáo	14 0	14 0	17 0	17 0	9 0	9 0	16 0	13 0	20 0	18 0	18 0	18 0	...	...	24 0	24 0	19 0	19 8	24 0	24 0	16 8	16 8	160 0	160 0	12 0	12 0
	Hardoi	16 0	16 4	18 0	20 4	7 0	7 0	14 0	13 0	...	...	20 0	...	...	...	32 0	35 0	20 0	21 0	28 0	...	21 0	24 0	120 0	120 0	12 0	12 0
H.A. Districts.	Secunderabad	11 11	11 11	...	...	6 13	6 13	11 4	11 4	19 7	19 7	20 1	20 1	24 14	27 0	....	...	14 13	14 13	...	...	12 3	11 4	115 0	115 0	9 13	9 13
	Bolarum	12 14	12 9	...	...	7 11	7 8½	10 10	10 10	23 0	23 0	...	...	...	...	...	...	15 15	15 15	...	...	...	...	116 14	116 14	10 4	10 4
	Chadarghat	9 8	8 8	...	...	7 8	7 8	10 0	11 8	19 8	20 0	22 0	21 0	...	...	...	...	15 0	16 0	...	...	12 12	12 8	120 0	120 0	9 8	9 12

* No sales in market.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch.*)

E. T. ATKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the Week ending 23rd Nov. 1887.

As during the preceding week, the weather of nearly the whole of India has been remarkably quiet and settled. Between the 18th and 19th conditions over the west of the Bay were slightly disturbed by a small storm, but the disturbance proved to be both feeble and shortlived, and its influence on the weather was very limited.

On the 17th pressure was comparatively uniform throughout India, though somewhat higher in the North than along the shores of the Peninsula. The wind was light and variable except over the Bay, where a fairly well-marked cyclonic circulation existed. On the 18th the chart showed that a small feeble storm had advanced from the centre of the Bay to the Coromandel Coast. It occasioned a fall of the barometer over Madras and a slight increase in the force of the wind, but its effect on the weather was exceedingly slight, and, except in Ceylon, no rain was reported from any part of the Indian region. The chart of the 19th showed that the disturbance had retreated southward and the barometer was rising at all stations. In the extreme North-West pressure marked above 30·25″. The weather generally remained clear or nearly so, but in the Peninsula it was less fine than on the preceding day, and rain was falling from False Point southward to Madura. On the next day the disturbance had disappeared, and the distribution of pressure become normal, a large area of high and uniform readings overlying the whole of Northern India with relatively low readings along both coasts of the Peninsula. The weather in the east of the Peninsula remained somewhat unsettled and rain was reported from several stations. On the 21st there was no change in the main features of the pressure distribution, and the wind circulation was about the normal. Rain continued to fall at several places in the Peninsula. On the two following days there occurred nothing worthy of note. Relatively high pressures accompanied with very fine weather prevailed over the whole of Northern and Central India, while in the Peninsula the barometer was somewhat lower and the weather unsettled with occasional slight showers.

On the mean of the whole week pressure was above the average of the month throughout the whole of the Indian region, the excess being greatest in the North-West and least in the Carnatic. Temperature on the contrary has been lower than the average except in Burma, Bengal, Ceylon, Malabar, Bombay, Sind and the Carnatic. The variations are however slight.

With the exception of insignificant showers at Thyetmio and False Point, rain has been entirely confined to the Peninsula, and even there the amounts reported are everywhere slight. The highest total for the week is 1·64 inch at Madras followed by 1·50 inch at Masulipatam and 1 inch at Goa.

The concluding table gives the total rainfall of the past week for the different Provinces:—

Divisions.	Number of Stations.	Total Rainfall.
Burma	1	0·08
Bengal and Assam	1	0·05
North-Western Provinces and Oudh	...	...
Punjab	...	...
Hill Stations	...	...
Ceylon	2	0·88
Malabar Coast	4	1·28
Bombay	4	1·21
Berars and Central Provinces	...	...
Guzerat and Central India	...	...
Sind—Rajputana	...	...
Madras	13	7·51

W. L. DALLAS,
for *Meteorological Reporter to the Govt. of India.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

WEEKLY REPORT ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS.

Madras.—*For week ending the 26th November 1887.*—Rainfall good generally, but more is wanted in parts of Bellary, Madura, Tinnevelly and Salem. Agricultural operations progressing as usual. Crops slightly damaged here and there by excessive rain, insects or disease. Pasture sufficient except in parts of Madura and Tinnevelly. Prices improving. General prospects favourable.

Bombay.—*For week ending the 30th November 1887.*—Slight rain in parts of Ratnâgiri, Satara, Belgaum, Dharwar and Kanara. Standing crops generally good except linseed in parts of Sholapur and Bijapur where it is blighted. Harvesting of early crops completed in Ahmedabad and Thana and sowing of late crops in Ahmedabad; both operations continue in other districts. Opium sowing in progress in Baroda. Probable outturn of early crops 8 annas on an average in Bijapur; from 10 to 12 annas in Nasik and 12 annas in Shikarpur, Hyderabad and Rajkot. Prospects of cotton crop in Rajkot and Baroda favourable. Condition of agricultural stock in Hyderabad poor owing to scarcity of fodder.

Bengal.—*For week ending the 29th November 1887.*—No rain. Cold weather has set in. Late rice harvest is progressing. The general outturn of this crop is expected to be good, but the crop is below the average in Chota Nagpore, in parts of the Burdwan and Orissa divisions, and in the Gya and Sonthal Pergunnahs districts. *Rabi* and poppy crops are doing well. Rain is wanted for *rabi* in Chota Nagpore and in Nuddea. Sugarcane is promising.

N.-W. Provinces and Oudh.—*For week ending the 30th November 1887.*—Weather cool and seasonable. Harvesting of *kharif* completed in the eastern districts. Late rice and sugarcane are being reaped. The *rabi* and poppy crops are progressing satisfactorily in all districts. The markets are sufficiently supplied, and prices are generally steady, but they are stated to be rising slightly in Benares, Allahabad, Agra and Saharanpur. In Partabgarh pasturage is said to be scanty, otherwise fodder is plentiful in all districts. Condition of agricultural stock generally good.

Punjab.—*For week ending the 30th November 1887.*—No rain during the week. *Kharif* crops are nearly harvested; *rabi* sowings are nearly completed. *Kharif* prospects and outturn are below average; *rabi* prospects are good, though rain is wanted in some districts. [redacted] serious damage to crops. Cattle are reported to be generally healthy. There is some scarcity of fodder in certain districts. Prices are rising, except in five districts where they are stationary. Poppy cultivation has commenced.

Central Provinces.—*For week ending the 30th November 1887.*—Weather clear and cool. Rain required in Bilaspur. Rice and other autumn crops being harvested. Wheat and other winter crops coming up well. Linseed in Raipur is being attacked by insects. Cattle in fair condition.

Burma.—*For week ending the 1st December 1887.*—The rice harvest has begun all over the country. The condition of agricultural stock is good except in the two delta districts of Bassein and Thonegwa. There has been no rain anywhere in the province during the week. The crop all over Lower Burma will be lighter than was at first expected owing to want of rain when the grain was approaching maturity. It is expected that in Pegu, Akyab and Shwegyin there will be a 16-anna crop; that in Henzada there will be a 15-anna crop; and that in Hanthawaddy, Prome and Amherst there will be a 14-anna crop. The outturn all over Lower Burma will be probably between 14 and 15 annas. In Upper Burma the prospect has somewhat improved in consequence of the recent rain in the districts of the Eastern Division, notably in Pyinmana. The crop will be a poor one in the Mandalay, Shwebo, Minbu, and Pagan districts owing to want of rain, but there is a fair prospect in the Kyaukse, Ava and Yen districts. The local prices of paddy remain generally much the same as previously reported, but a slight rise is reported in one district in Lower Burma and in one in Upper Burma, and a considerable fall in two districts of Lower Burma and in three districts of Upper Burma. There is a marked fall in price throughout the Eastern Division of Upper Burma, and this fall is doubtless due to the improved prospect of the crop consequent on the late rain.

Assam.—*For week ending the 30th November 1887.*—Weather cold and dry. Slight rain in the Garo Hills and a slight fall in Darrang. Reaping of winter rice and sowing of mustard continues. Outturn of rice good and prospects of standing crops favourable. Tea manufacture practically over. No report from Nowgong.

Berar and Hyderabad.—*For week ending the 30th November 1887.*—In Berar the rain for the season has been over the average throughout the province. *Rabi* sowings completed; first picking of cotton nearly completed; probable outturn of *jowari* and cotton 12 annas. Fodder sufficient.

In Hyderabad there was little or no rain. Agricultural prospects are good.

Mysore and Coorg.—*For week ending the 30th November 1887.*—There has been slight rain in parts of Mysore. Wet and dry crops are in good condition, and the prospects of the season continue favourable. Agricultural operations are in progress, and *ragi* has been harvested in parts. Public health generally good. Prices risen slightly in Kolar and fallen in Mysore and Bangalore.

In Coorg there has been slight rain. Standing crops are in good condition. General health good.

Central India.—*For week ending the 30th November 1887.*—No rain. *Rabi* sowings finished. Prospects of standing crops generally good. Weather cold. Prices of food grains high and rising all over Central India. Supply of fodder sufficient. Health good. Opium crop expected to be late, and consequently liable to damage from hot weather. Opium prices here rising.

Rajputana.—*For week ending the 30th November 1887.*—Except in Harowtee and Dholepore, there has been no rain in the Agency. The standing crops are generally promising and the *kharif* harvest is yielding a fair outturn. Prices continue high in a few of the States.

Nepal.—*For week ending the 24th November 1887.*—No rain. Weather has begun to be colder now. Prospects fair.

E. C. BUCK,
Secretary to the Government of India.

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

WEEKLY REPORT ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS.

Madras.—*For week ending 3rd December 1887.*—Rainfall good generally but more is wanted in parts of Bellary, Madura, Tinnevelly and Salem. Agricultural operations progressing as usual. Crops slightly damaged here and there by excessive rain, insects or disease, and fading in parts of Kistna and Madura for want of rain. Pasture sufficient except in parts of Madura. Prices improving. General prospects are favourable.

Bombay.—*For week ending 7th December 1887.*—No rain during week. More rain is still required in two talukas of Sholapur. Standing crops in parts of Bijapur, cotton in two talukas of Dharwar, wheat in one taluka of Belgaum and linseed in two talukas of Sholapur have been damaged by blight. Crops have also been injured in two talukas of Ahmednagar, but otherwise they are good in the Presidency Proper and in Sind. The opium crop in Baroda is in good condition. Harvesting of early crops completed in Surat and Colaba; in progress in Karachi, Shikarpur, Hyderabad, the Upper Sind Frontier, Khandesh, Nasik, Ratnagiri, Belgaum, Dharwar and Kanara. Sowing of late crops continues in Shikarpur, Hyderabad, the Upper Sind Frontier, Kaira, Nasik, Thana, Ratnagiri, Dharwar and Baroda; probable outturn of early crops from 8 to 10 annas on an average in Surat and in other districts as already reported. There is a scarcity of fodder in two taluks of Nasik, in the hilly regions of Karachi and in a few talukas of Hyderabad. Agricultural stock in good condition, except in Hyderabad.

Bengal.—*For week ending 6th December 1887.*—No rain. Weather clear and cold. The rice harvest is proceeding and is generally expected to yield a good outturn; but in Chota Nagpore, in parts of the Burdwan and Orissa Divisions, and in the Gya and Sonthal Parganas districts, the crop is below the average, on account of deficient rain in September and October. *Rabi* and poppy crops are well advanced and promising. Sugarcane prospects are favourable. Price of rice remains almost stationary.

N.-W. Provinces and Oudh.—*For week ending 7th December 1887.*—Weather fine and cold. The *kharif* outturn generally is good. Late rice nearly reaped. *Rabi* and poppy crops thriving everywhere. Irrigation going on. Rain needed in Kumaon and Saharanpore. Markets well stocked, though most districts show a rise in prices. Fodder

reported scarce in Partabgarh, but in other districts plentiful. Condition of agricultural stock generally good.

Punjab.—*For week ending 7th December 1887.*—No rain during the week. Prices are rising except in five districts, where they are stationary. *Kharif* crops are harvested. *Rabi* sowings are nearly completed. *Kharif* prospects and outturn are below average. *Rabi* prospects good, though rain is wanted in some districts. No serious damage done to crops. Stock cattle are reported to be generally healthy. There is a scarcity of fodder in some districts. Poppy sowings in progress.

Central Provinces.—*For week ending 7th December 1887.*—Weather clear and cold. Rain required in Bilaspur. Reaping and threshing of autumn crops continue; the young winter crops are thriving well. Prospects of all crops good except linseed in Raipur, which has been attacked by insects. Cattle in fair condition.

Burma.—*For week ending 7th December 1887.*—There has been a little rain in the Shwegyin district of Lower Burma and in the Myingyan and Mandalay districts of Upper Burma, but none elsewhere. The rain that fell is not likely to affect the crops in any way. Rice is being reaped throughout the country. The planting of tobacco and dry-weather crops progresses. The condition of agricultural stock is good. The estimates of crop given last week are now modified as follows: Pegu between 15 and 16 annas instead of 16 annas; Amherst 12 instead of 14 annas; Henzada 14 instead of 15 annas; in the Thonegwa, Tharrawaddy and Bassein districts the present estimate is between 12 and 13 annas; but further enquiry is being made. In Upper Burma the prospect has not altered, except that a partial failure of the crop is reported in the southern part of the Chindwin district and in the adjoining tract of the Myingyan district. No change in Pyinmana, Yamethen, Meiktila and Shwebo, but traders are importing rice into Pyinmana and Yamethen. In Lower Burma prices are stationary except in Bassein where there is a fall of 10 rupees per 100 baskets and in Prome and Tharrawaddy where there is a rise of 11 rupees and 5 rupees, respectively, per 100 baskets. In Upper Burma there is a fall in prices generally, except in Pyinmana, Yamethen and Meiktila districts where prices remain stationary.

Assam.—*For week ending 7th December 1887.*—Weather cold and fine. No rain. Reaping of winter rice progressing; full crop expected. Sowing of mustard completed. Prospects of standing crops good. Soil is being prepared for potatoes in the Khasia Hills. Tea plants are being pruned. No report from Sylhet.

Mysore and Coorg.—*For week ending 7th December 1887.*—Slight rain has fallen in Hassan and Kolar. Standing crops in good condition and *ragi* is being harvested in parts. Prospects of season continue favourable. No material change in prices.

No rain fell in Coorg during the week. The prospects of the standing crops are good.

Berar and Hyderabad.—*For week ending 7th December 1887.*—No rain during the week in Berar. Rainfall during the season has been ample. *Jowari* has reached maturity. Picking of cotton in progress. Sowings of *rabi* completed. Outturn of *kharif* crops estimated as a 12-anna crop.

In Hyderabad the agricultural prospects are good. No rain.

Central India.—*For week ending 7th December 1887.*—No rain throughout Central India since last report. Agricultural operations in progress, in some parts completed and in others the state of the standing crops is good. Prospects and probable outturn of harvests good. No damage to crops. Condition of agricultural stock good. Pasturage and fodder good, except in Bhopawur, where cut fodder has been injured. Prices of food-grains high. Opium sowing commenced in parts. No report from other parts. Opium prices high.

Rajputana.—*For week ending 7th December 1887.*—No rain. Agricultural operations generally satisfactory. Standing crops are in good condition excepting in Marwar, and the harvest is favourable. In Harowtee Indian-corn has been damaged by heavy rain. Prices high in some States.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 2nd HALF OF SEPTEMBER AND 1st AND 2nd HALVES OF OCTOBER 1887.

(See Supplement to the *Gazette of India*, dated 22nd October, 12th and 26th November 1887.)

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
RAJPOOTANA.																										
2nd Half of September 1887.																										
Erinpura	12 12	12 12	21 8	22 8	6 0	6 0	9 0	9 0	20 0	20 0	21 0	21 0	...	...	...	...	18 4	18 6	...	...	...	...	240 0	240 0	14 0	14 0
Sirohee	11 4	11 8	18 8	19 0	6 0	6 0	8 0	8 0	18 0	18 0	22 0	22 0	...	...	...	...	16 0	17 0	...	...	...	...	160 0	160 0	13 0	13 0
Abu	11 8	11 14	17 0	16 12	6 8	6 8	8 0	8 0	...	...	16 6	16 6	...	...	...	...	15 2	15 4	...	...	...	...	...	...	12 0	12 0
Anadra	12 7	12 8	18 12	18 12	6 8	6 8	8 0	8 0	...	...	18 4	19 4	...	...	...	...	10 0	11 0	...	...	...	...	260 0	260 0	12 8	12 8
Balmere	8 8	9 12	...	...	5 0	5 0	7 8	7 8	...	...	22 12	22 12	...	...	...	...	11 3	12 4	...	...	...	...	...	...	13 8	13 8
Jeysalmere	9 8	10 6	...	...	9 12	9 12	12 0	12 4	15 4	15 4	13 19	14 12	...	...	...	...	17 8	17 8	...	...	...	...	...	...	25 9	25 9
Marwar (Jodhpore)	12 4	12 4	18 12	20 0	6 4	6 4	7 8	7 8	20 0	20 0	18 12	20 0	...	...	...	...	17 8	17 8	10 0	10 0	13 0	14 0	...	...	16 4	16 4
1st Half of October 1887.																										
Erinpura	12 12	12 12	21 8	21 8	6 0	6 0	9 0	9 0	20 0	20 0	21 0	21 0	...	...	...	...	18 4	18 4	...	...	...	...	240 0	240 0	14 0	14 0
Sirohee	11 0	11 0	18 0	18 8	6 0	6 0	8 0	8 0	18 0	18 0	22 0	22 0	...	...	...	...	15 0	16 0	...	...	...	...	160 0	160 0	13 0	13 0
Abu	10 9	11 8	16 0	17 0	6 8	6 8	8 0	8 0	...	...	16 6	16 6	...	...	...	...	15 4	15 4	...	...	...	...	...	...	12 0	12 0
Anadra	11 8	12 7	17 12	18 12	6 8	6 8	8 0	8 0	...	...	18 8	19 4	...	...	...	...	10 0	10 0	...	...	...	...	260 0	260 0	12 8	12 8
Balmere	8 2	8 8	...	...	5 0	5 0	7 8	7 8	...	...	22 12	22 12	...	...	...	...	11 3	12 4	...	...	...	...	...	...	13 8	13 8
Jeysalmere	9 10	9 8	...	...	9 12	9 12	12 0	12 4	15 4	15 4	13 19	14 12	...	...	...	...	17 8	17 8	...	...	...	...	...	...	25 9	25 9
Marwar (Jodhpore)	11 0	12 4	16 4	18 12	6 4	6 4	7 8	7 8	20 0	20 0	18 12	20 0	...	...	...	...	17 8	17 8	10 0	10 0	13 0	14 0	...	...	16 4	16 4
2nd Half of October 1887.																										
Erinpura	11 8	12 12	18 0	21 8	6 0	6 0	9 0	9 0	19 0	20 0	21 0	21 0	...	...	...	...	17 6	18 4	...	...	...	...	240 0	240 0	14 0	14 0
Sirohee	11 0	11 0	18 0	18 0	6 0	6 0	8 0	8 0	18 0	18 0	22 0	22 0	...	...	...	...	14 8	15 0	...	...	...	...	160 0	160 0	13 0	13 0
Abu	10 1	10 9	16 0	16 0	6 0	6 0	8 0	8 0	...	...	16 6	16 6	...	...	...	...	15 0	15 0	...	...	...	...	...	...	12 0	12 0
Anadra	11 4	11 8	17 4	17 12	6 8	6 8	8 0	8 0	...	...	18 8	19 8	...	...	...	...	10 0	10 0	...	...	...	...	260 0	260 0	13 0	14 0
Balmere	8 2	8 2	...	...	5 0	5 0	7 8	7 8	...	...	19 8	19 8	...	...	...	...	11 4	11 6	...	...	...	...	...	...	25 9	25 9
Jeysalmere	9 10	9 10	...	...	9 0	9 0	11 4	11 6	13 4	13 8	12 12	13 8	...	...	...	...	17 8	17 8	...	...	...	...	...	...	16 4	16 4
Marwar (Jodhpore)	10 2½	11 0	17 8	...	6 4	6 4	7 8	7 8	17 8	17 12	15 0	15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...

E. T. ATKINSON,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch.)

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 1st HALF OF NOVEMBER 1887.

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thúr Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
MADRAS.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Ganjam	10 5	9 11	...	...	15 6	14 10	16 5	15 8	...	...	...	...	32 3	32 3	...	...	...	...	...	...	...	...	215 13	215 13	13 13	13 13
Vizagapatam	12 0	12 0	...	...	9 0	9 0	10 3	10 3	21 10	20 8	23 13	23 13	24 3	24 3	...	...	...	...	...	...	...	...	93 5	93 5	9 6	11 11
Godavery	9 14	9 14	...	...	13 14	13 14	15 0	15 0	20 3	19 3	22 14	24 10	23 11	21 13	...	...	...	...	...	...	...	...	243 0	243 0	12 8	12 8
Kistna	10 6	9 6	...	...	15 3	14 13	15 11	15 6	15 0	19 0	...	...	26 13	24 13	...	...	...	...	...	...	...	...	145 13	145 13	16 3	16 3
Nellore	9 14	9 8	...	...	12 14	12 14	15 0	15 0	25 0	24 0	21 13	20 14	29 2	29 2	...	...	...	...	...	...	...	...	93 5	93 5	13 5	13 8
Cuddapah	11 13	11 13	...	...	13 3	13 3	14 14	14 14	26 14	26 14	29 0	26 2	28 8	30 0	...	...	...	...	...	...	...	...	140 0	140 0	14 6	14 6
Anantapur	10 10	10 10	...	...	12 13	12 13	15 2	15 2	33 0	33 0	22 10	22 10	33 0	34 0	...	...	...	...	...	...	...	...	77 13	77 13	13 2	13 2
Bellary	13 6	13 6	...	...	12 13	12 5	14 10	13 8	29 14	30 0	26 5	25 6	35 14	35 14	...	...	...	...	...	...	...	...	97 3	97 3	13 11	13 11
Kurnool	10 13	11 6	...	...	13 2	12 13	15 11	13 10	32 14	32 14	28 13	30 0	...	...	...	...	...	...	...	...	...	...	114 6	114 6	13 11	13 3
Madras	10 10	10 10	...	...	11 3	11 3	13 2	13 0	23 0	23 0	23 14	23 6	28 10	28 6	...	...	...	...	...	...	...	...	86 5	86 5	14 10	14 10
Chingleput	...	...	...	...	12 6	12 0	14 5	14 0	...	...	17 3	19 2	27 6	27 6	...	...	...	...	...	...	...	...	97 3	106 14	14 0	14 0
North Arcot	8 13	8 13	...	...	11 3	11 3	14 2	14 2	...	...	...	...	37 10	37 10	...	...	...	...	...	...	...	...	194 6	194 6	13 5	13 5
South Arcot	9 0	9 0	...	...	14 6	14 6	15 5	14 14	23 8	23 8	28 8	30 13	27 0	27 0	...	...	...	...	...	...	...	...	201 11	201 11	14 6	14 6
Tanjore	9 10	9 10	...	...	14 2	14 2	16 11	16 11	...	...	30 8	30 8	31 11	31 11	...	...	...	...	...	...	...	...	166 3	166 3	14 11	14 11
Trichinopoly	8 10	...	...	...	11 8	11 14	12 11	13 2	22 6	...	26 0	26 0	26 3	26 3	...	...	...	...	...	...	...	...	232 13	232 13	14 10	14 10
Madura	10 2	10 8	...	...	12 10	12 3	13 2	12 11	22 11	23 8	23 8	23 8	26 6	24 13	...	...	...	...	...	...	...	...	131 3	126 6	15 6	15 6
Tinnevelly	9 14	9 10	...	...	11 2	11 2	12 13	12 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	70 0	70 0	16 8	16 8
Coimbatore	10 11	10 11	...	...	13 8	13 8	14 8	14 8	22 10	22 10	19 2	22 5	27 14	27 14	...	...	...	...	...	...	...	...	121 8	121 8	13 11	13 11
Nilgiris	10 11	10 11	...	...	9 10	9 10	11 3	12 0	19 5	19 5	16 13	18 3	20 3	21 10	...	...	...	...	...	...	...	...	161 13	161 13	12 0	10 2
Salem	10 3	10 11	...	...	12 3	13 2	13 3	14 10	29 2	28 3	29 8	26 3	34 3	34 3	...	...	...	...	...	...	...	...	186 10	186 10	14 10	14 10
South Canara	7 6	8 2	...	...	12 10	13 10	14 13	14 13	...	...	...	...	25 0	25 0	...	...	...	...	...	...	...	...	128 13	128 13	15 0	16 3
Malabar	8 10	8 10	...	...	13 6	13 6	13 13	13 13	...	...	...	...	23 6	23 6	...	...	...	...	...	...	...	...	155 8	155 8	14 6	13 8
BOMBAY.																										
Bombay	9 6	10 0	15 3	14 9	7 1	7 6	10 13	10 13	17 7	16 6	14 0	13 9	15 8	14 12	14 14	14 6	14 15	14 10	18 5	18 5	8 10	9 0	67 1	67 1	11 3	12
Daskrohi	9 0	9 0	20 0	20 0	6 8	6 8	11 0	11 0	13 0	13 0	14 0	14 0	...	...	20 0	20 0	12 8	12 8	...	...	10 0	10 0	80 0	80 0	16 8	16 9
Kaira	10 5	9 2	14 8	16 0	8 14	8 14	11 7	11 7	20 0	20 0	14 8	14 8	20 0	20 0	...	...	12 13	13 5	...	...	11 10	11 10	80 0	80 0	16 0	16 8
Surat	11 0	11 0	14 0	14 0	8 0	8 0	10 0	10 0	15 0	14 8	14 0	14 0	...	...	...	...	14 0	14 0	...	...	10 0	10 0	80 0	80 0	16 0	16 0
Broach	12 0	12 6	...	...	8 0	8 0	11 0	11 0	16 0	17 0	13 0	14 0	...	...	...	...	13 0	13 0	...	...	13 0	13 0	120 0	120 0	14 0½	14 0½
Tanna (Salsette)	...	9 12	...	...	...	8 3	...	10 0	...	16 13	...	14 6	...	...	...	...	...	12 5	...	...	...	8 0	...	71 2	...	15 2
Colába (Alibag)	...	...	...	...	...	...	11 4	11 4	...	...	...	...	...	...	...	...	...	...	...	...	8 2	8 2	90 0	90 0	13 1	13 4
Khandesh (Dhulia)	13 8	13 8	...	...	7 8	7 8	9 6	9 6	20 10	20 10	16 4	16 12	...	...	14 8	14 8	13 8	15 3	...	...	10 8	10 8	106 0	106 0	12 4	13 1
Násik	13 12	12 6	...	...	10 8	10 8	12 0	12 0	...	...	16 8	17 14	20 0	20 0	...	...	16 8	16 8	...	...	10 8	10 8	106 8	106 8	15 0	15 2
Ahmedanagar	12 6	12 6	...	...	8 0	8 1	9 1	9 1	25 4	25 6	18 15	18 13	...	...	...	...	18 14	19 7	...	...	14 4	15 4	91 6	88 4	14 4	14 0
Poona (City)	10 5	11 8	9 0	9 0	8 9	8 9	9 13	9 13	21 12	21 12	16 2	17 4	16 6	16 6	...	...	16 2	16 2	...	...	13 8	13 8	60 13	60 13	13 6	13 2
Sholápur	14 8	14 4	19 8	18 15	10 7	10 0	12 4	10 14	24 2	24 9	23 14	22 15	...	...	20 5	20 5	21 0	20 15	...	...	17 13	17 5	80 0	80 0	13 0	13 6
Bijapur	15 1	15 6	13 2	13 2	7 1	7 1	10 3	10 1	26 10	27 0	22 8	22 15	...	...	...	...	18 5	18 11	...	...	18 3	18 9	80 0	80 0	11 4	11 0
Satara	10 11	10 11	...	...	8 3	8 3	10 0	10 0	18 10	18 10	15 8	15 8	...	...	...	...	18 3	18 3	...	...	16 8	16 8	93 3	93 3	13 4	13 14
Belgaum	14 0	14 4	...	...	10 0	10 8	10 8	11 0	22 0	24 0	22 0	23 0	31 0	32 0	21 0	22 0	17 0	16 0	...	...	15 0	16 0	64 0	64 0	12 0	13 3
Dharwar (Hubli)	15 0	15 0	...	...	10 0	10 0	11 0	11 0	25 0	25 0	23 0	23 0	38 0	38 0	...	...	19 0	19 0	...	...	12 0	12 0	80 0	80 0	9 0	9 0
Ratnágiri	9 4	8 9	...	...	8 9	9 16	10 9	12 0	18 3	18 3	14 11	14 11	16 7	16 7	...	...	15 6	14 0	...	...	10 14	10 14	120 0	120 0	12 15	12 15
Karwar	10 8	10 10½	...	...	7 0	7 0	12 13¾	12 8	21 0	20 0	...	...	22 4	23 0	13 0	12 8	13 0	12 8	...	...	11 8	11 9	213 5½	213 5½	13 0	12 8
Pánch Mahális (Godhra)	8 0	9 0	...	...	8 0	8 0	11 3	11 4	...	...	12 3	11 4	17 7	20 0	...	...	13 2	13 0½	20 0	20 0	10 6	10 8	160 0	160 0	15 7	16 0
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	11 3	11 3	10 3	10 3	...	...	...	...	11 3	11 3	...	...	5 9	5 9	65 5	65 5	32 0	32 0
Asirgarh Cantonment	14 0	13 14	...	...	9 14	9 0	11 0	10 14	18 0	18 0	19 0	19 0	...	...	18 2	19 0	14 9	15 0	...	...	10 0	10 0	160 0	160 0	11 0	11 0
Baroda Camp (Sadar Bazar)	9 2	9 2	11 3½	11 3½	6 15	6 15	9 2	9 2	13 11	13 11	13 2½	13 2½	16 0	16 0	...	...	12 0	12 0	...	...	9 13½	11 3½	80 0	80 0	13 2½	13 2½
Disa Cantonment	10 6	10 10	...	...	7 4	6 12	9 0	9 0	16 8	15 10	16 0	16 0	...	...	...	...	14 10	15 12	...	...	9 14	9 12	150 0	150 0	14 0	14 0
Nimach Cantonment	11 7	11 14	16 12	15 8	8 0	8 0	10 0	10 0	17 8	21 0	14 0	13 6	...	...	...	...	16 2	17 7	17 6	20 12	12 0	12 5	160 0	160 0	14 0	14 0
Nasirabad Cantonment	11 8	11 15	15 11¾	16 9	7 0	7 0	8 0	8 0	17 12¾	19 0	13 5¾	13 13	...	...	10 0	10 0	17 8½	18 4	16 10	14 10½	12 8	12 8	90 0	90 0	15 8	15 8
Rajkot Station	11 8	12 0	...	...	6 8	6 8	9 0	9 0	14 0	14 0	12 0	11 14	...	...	...	...	12 0	12 4	...	...	7 8	7 8	80 0	80 0	40 0	40 0
Upper Sind Frontier	13 0	13 0	17 0	17 0	10 0	10 0	15 0	15 0	24 0	26 0	20 0	20 0	...	...	...	...	15 0	15 0	...	...	13 5	13 5	160 0	160 0	12 8*	12 8*
Karachi	11 0	11 0	15 0	14 0	8 0	8 0	14 0	14 0	18 0	18 0	14 0	13 0	†	†	†	†	14 0	14 0	15 0	14 8	8 0	8 0	90 0	90 0	16 0	16 0
Haidarabad (Gidu Bunder)	12 0	11 8	14 8	14 8	8 8	8 8	14 8	13 8	19 8	17 8	17 8	17 8	...	...	...	...	12 8	12 8	...	...	...	...	140 0	140 0	13 0	13 0
Shikarpur	11 12	11 13	14 8	14 5	10 5	10 0	12 4	12 1	20 4	20 9	20 12	20 2	...	...	...	...	14 8	14 1	...	...	10 12	10 0	160 0	160 0	14 2	14 0
Sukkur	14 0	13 12	18 8	18 0	10 0	11 0	15 8	14 8	24 0	22 0	19 0	20 0	...	...	...	...	17 0	16 8	...	...	12 0	12 0	120 0	120 0	14 2	14 0
Thar & Parkar (Umarkot)	12 11½	13 0	...	...	...	...	15 0	15 0	...	...	18 8	18 2⅔	...	...	...	...	...	...	...	...	...	...	160 0	160 0	14 12½	14 12⅔
BENGAL.																										
Western Districts.																										
Burdwan	16 0	16 0	‡	‡	15 0	15 0	23 4	21 0	...	...	...	...	...	...	...	...	24 0	23 8	‡	‡	24 8	27 0	120 0	120 0	13 12a	13 12
Bankoora	15 8	15 8	20 0	20 0	17 0	17 9	19 14	20 5⅔	...	...	...	...	...	...	...	...	19 8	19 8	36 0	36 0	20 0	19 0	320 0	320 0	12 0	12 0
Beerbhoom	16 8	16 8	...	...	16 8	16 8	22 8	22 8	...	...	...	...	...	...	...	...	25 0	25 0	...	...	15 0	15 0	160 0	160 0	12 12b	12 12
Midnapore	15 0	15 0	...	...	18 0	18 0	23 0	24 0	...	...	...	...	...	...	...	...	17 0	18 0	...	...	13 0	13 0	120 0	120 0	13 0c	13 0
Hooghly	14 0	14 0	...	...	10 0	16 0	16 0	...	...	...	...	...	...	...	...	...	20 0	21 0	...	...	13 0	13 0	120 0	120 0	13 0d	13 0
Howrah	15 0	15 0	...	...	13 4	13 2	18 0	18 8	...	...	...	...	...	...	...	...	22 0	22 0	...	...	13 4	14 0	100 0	100 0	12 13	12 13
Central Districts.																										
Calcutta	14 2	14 4	20 4	20 0	8 12	8 12	16 8	20 0	‡	15 0	12 4	13 0	16 4	...	8 12	13 0	19 12	20 0	23 0	24 0	17 2	17 4	80 0	80 0	13 4	13 4
24-Pergunnahs	14 0	13 4	27 0	26 8	8 0	8 0	17 4	16 13	...	...	...	...	...	...	13 4	...	20 0	12 4	...	20 0	18 4	17 8	100 0	90 0	12 8d1	12 4
Nuddea	16 6	16 6	36 0	36 0	14 10	14 10	18 12	18 8½	...	...	...	...	...	...	...	...	26 10	26 10	...	...	17 12	17 12	...	...	11 10½e	11 10½
Khoolna	...	...	...	...	18 0	18 0	21 0	21 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	10 8f	10 8
Jessore	11 7	11 6	...	...	16 0	16 0	24 0	23 0	...	...	...	...	...	...	...	...	26 0	26 0	...	...	20 0	20 0	100 0	100 0	10 12g	10 12
Moorshedabad	16 12	16 12	...	...	13 4	13 4	22 0	22 0	...	...	...	...	...	...	...	...	30 0	30 0	...	...	12 0	20 0	190 0	190 0	12 0h	12 0
Dinagepore	16 4	16 0	24 0	23 0	18 4	18 0	25 8	23 0	...	...	...	...	...	...	...	...	22 8	24 8	...	...	...	...	160 0	160 0	12 8i	12 8
Rajshahye	18 0	18 0	45 0	45 0	16 14	16 8	24 0	20 10	...	...	...	...	...	...	...	...	28 2	28 2	...	...	17 4	17 4	240 0	240 0	12 0j	12 0
Rungpore	17 12	17 12	...	...	14 4	14 4	20 0	20 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	8 10	8 10	120 0	120 0	12 4k	12 4
Bogra	15 0	12 0	...	...	15 12	18 0	25 8	24 0	...	...	...	...	...	...	...	...	19 8	21 12	...	...	...	...	90 0	90 0	12 0	12 0
Pubna	17 8	18 0	...	...	8 0	8 0	21 0	22 8	...	...	...	...	...	...	...	...	27 8	27 0	...	...	18 0	18 0	200 0	200 0	12 0l	12 0
Darjeeling	10 0	9 0	13 0	13 0	6 0	6 0	13 0	14 0	...	...	...	...	14 0	16 0	...	...	11 0	11 0	25 0	24 0	8 0	8 0	120 0	120 0	9 0m	9 0
Jalpálguri	12 0	12 0	16 0	16 0	13 0	13 0	20 0	20 0	...	...	...	...	...	...	...	...	20 0	20 0	25 0	25 0	11 0	11 0	128 0	128 0	12 0n	12 0
Eastern Districts.																										
Dacca	16 0	16 0	26 0	26 0	17 0	17 0	20 0	20 0	...	...	...	...	...	...	...	...	19 0	19 0	...	...	18 8	18 8	120 0	120 0	12 8o	12 8
Fureedpore	20 0	14 0	40 0	24 0	18 0	18 0	20 0	24 0	...	...	...	...	...	...	...	...	16 0	22 0	...	...	11 0	20 0	160 0	160 0	12 0p	12 0
Backergunge	...	...	...	...	17 0	17 0	20 0	20 0	...	...	...	...	...	...	...	...	20 0	18 0	...	...	12 0	13 0	120 0	120 0	12 8q	12 8
Mymensingh	12 0	13 4	...	...	12 0	13 0	18 8	20 0	...	...	...	...	...	...	...	...	16 0	18 0	...	...	18 0	20 0	...	...	12 2r	12 0
Chittagong	14 0	14 0	...	...	14 0	14 8	21 0	22 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	8 0	11 0	80 0	75 0	11 0s	11 0
Noakholly	...	...	...	...	20 0	20 0	22 0	22 0,	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	...	...	10 0	10 0

* In common use.

† Not procurable.

‡ No sale.

a In sub-divisions retail prices of salt per rupee were:—Culna 12 seers, Cutwa and Raneegunge 13 seers.
b At Rampore Haut retail price of salt 13 seers per rupee.
c In sub-divisions retail prices of salt per rupee were:—Tumlook 11 seers, Contai 12-8 seers
d At Jehanabad retail price of salt 13 seers per rupee.
d1 In sub-divisions retail prices of salt per rupee were:—Baraset and Dum-Dum 12 seers, Bussirhat 13 seers, Diamond Harbour (Kulpihat) 10-8 seers, and Barrackpore 12-12 seers.
e In sub-divisions retail prices of salt per rupee were:—Kooshtea 13-5 seers, Meherpore and Chuadanga 12 seers, and Ranaghat 10-14 seers.
f In Satkhira and Bagirhat sub-divisions retail price of salt was 11 seers per rupee.
g In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, Magoora 10-12 seers, and Bongong 13 seers.
h In sub-divisions retail price of salt per rupee were:—Jungipore 12-8 seers, Kandi 12 seers.
i At Thakurgaon retail price of salt 10 seers per rupee.
j In Nattore sub-division retail price of salt 12 seers per rupee.
k In sub-divisions retail prices of salt per rupee were:—Kurigram 10-14 seers, Gaibanda 9 seers,, and Nilphamari 13 seers.
l At Serajgunge retail prices of salt 13-4 seers per rupee.
m At Silliguri retail price of salt 11-8 seers per rupee.
n At Fallacotta in the Alipore sub-division retail price of salt 10 seers per rupee.
o In sub-divisions retail prices of salt per rupee were:—Munshigunge 10-12 seers, Naraingunge 12-12 seers.
p At Madaripore retail prices of salt 12-8 seers per rupee.
q In sub-divisions retail prices of salt per rupee were:—Patuakhali 9-9 seers, Perozepore 11 seers and Bhola 10-8 seers.
r In sub-divisions retail prices of salt per rupee were:—Attea 12 seers, Jamalpore 10-10 seers, Sherpore and Netrokona 10 seers.
s At Cox's Bazar retail price of salt 11 seers per rupee.

RETAIL PRICES FOR THE 1st HALF OF NOVEMBER 1887—*continued.*

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
BENGAL—*continued.*																										
Eastern Districts—*continued.*																										
Tipperah	14 4	13 5	...	...	13 8½	15 8	23 10	26 3	...	...	...	...	...	...	...	...	17 4	18 0	...	...	10 1	9 10	...	...	12 0[t]	12 0
Chittagong Hill Tracts	...	...	...	...	14 0	13 13	15 0	14 8½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	12 0	12 0	...	...	12 0	12 0	20 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	...	...	11 0	11 0
Behar.																										
Patna	20 0	22 0	31 0	31 8	12 0	11 8	22 0	23 0	24 0	26 0	25 0	26 0	25 0	32 0	28 0	30 0	31 0	30 0	32 0	34 0	24 0	26 0	120 0	120 0	13 0	11 12
Gya	16 0	16 0	30 0	29 0	10 0	10 0	17 0	17 0	...	...	...	...	...	...	22 0	17 0	27 0	28 0	...	...	20 0	20 0	150 0	130 0	11 0	11 0
Shahabad	16 0	16 0	20 0	20 0	9 0	9 0	16 0	16 0	...	27 0	...	...	...	...	...	...	23 0	23 0	...	...	16 0	16 0	120 0	120 0	12 8[u]	12 8
Durbhunga	18 0	19 0	35 0	38 0	14 0	14 0	16 0	17 0	...	...	...	...	35 0	35 0	...	...	27 0	26 0	32 0	33 0	17 0	8 0	160 0	176 0	13 8[w]	12 0
Mozufferpore	22 0	22 0	30 0	35 0	12 0	13 0	22 0	22 0	...	...	...	...	30 0	30 0	...	...	30 0	30 0	35 0	35 0	20 0	20 0	120 0	100 0	12 0[x]	12 0
Sarun	15 8	17 0	29 0	29 0	9 0	9 0	21 0	21 0	...	...	...	...	28 0	28 0	15 0	15 0	24 0	24 0	29 0	30 8	22 0	23 0	160 0	160 0	12 0[y]	12 0
Chumparun	19 0	18 0	34 0	39 0	8 0	8 0	18 0	18 0	...	...	...	...	...	...	...	...	24 0	29 0	...	40 0	20 0	20 0	...	...	12 0[z1]	12 0
Monghyr	21 0	21 0	33 9	42 0	13 14	14 2	16 12	17 4	...	...	...	...	...	...	21 0	21 0	27 14	31 8	31 8	33 9	21 0	22 0	126 0	126 0	12 9[z2]	12 9
Bhagalpur	16 6	19 4	30 5	31 9	15 2	16 6	17 10	21 7	...	...	...	...	...	...	20 0	*	27 12	27 12	30 5	32 3	21 7	21 7	164 0	164 0	12 10[z3]	12 10
Purneah	20 0	22 0	28 0	...	13 0	14 0	18 0	20 0	...	...	...	...	32 0	32 0	20 0	*	20 0	25 0	*	*	16 0	20 0	160 0	160 0	11 0[z4]	11 0
Maldah	20 0	20 0	...	...	14 0	14 0	24 0	26 0	...	...	...	...	...	...	...	...	28 0	27 8	...	...	...	...	120 0	120 0	12 0	12 0
Sonthal Pergunnahs	16 0	14 0	...	...	16 0	16 0	22 0	22 0	...	...	...	...	...	...	...	...	22 0	22 0	40 0	45 0	24 0	25 0	200 0	200 0	11 8[z5]	11 8
Orissa.																										
Cuttack	15 12	15 12	...	...	10 8	10 8	18 6	18 6	...	...	...	...	...	...	...	...	17 1	17 1	...	...	17 1	17 1	80 0	80 0	14 0	14 0
Pooree	11 13	11 13	...	...	11 13	11 13	18 6	18 6	...	...	...	...	...	...	...	...	11 13	11 13	...	...	13 2	13 2	70 0	70 0	13 2[z6]	13 2
Balasore	13 0	12 8	13 0	13 0	14 0	14 0	27 0	27 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	160 0	160 0	10 8[z7]	10 8
CHOTA NAGPORE.																										
South-Western Frontier Agency.																										
Hazáribágh	19 0	18 0	21 0	23 0	9 0	10 0	0	19 0	†	†	†	†	31 0	50 0	†	†	21 0	20 0	28 0	25 0	22 0	21 0	320 0	320 0	10 0[z7]	10 0
Lohardugga	20 0	22 0	21 0	21 0	16 0	16 0	0 (new)	20 0 (new)	...	...	...	...	40 0	44 0	...	...	22 0	21 0	35 0	40 0	22 0	28 0	120 0	120 0	10 8	10 0
Singbhoom	20 0	20 0	32 0	32 0	20 0	16 0	24 0	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	320 0	320 0	9 0	9 0
Manbhoom	16 0	16 0	...	...	16 0	16 0	22 0	22 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	22 0	21 0	...	...	10 10[z8]	10 10
ASSAM.																										
Sylhet	13 0	13 0	...	...	12 4	12 4	20 0	20 0	...	...	...	...	...	...	...	...	17 12	17 12	...	...	13 4	13 0	108 0	108 0	12 4	12 4
Cáchár	11 6⅓	10 0	...	...	9 6⅔	8 14⅓	17 12⅔	16 0	...	...	...	...	...	...	...	...	16 0	16 13⅔	...	...	11 6⅔	11 13⅓	64 0	64 0	11 13⅓	11 10
Goálpará	20 0	20 0	...	...	8 0	8 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	11 0	11 0	80 0	80 0	11 0	11 0
Gáro Hills	8 0	8 0	...	...	6 0	6 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	9 0	9 0	160 0	160 0	8 0	8 0
Kámrup	16 0	16 0	...	...	8 0	8 0	18 0	19 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	11 0	11 0	160 0	160 0	12 0	12 0
Darrang	7 0	7 0	...	...	16 0	13 0	18 0	16 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	10 0	10 0	150 0	150 0	10 0	10 0
Nowgong	8 0	8 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	10 0	10 0	120 0	120 0	10 0	10 0
Sibsagar	...	...	...	...	15 0	14 0	18 0	18 0	...	...	...	...	...	...	...	...	13 0	14 0	...	...	9 8	9 0	160 0	120 0	10 0	9 8
Lakhimpur	8 0	8 0	...	...	10 0	10 0	16 0	15 0	...	...	...	...	...	...	...	...	12 0	13 0	8 0	8 0	11 0	11 0	160 0	160 0	10 0	9 8
Khási and Jaintiá Hills	...	...	...	...	6 8	6 8	9 0	8 0	...	...	...	...	...	...	...	...	9 0	9 0	16 0	16 0	7 0	7 0	100 0	100 0	8 0	8 0
Nágá Hills	...	...	...	...	3 8	3 8	8 0	8 0	...	...	...	...	...	...	...	...	3 8	3 8	...	...	4 0	4 0	70 0	60 0	3 8	3 8
N.-W. PROVINCES.																										
Dehra Dun	12 8	13 0	16 0	16 0	17 0	7 0	10 0	11 8	10 8	12 0	12 0	13 0	12 0	18 0	18 0	...	...	16 0	15 8	21 0	20 0	14 0	16 0	160 0	160 0	11 0	11 0
Saháranpur	14 8	15 1	16 2	19 5½	8 9½	8 9½	12 5½	12 14½	16 2	16 2	12 5½	12 14½	21 8	21 8	32 4	18 4½	21 8	21 8	21 8	20 0	14 4½	16 5½	129 0	129 0	12 5½	12 14½
Muzaffarnagar	14 13	14 13	18 11	18 11	6 9	6 9	13 4	13 4	19 12	19 12	17 10	18 11	16 8	16 8	15 6	15 6	19 4	19 12	19 12	21 0	15 6	15 6	132 0	132 0	12 10	13 4
Meerut	14 0	14 4	18 0	20 0	6 0	6 0	13 0	12 0	18 0	18 0	16 8	16 0	17 0	16 0	17 0	16 0	19 8	20 0	19 0	20 0	22 8	23 0	100 0	100 0	13 8	13 8
Bulandshahr	15 0	15 8	19 8	21 0	6 0	6 0	10 4	10 0	22 0	21 0	18 8	20 0	...	...	16 0	16 0	20 12	21 0	21 0	21 0	17 0	17 0	140 0	160 0	13 0	13 0
Aligarh	14 4	14 8	18 8	18 8	5 8	6 0	11 8	12 0	18 0	18 0	17 0	16 0	...	...	15 8	16 4	17 0	19 8	22 0	23 8	26 0	26 8	120 0	140 0	14 0	14 0
Kumaun	14 0	14 0	14 0	14 0	11 0	11 0	12 0	12 0	...	...	...	...	22 0	22 0	20 0	20 0	13 0	13 0	16 0	16 0	11 0	11 0	160 0	160 0	8 0	8 0
Garhwál	14 0	14 8	20 0	21 0	8 0	8 0	13 0	13 8	...	...	...	...	...	...	...	...	10 0	10 8	...	...	8 0	8 8	160 0	180 0	8 0	8 0
Bijnor	14 10	14 6	21 6	21 6	12 6	12 6	13 8	13 8	...	...	...	18 0	...	...	...	...	17 12	19 2	21 6	23 10	...	...	135 0	135 0	11 13	12 6
Moradabad	14 8	15 0	19 4	19 4	10 4	11 12	13 8	14 0	20 8	20 8	18 12	19 4	...	...	25 0	24 0	18 2	20 4	22 0	26 0	23 12	25 8	125 0	125 0	13 12	13 12
Budaun	14 6½	15 9½	18 9½	20 6½	6 0	6 0	12 0	13 8	14 0	14 6½	19 3	...	18 9½	20 6½	...	...	20 6½	22 3	24 0	28 12½	25 3	26 6½	192 0	192 0	12 9½	12 9½
Bareilly	13 2	13 7	16 4	16 14	6 4	6 4	13 12	13 2	18 2	19 6	16 14	19 6	25 0	27 8	20 0	20 0	16 14	18 12	20 10	23 7	19 6	21 4	125 0	137 8	12 8	12 8
Sháhjahánpur	13 8	15 0	14 8	18 0	10 0	10 0	15 0	16 8	17 0	...	18 0	22 0	...	...	24 0	28 0	18 0	18 8	23 0	24 0	20 0	21 8	140 0	140 0	12 8	12 8
Tarái Pergunnahs	‡	16 4	‡	22 8	‡	8 12	‡	15 0	‡	22 8	‡	21 4	‡	...	‡	30 0	‡	18 12	...	25 0	‡	21 4	...	100 0	‡	11 4
Muttra	12 9	13 8	16 8	17 0	7 8	7 0	12 8	13 0	18 0	20 0	16 0	17 0	...	...	16 0	18 0	17 0	18 0	18 8	19 8	23 8	23 8	120 0	120 0	11 0	13 0
Agra	12 8	12 12	15 8	15 8	5 0	5 0	11 0	11 0	15 0	15 0	16 0	15 12	...	...	14 0	14 0	18 0	18 0	18 8	19 8	15 0	13 8	100 0	100 0	14 0	14 0
Farukhabad	13 0	12 15	15 8	16 8	6 8	7 0	11 0	12 15	18 8	...	18 0	18 8	...	...	26 0	26 0	20 0	20 8	21 0	20 0	21 8	21 2	140 0	140 0	12 4	13 0
Mainpuri	13 4	13 2	15 12	15 8	...	4 8	9 8	9 8	...	...	15 8	15 8	30 0	...	14 8	16 8	16 12	20 2	20 4	20 8	19 8	19 8	160 0	160 0	13 2	12 8
Etáwah	13 0	13 0	15 8	15 8	6 0	6 0	11 4	10 0	17 4	16 0	16 0	16 0	...	...	14 0	16 0	19 0	18 4	21 0	19 0	22 0	22 0	120 0	120 0	12 0	12 0
Etah	14 4	14 4	17 12	19 12	7 0	7 0	15 0	11 12	17 4	...	16 4	16 0	...	...	20 0	20 0	20 0	20 0	...	22 0	15 8	15 8	120 0	120 0	13 2	13 4
Jalaun	16 0	18 0	20 0	24 0	9 0	9 0	10 0	10 0	24 0	24 0	22 0	22 0	...	...	15 0	15 0	21 0	21 0	22 0	22 0	24 0	28 0	140 0	140 0	12 0	12 0
Jhánsi	15 1	15 6	21 14	22 8	8 0	8 0	12 8	12 8	...	...	18 8	20 8	...	...	...	...	19 4	20 6½	...	...	22 8	22 8	200 0	200 0	12 0	12 0
Lalitpur	14 0	15 0	17 0	21 0	9 0	9 0	11 0	11 0	18 0	19 0	16 0	20 0	28 0	32 0	23 0	32 0	17 8	19 8	19 0	22 0	12 0	11 0	160 0	160 0	10 4	10 4
Cawnpore	15 4	15 8	18 4	18 0	10 4	10 8	14 0	14 0	§	§	18 8	18 8	§	§	25 0	26 0	19 8	19 4	24 0	24 0	23 0	23 8	150 0	150 0	14 0	14 0
Fatehpur	13 0	13 0	16 8	16 8	13 0	12 12	15 9	14 4	...	...	16 0	16 0	...	...	...	...	19 0	18 12	...	...	22 8	22 8	160 0	160 0	11 8	11 8
Bánda	17 8	18 0	21 0	22 12	11 0	8 12	12 0	12 0	25 0	23 0	21 0	20 0	30 0	30 0	24 0	22 4	24 0	25 0	...	30 0	19 0	19 0	120 0	140 0	11 0	10 12
Allahabad	13 0	13 12	18 0	18 0	8 0	8 0	13 12	13 0	23 0	16 0	19 4	20 0	24 0	24 0	19 0	20 0	22 12	22 12	20 0	20 0	18 0	18 4	120 0	120 0	11 4	11 4
Hamírpur	17 6	18 4	20 10	20 0	8 0	8 0	13 2	12 4	22 0	22 0	20 0	21 12	...	...	...	...	20 13	22 7	...	...	...	...	140 0	140 0	12 3	12 10
Jaunpur	13 4	14 0	16 8	18 0	7 0	7 0	14 0	12 0	25 0	...	19 10	...	...	...	...	...	18 8	18 0	...	...	...	...	137 8	137 8	11 4	11 4
Gorakhpur	14 13½	15 5	20 12	23 6½	10 6½	10 6½	18 0	18 0	...	...	...	...	28 13	28 13	27 0	27 0	23 0	23 6½	28 13	30 9½	18 0	18 14½	140 0	140 0	12 6½	12 13
Basti	‡	16 0	‡	17 0	‡	10 0	‡	14 0	‡	...	‡	...	‡	...	‡	...	‡	20 8	‡	...	‡	22 0	140 0	140 0	11 0[z9]	11 4
Azamgarh	14 12	13 10	17 11	18 8	10 5	17 11	15 2	...	...	20 10	20 10	...	...	...	...	...	22 10	21 0	23 10	23 10	15 8	14 0	177 8	177 8	11 2	11 2
Mirzapur	13 0	13 0	20 0	19 0	8 0	8 0	14 0	14 0	17 0	17 0	18 0	17 0	21 0	20 0	20 0	20 0	20 0	21 0	24 0	24 0	22 0	23 0	80 0	80 0	11 0	11 0
Benares	13 0	13 13	17 14½	17 5½	10 0	10 5	17 14	16 0	18 2	18 2	17 14	19 8	21 2	22 12	24 6	25 0	19 8	19 12	24 6	26 9	20 6	22 12	120 0	120 0	11 13[z10]	11 13
Gházipur	14 12	16 12	19 15½	19 15½	7 1½	7 1½	15 7	16 12	20 9½	20 9½	19 5	21 4	36 1	36 1	15 7	18 0	23 3	23 13½	23 3	24 7	22 8½	23 13½	154 8	154 8	10 15½[z11]	10 15½
Balia	14 4	14 8	20 8	23 0	10 1	16 4	16 2	...	...	...	...	...	...	...	16 0	19 0	23 12	23 3	24 8	24 8	20 8	22 2	100 0	100 0	12 0	12 0
Pilibhit	13 12	15 0	20 0	20 0	10 0	12 8	15 0	17 0	...	...	...	...	...	...	...	...	17 8	19 4	22 8	25 0	23 12	23 12	150 0	140 0	11 4	11 12
OUDH.																										
Sultánpur	16 0	16 0	21 0	21 0	9 0	9 0	16 0	16 0	13 0	13 0	16 6	16 0	40 0	40 0	20 0	20 0	20 0	20 0	16 0	16 0	23 0	23 0	160 0	160 0	12 0	12 0
Partábgarh	15 0	15 0	19 8	19 8	14 8	14 4	16 0	17 11	...	...	19 0	...	...	...	...	...	20 0	21 4	...	...	18 0	14 0	180 0	180 0	11 8	11 8
Fyzabad	14 0	13 12	17 0	14 0	10 0	10 0	16 0	16 0	11 8	10 0	12 8	...	40 0	36 0	24 0	24 0	17 0	18 0	29 0	34 0	18 4	20 0	100 0	100 0	11 8	11 8
Kheri	15 4	15 8	18 0	16 0	8 0	8 0	17 0	17 0	28 0	22 0	25 0	22 0	26 0	26 0	26 0	26 0	17 1⅔	17 8	23 4	22 8	20 6	21 0	140 0	140 0	11 8	11 8
Lucknow	13 10⅔	13 12	15 10⅔	16 0	6 0	6 0	13 7	13 13	21 0	...	18 13	18 0	24 0	27 0	21 0	21 0	17 0	17 0	25 0	26 0	21 0	21 0	120 0	120 0	11 8	11 8
Bára Banki	14 0	14 0	15 0	15 0	7 0	7 0	13 0	13 0	22 0	20 0	22 0	16 0	...	...	...	...	17 0	17 0	25 0	26 0	21 0	21 0	120 0	120 0	11 12	11 8
Bahraich	16 0	17 0	23 0	26 0	13 0	13 0	17 0	20 0	25 0	25 0	21 0	21 0	24 0	27 0	21 0	21 0	22 0	26 0	35 0	34 0	21 0	25 0	160 0	160 0	12 0	12 0
Rai Bareli	14 8	14 10	17 0	17 0	7 0	7 0	16 0	16 8	22 8	...	20 8	21 8	28 0	28 0	20 0	22 0	17 12	20 8	20 0	22 8	24 0	25 0	180 0	180 0	11 8	11 8
Sitapur	15 0	15 0	19 0	18 8	8 0	8 0	16 0	18 0	21 0	...	20 8	21 0	...	...	24 0	...	22 0	20 8	27 0	29 0	20 0	19 0	160 0	160 0	12 8	12 8
Gonda	16 8	16 4	17 8	17 4	14 0	14 4	17 4	17 4	20 0	20 0	16 8	16 0	28 0	29 0	18 8	18 8	21 4	20 4	32 0	31 8	20 8	24 4	200 0	200 0	12 4	12 4
Unáo	13 8	14 0	16 0	17 0	9 0	9 0	15 0	16 0	19 0	20 0	18 0	18 0	...	...	20 0	24 0	18 0	19 0	22 0	24 0	16 8	16 8	160 0	160 0	12 0	12 0
Hardoi	15 0	16 0	17 8	18 0	7 0	7 0	13 0	14 0	...	...	18 0	20 0	...	...	32 0	32 0	20 0	20 0	28 0	28 0	26 0	21 0	120 0	120 0	12 0	12 0

* No sale. † Not procurable. ‡ Return not received. § No sales in market.

[t] At Chandpo re retail price of salt 11-8 seers per rupee.
[u] In sub-divisions retail prices of salt per rupee were:—Sasseram 12 seers, Buxar 12-8 seers, and Bhabooah 11 seers.
[w] In sub-divisions retail prices of salt per rupee were:—Madhubani 11 seers, and Tajpore 12 seers.
[x] At Hajipore retail prices of salt 12-4 seers per rupee.
[y] In sub-divisions retail prices of salt per rupee were:—Sewan 12 seers and Gopalgunge 12-2 seers.
[z] At Bettiah retail prce of salt 11-8 seers per rupee.
[z1] In sub-divisions retail prices of salt per rupee were:—Begusarai 11 seers and Jamui 11-8 seers.
[z2] In sub-divisions retail prices of salt per rupee were:—Banka 12 seers and Mudhepurah and Soopole 11 seers.
[z3] In sub-divisions retail prices of salt per rupee were:—Kishengunge 10 seers and Arreah (at Ranigunge) 10 seers.
[z4] In sub-divisions retail prices of salt per rupee were:—Godda 11 seers, Pakour 12 seers, Rajmehal 12 seers.
[z5] At Khoordah retail price of salt 14 seers per rupee.
[z6] At Bhuddruck retail price of salt 9-8 seers per rupee.
[z7] At Kharagdiha in the Giridih sub-division retail price of salt 12 seers per rupee.
[z8] At Govindpore retail price of salt 12 seers per rupee.

RETAIL PRICES FOR THE 1st HALF OF NOVEMBER 1887—*continued.*

1	2		3		4		5		6		7		8		9		10		11		12		13		14	
	QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.																									
DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLUM (*Sorghum vulgare*).		BAJRA OR CUMBU (*Pennisetum typhoideum*).		MARUA OR RAGI (*Eleusine coracana*).		KANGNI OR KAKUN, ITALIAN MILLET (*setaria italica*).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (*Cicer arietinum*).		MAIZE (*Zea Mays*).		ARHAR OR THUR CADJAN PEA (*Cajanus indicus*).		FIREWOOD.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
PUNJAB.																										
Hissar	14 0	14 0	13 0	13 0	...	...	8 0	10 0	20 0	26 0	20 0	20 0	...	...	...	...	21 0	24 0	...	20 0	...	...	100 0	100 0	13 0	13 0
Rohtak	13 0	13 0	15 0	16 0	...	...	11 0	11 0	22 0	23 0	19 0	19 0	...	...	...	...	24 0	25 0	21 0	22 0	20 0	18 0	120 0	120 0	13 0	13 0
Gurgaon	14 0	14 9	17 0	18 0	...	...	...	...	18 0	18 0	17 0	17 0	...	...	...	...	21 0	21 0	18 0	18 0	...	20 0	130 0	130 0	...	...
Delhi	14 0	13 0	16 0	16 0	...	...	12 0	12 0	17 0	18 0	16 0	16 0	...	...	14 0	16 0	21 0	20 0	19 0	20 0	23 0	24 0	70 0	70 0	12 0	12 0
Karnál	14 0	14 0	18 0	18 0	...	...	12 0	12 0	22 0	20 0	18 0	18 0	20 0	20 0	16 0	16 0	21 0	21 0	23 0	24 0	20 0	20 0	140 0	140 0	12 0	11 8
Umballa	15 0	16 0	17 0	18 0	...	...	13 0	14 0	24 0	22 0	16 0	14 0	20 0	20 0	16 0	20 0	22 0	22 0	24 0	27 0	18 0	28 0	160 0	140 0	14 8	14 8
Simla	13 0	12 0	14 0	14 0	...	...	9 0	8 0	14 0	14 0	11 0	12 0	19 0	17 0	12 0	12 0	17 0	15 0	16 0	14 0	11 0	10 0	70 0	70 0	10 0	9 12
Kangra	13 0	14 0	20 0	20 0	...	...	12 0	12 0	13 0	12 0	10 0	10 0	24 0	20 0	11 0	10 0	14 0	14 0	16 0	16 0	12 0	12 0	120 0	120 0	15 0	13 12
Hoshiarpur	14 0	16 0	17 0	18 0	...	...	10 0	12 0	18 0	20 0	16 0	13 0	12 0	11 0	20 0	20 0	19 0	19 0	18 0	19 0	16 0	16 0	120 0	120 0	15 0	13 12
Jullundur	14 0	15 0	20 0	20 0	...	...	8 0	8 0	18 0	20 0	14 0	14 0	...	...	18 0	18 0	19 0	19 0	20 0	22 0	...	...	110 0	110 0	14 8	14 8
Ludhiána	15 0	16 0	19 0	21 0	...	...	13 0	12 0	21 0	18 0	17 0	17 0	...	...	19 0	17 0	20 0	20 0	20 0	20 0	16 0	16 0	120 0	120 0	15 0	15 0
Ferozepore	15 0	15 0	21 0	22 0	...	...	11 0	11 0	20 0	18 0	16 0	16 0	...	...	16 0	18 0	21 0	21 0	20 0	20 0	13 0	13 0	90 0	90 0	...	...
Mooltan	14 0	14 0	17 0	17 0	...	...	10 0	10 0	18 0	20 0	17 0	17 0	...	...	18 0	14 0	17 0	18 0	18 0	17 0	...	...	100 0	100 0	...	14 0
Jhang	13 0	13 0	17 0	18 0	...	...	16 0	10 0	16 0	16 0	15 0	16 0	16 0	12 0	16 0	18 0	17 0	16 0	17 0	16 0	10 0	10 0	160 0	200 0	15 0	14 0
Montgomery	15 0	16 0	18 0	20 0	...	...	10 0	10 0	19 0	19 0	...	...	...	...	24 0	16 0	19 0	20 0	18 0	18 0	12 0	12 0	200 0	200 0	12 0	12 0
Lahore	14 0	15 0	18 0	18 0	...	...	11 0	12 0	20 0	20 0	18 0	18 0	...	...	22 0	22 0	18 0	20 0	20 0	20 0	12 0	12 0	105 0	105 0	14 0	14 0
Amritsar	15 0	16 0	18 0	19 0	...	...	10 0	12 0	19 0	20 0	12 0	13 0	...	...	20 0	21 0	19 0	20 0	21 0	20 0	...	...	90 0	90 0	16 0	15 0
Gurdáspur	18 0	19 0	22 0	26 0	...	...	14 0	14 0	18 0	16 0	12 0	12 0	..	...	10 0	10 0	18 0	20 0	20 0	23 0	8 0	8 0	120 0	120 0	14 0	14 0
Siálkot	16 0	16 0	24 0	23 0	...	...	13 0	13 0	25 0	20 0	19 0	16 0	...	...	30 0	34 0	20 0	20 0	21 0	22 0	18 0	18 0	120 0	160 0	15 0	15 0
Gujrát	14 0	15 0	17 0	18 0	...	...	12 0	12 0	17 0	18 0	17 0	18 0	...	...	10 0	12 0	17 0	18 0	17 0	18 0	11 0	11 0	120 0	120 0	16 0	16 0
Gujránwála	14 0	13 0	19 0	18 0	...	...	11 0	11 0	17 0	20 0	10 0	10 0	...	...	10 0	10 0	17 0	17 0	18 0	21 0	8 0	8 0	120 0	120 0	15 0	15 0
Shahpur	12 0	13 0	15 0	17 0	...	...	9 0	9 0	16 0	16 0	15 0	15 0	20 0	20 0	15 0	15 0	16 0	17 0	16 0	16 0	10 0	10 0	240 0	240 0	16 0	16 0
Jhelum	14 0	14 0	18 0	21 0	...	...	12 0	11 0	...	...	16 0	16 0	..	...	...	...	...	...	17 0	16 0	...	...	130 0	140 0	16 0	16 0
Ráwalpindi	13 0	14 0	17 0	18 0	...	...	9 0	9 0	18 0	18 0	18 0	15 0	...	...	14 0	12 0	17 0	17 0	17 0	17 0	18 0	19 0	80 0	85 0	16 0	16 0
Hazára	13 0	13 0	18 0	20 0	...	...	10 0	12 0	...	...	14 0	12 0	...	...	...	...	14 0	16 0	16 0	16 0	...	...	80 0	90 0	12 0	12 0
Pesháwar	12 0	13 0	19 0	19 0	...	...	10 0	10 0	14 0	14 0	16 0	15 0	...	...	21 0	21 0	16 0	17 0	18 0	19 0	23 0	20 0	94 0	100 0	35 0	36 0
Kohát	11 0	13 0	17 0	17 0	...	...	12 0	12 0	20 0	18 0	17 0	18 0	...	...	12 0	15 0	14 0	18 0	18 0	18 0	...	...	100 0	100 0	51 0	55 0
Bannu	12 0	13 0	18 0	19 0	...	...	11 0	11 0	19 0	18 0	16 0	17 0	8 0	8 0	8 0	8 0	17 0	16 0	21 0	20 0	12 0	11 0	60 0	60 0	40 0	40 0
D. I. Khán	12 0	12 0	16 0	16 0	...	...	9 0	9 0	17 0	16 0	15 0	15 0	15 0	15 0	5 0	5 0	16 0	16 0	14 0	14 0	13 0	13 0	113 0	113 0	40 0	40 0
D. G. Khán	13 0	14 0	15 0	15 0	...	...	13 0	11 0	18 0	18 0	16 0	17 0	10 0	10 0	10 0	10 0	15 0	15 0	15 0	...	...	...	75 0	75 0	25 0	23 12
Muzaffargarh	13 0	13 0	16 0	17 0	...	...	12 0	12 0	14 0	14 0	14 0	13 0	...	...	...	...	15 0	15 0	...	...	12 0	11 0	110 0	100 0	13 0	13 0
CENTRAL PROVINCES.																										
Saugor	15 7	16 12	...	...	8 10	7 15	9 10	9 4	...	...	...	...	...	...	...	...	18 3	19 8	...	...	12 8	13 0	160 0	160 0	9 4	9 4
Damoh	20 0	20 0	...	...	12 5	12 5	13 5	13 5	...	...	...	...	...	...	...	...	24 0	24 0	...	...	...	...	200 0	200 0	9 13	9 13
Jubbulpore	15 0	17 0	...	...	10 8	11 0	15 0	16 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	13 0	15 8	120 0	120 0	11 0	11 6
Mandla	22 8	22 8	...	...	13 0	13 0	16 0	15 0	...	...	...	...	...	...	...	...	29 0	28 0	...	...	16 0	16 0	256 0	256 0	10 8	10 8
Seoni	18 11	19 8	...	...	10 15	10 15	16 9	15 7	...	...	...	...	...	...	...	...	17 15	17 4	...	...	12 7	12 7	200 0	200 0	10 11	10 11
Narsinghpur	15 7	16 0	...	...	10 8	9 3	12 4	10 8	...	...	...	...	...	...	...	...	20 2	20 2	...	...	13 7	13 7	140 0	140 0	10 11	10 11
Hoshangabad	17 2	17 2	...	...	8 0	8 0	9 0	10 0	...	...	...	...	...	...	...	...	19 0	20 0	...	...	15 0	15 0	160 0	200 0	10 14	10 14
Nimár	12 0	13 8	...	...	7 8	7 8	11 7	11 7	16 8	16 8	...	...	...	...	...	...	14 3	14 3	...	...	12 3	12 3	120 0	120 0	12 9	12 9
Betul	16 1	16 1	...	...	8 12	8 12	10 0	10 0	20 3	20 3	...	...	...	...	...	...	17 8	17 8	...	...	9 12	9 12	320 0	320 0	11 6	11 6
Chhindwára	15 3	16 10	...	...	8 14	8 0	10 0	10 0	20 9	18 0	...	...	...	...	...	...	16 14	19 0	...	...	9 2	9 0	150 0	160 0	10 11	9 2
Wardha	16 0	16 0	...	...	8 0	8 0	11 7	11 7	20 0	20 0	...	...	...	...	...	...	13 5	13 5	...	...	13 5	13 5	124 0	124 0	10 11	10 11
Nágpur	15 10	15 0	...	...	8 12	8 12	12 3	12 8	19 11	19 11	...	...	...	...	...	...	14 6	13 12	...	...	15 10	10 15	119 0	119 0	11 7	11 7
Chánda	16 3	16 3	...	...	...	...	12 0	12 13	17 13	17 0	...	...	...	...	...	...	13 12	13 12	...	...	10 8	10 0	613 0	615 0	11 5	10 5
Bhandára	16 4	15 0	...	...	12 8	13 12	...	...	...	...	...	...	...	...	...	...	16 0	13 12	...	...	10 0	10 0	200 0	180 0	10 0	10 8
Bálaghát	17 1	17 1	...	...	13 2	11 13	16 9	16 9	...	...	...	...	...	...	...	...	16 13	15 10	...	...	11 14	13 12	144 0	144 0	10 0	11 0
Raipur	21 13	21 13	...	...	11 4	11 4	17 2	17 2	...	...	...	...	...	...	...	...	18 0	19 0	...	...	18 4	19 6	64 0	64 0	9 0	9 0
Bilaspur	26 10	26 10	...	...	13 8	13 8	20 4	18 0	...	...	...	...	...	...	...	...	25 2	27 3	...	...	16 6	17 8	100 0	100 0	9 0	8 0
Sambalpur	18 6	18 6	...	...	12 4	13 2	19 4	18 6	...	...	...	...	...	...	...	...	18 12	18 12	...	...	11 0	10 8	160 0	200 0	10 8	10 8
BURMA.																										
Arakan Division.																										
Akyab	...	...	...	...	14 0	14 0	18 0	18 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	8 0	...	160 0	100 0	20 0	28 0
Kyoukpyu	...	...	...	...	17 5	16 8	19 2	18 0	...	...	...	...	...	...	...	...	5 0	5 0	*	*	...	...	50 0	50 0	36 0	36 0
Sandoway	...	...	...	...	26 13	26 13	30 13	30 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	22 13	22 13
Pegu Division.																										
Rangoon Town	9 10	11 2	...	...	11 2	11 2	12 14	13 0	...	...	...	...	...	...	...	...	16 0	15 2	*	*	...	...	250 0	250 0	22 2	22 2
Pegu	...	...	...	...	8 14	8 14	11 3	12 15	...	...	...	...	...	...	...	...	11 2	11 2	...	...	...	...	150 0	150 0	26 15	26 15
Tharrawaddy	...	...	...	...	11 14	11 14	14 5	14 5	...	...	...	...	...	...	...	...	11 1	11 1	...	...	...	...	535 11	535 11	29 12	29 12
Prome	12 10	12 2	...	...	14 2	13 7	15 4	17 2	...	...	...	...	...	...	...	...	10 13	10 6	33 9	33 9	9 5	...	167 9	167 9	18 10	18 10
Irrawaddy Division.																										
Bassein	...	...	...	...	13 12	13 12	15 12	15 0	...	...	...	...	...	...	...	...	9 12	11 0	...	...	...	...	256 4	213 8	23 8	23 8
Henzada	...	...	...	...	10 4	10 4	13 0	15 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	183 8	183 8	35 8	35 8
Thongwa	...	...	...	...	5 0	...	5 11	...	...	...	...	...	...	...	...	...	8 0	...	...	...	...	...	50 0	...	10 0	...
Thayetmyo	10 15	10 15	...	...	10 10	10 3	13 1	13 1	...	...	...	...	...	...	...	...	11 1	11 10	...	*	...	...	245 0	245 0	14 8	14 8
Tenasserim Division.																										
Moulmein Town and Amherst	9 0	9 0	...	...	11 8	11 8	12 2	12 2	...	...	...	...	...	...	...	...	12 2	10 2	10 2	12 2	...	...	220 0	220 0	20 15	30 8
Tavoy	...	...	...	...	15 8	15 8	19 6	19 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	16 1	16 1
Mergui	...	...	...	...	15 6	15 6	16 10	16 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	14 9	14 9
Toungoo	...	...	...	...	9 14	9 14	11 10	11 10	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	27 0	27 0	18 12	18 12
Shwaygyin	...	...	...	...	9 1	9 13	9 9	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	†	250 0	14 2	18 14
Mandalay	9 3	...	...	...	9 5	...	11 3	...	...	...	...	...	...	...	...	...	14 0	...	14 0	...	...	...	160 0	...	22 12	...
HYDERABAD.																										
Secunderabad	11 11	11 11	...	...	6 13	6 13	11 11	11 4	19 7	19 7	20 1	20 1	24 14	24 14	...	...	15 8	14 13	...	...	11 11	12 3	115 0	115 0	9 13	9 13
Bolarum	12 13	12 14	...	...	7 11	7 11	10 12	10 10	21 14	23 0	...	...	...	...	...	...	15 15	15 15	...	...	...	...	116 14	116 14	10 4	10 4
Chadarghat	9 0	9 8	...	...	7 4	7 8	9 8	10 0	19 0	19 8	20 0	22 0	...	...	...	...	17 0	15 0	...	...	12 0	12 12	120 0	120 0	9 4	9 8
BERAR.																										
Amráoti	No return received.				...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Akola																										
Ellichpur																										
Buldana																										
Wun																										
Básim																										
MYSORE.																										
Bangalore	10 8	10 8	11 0	11 0	9 8	9 8	10 8	10 8	29 0	27 0	...	...	38 0	37 6	...	...	12 0	12 4	...	...	19 0	17 10	84 0	84 0	11 0	11 1
Kolar	...	...	12 0	12 0	12 0	12 0	14 8	15 0	...	...	...	...	42 0	43 0	...	...	12 0	12 0	...	...	17 8	18 0	144 0	128 0	11 0	11 0
Túmkúr	11 0	11 0	11 0	10 8	14 0	13 0	16 0	14 0	...	...	...	...	48 0	48 0	...	...	13 0	12 8	...	...	22 0	20 0	340 0	340 0	10 8	10 0
Mysore	10 8	11 0	9 8	10 0	11 0	11 0	13 0	13 0	40 0	40 0	32 0	32 0	39 0	39 0	13 0	12 0	11 8	12 0	...	...	14 4	14 4	81 0	81 0	9 8	9 8
Hassan	...	...	9 8	10 8	15 0	16 0	17 0	17 0	...	...	...	...	46 0	48 0	...	...	13 0	14 0	...	...	18 0	15 0	96 0	96 0	9 0	9 0
Shimoga	11 9	12 10	...	...	10 8	10 8	14 11	14 11	...	29 6	...	...	40 15	39 14	...	...	14 11	15 12	...	...	...	...	480 0	480 0	8 6	9 7
Kadur	10 0	10 0	12 0	12 0	18 0	18 0	19 0	19 0	...	...	...	...	46 0	46 0	...	...	14 0	14 0	...	...	10 0	12 0	320 0	320 0	10 0	11 0
Chitaldroog	12 0	12 0	14 0	13 0	11 0	11 0	14 0	14 0	48 0	48 0	30 0	30 0	55 0	55 0	65 0	60 0	12 0	12 0	...	...	22 0	22 0	320 0	320 0	9 0	9 0
COORG.																										
Coorg	9 8	9 12	9 0	8 8	13 0	12 8	16 0	15 8	...	...	...	...	31 0	33 8	...	...	23 8	24 8	...	...	...	...	110 0	110 0	10 8	9 8

* None in market.

† Rs per cart load.

RETAIL PRICES FOR THE 1st HALF OF NOVEMBER 1887—*concluded.*

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Districts.	Wheat.	Barley.	Rice, best sort.	Rice, common.	Jowar or Cholum (*Sorghum vulgare*).	Bajra or Cumbu (*Penaiset-typhoideum*).	Marua or Ragi (*Eleusine coracana*).	Kangni or Karun, Italian Millet (*Setaria italica*).	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).	Maize (*Zea Mays*).	Arhar or Thur Cadjan Pea (*Cajanus indicus*).	Firewood.	Salt.
	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.	Present fortnight. / Past fortnight.
	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.	S. Ch. / S. Ch.
RAJPOOTANA.													
Jeypore	11 8 / 10 4	16 0 / 15 8	5 0 / 9 0	8 8 / 8 12	17 0 / 16 0	14 8 / 13 0	... / ...	18 0 / 17 0	18 0 / 17 12	18 0 / 13 12	22 0 / 25 0	230 0 / ...	15 0 / 16 0
Kishengurh	10 4 / 10 8	15 8 / 16 8	9 0 / 11 14	10 0 / 13 12	16 0 / 17 0	13 0 / 14 3	... / ...	17 8 / 17 8	14 11 / 15 0	16 0 / 17 8	25 0 / 25 0	200 0 / 200 0	12 13 / 12 13
Kerrowlee	12 3 / 13 0	15 0 / 15 0	8 0 / 8 0	11 10 / 11 10	15 0 / 15 0	14 3 / 15 8	... / ...	12 8 / 13 4	18 12 / 20 12	14 0 / 18 8	25 0 / 25 0	200 0 / 200 0	15 0 / 15 0
Ulwur	13 3 / 13 6	16 14 / 17 0	7 6 / 8 0	11 10 / 11 10	14 10 / 14 10	14 10 / 14 10	... / ...	12 8 / 13 4	18 12 / 18 12	17 8 / 18 8	18 0 / 18 0	200 0 / 200 0	12 4 / 12 4
Bhurtpore (City)	12 0 / 13 1	14 10 / 16 0	7 6 / 8 4	8 4 / 8 4	14 10 / 14 10	15 8 / 14 10	... / ...	12 8 / 13 4	18 12 / 18 12	17 8 / 18 8	... / ...	200 0 / 200 0	14 0 / 15 0
Aimere	10 8 / 10 8	15 8 / 14 8	3 0 / 3 0	8 0 / 8 0	17 0 / 17 0	13 0 / 13 0	... / ...	12 8 / 13 4	18 12 / 18 12	17 8 / 18 8	... / ...	200 0 / 200 0	12 4 / 12 4
Deoli Cantonment	11 4 / 12 2	15 15 / 14 4	3 8 / 3 8	9 0 / 9 0	16 0 / 16 0	16 0 / 16 0	... / ...	12 8 / 13 4	18 12 / 18 12	17 8 / 18 8	... / ...	200 0 / 200 0	15 0 / 13 0
Erinpura	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~
Sirohee	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~
Abu	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~
Anadra	No return / No return	received. / received.	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~
Balmere	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~
Jeysalmere	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~	~~~ / ~~~
Hilly Tracts of Meywar	11 0 / 11 4	22 0 / 19 0	... / ...	... / ...	... / ...	... / ...	Nil / Nil	... / 14 1	... / 13 4	... / 17 8	... / ...	... / ...	... / ...
Meywar (Oodeypore)	9 12½ / 10 8½	14 13½ / 16 0½	... / ...	... / ...	... / ...	... / ...	... / ...	... / ...	... / 18 8	... / 17 8	... / ...	... / ...	... / ...
Bánswára (Meywar Agency)	13 1½ / 13 2	15 0 / 15 0	... / ...	... / ...	... / ...	... / ...	... / ...	... / ...	... / 18 7	... / 17 8	... / ...	... / ...	... / ...
Partábgarh (")	13 7 / 13 12	15 0 / 16 4	... / ...	... / ...	... / ...	... / ...	... / ...	... / 12 13½	... / 15 0	... / 12 13½	... / ...	... / ...	... / ...
Marwar (Jodhpore) "	No return / No return	received. / received.	... / ...	... / ...	... / ...	... / ...	... / ...	10 14 / 16 14	14 2 / 18 0	15 0 / 16 0	... / ...	... / ...	... / ...
Bikanir	10 12 / 10 12	... / ...	3 15 / 3 15	8 1 / 8 1	... / ...	... / ...	... / ...	... / ...	... / ...	... / ...	... / ...	... / ...	... / ...
Boondee	12 12 / 12 4	15 8 / 16 8	8 8 / 8 8	9 0 / 9 0	17 4 / 17 8	14 0 / 14 0	... / ...	14 8 / 14 4	18 12 / 18 12	17 8 / 17 8	17 8 / 17 8	240 0 / 240 0	16 0 / 16 0
Kotah	13 12 / 11 0	11 0 / 14 4	7 8 / 8 6	10 0 / 10 0	14 0 / 14 0	13 12 / 13 14	... / ...	14 0 / 14 4	18 12 / 18 12	17 8 / 17 8	17 8 / 17 8	240 0 / 240 0	12 8 / 12 8
Tonk	11 2 / 11 13	11 15 / 13 15	7 1 / 7 1	9 6 / 9 8	13 12 / 13 14	13 12 / 13 14	... / ...	12 6 / 12 13½	18 12 / 18 12	17 8 / 17 8	17 8 / 17 8	100 0 / 100 0	13 2 / 13 2
Jhallawar	10 15 / 11 13	13 15 / 13 15	8 14 / 8 14	8 14 / 8 14	15 0 / 15 0	12 8 / 12 13½	... / ...	12 8 / 12 13½	18 12 / 18 12	17 8 / 17 8	8 14 / 8 14	175 0 / 175 0	10 14 / 11 14
Shahpoora	11 0 / 11 4	16 0 / 19 0	9 0 / 9 0	12 8 / 12 8	17 0 / 17 0	16 0 / 16 0	... / ...	14 0 / 14 0	18 0 / 18 0	17 0 / 17 0	... / ...	160 0 / 160 0	13 8 / 13 8
Dholpur	12 14 / 13 6	15 12 / 16 5	11 4 / 13 8	13 8 / 11 13	16 5 / 16 5	15 10 / 16 6	... / ...	18 2 / 18 8	23 8 / 23 0	16 14 / 18 0	21 6 / 21 13	90 0 / 90 0	13 8 / 13 8
CENTRAL INDIA.													
Indore	12 0 / 12 10	16 0 / 16 0	8 8 / 8 8	10 0 / 10 0	16 0 / 16 0	13 0 / 13 0	... / ...	14 8 / 15 7	18 0 / 18 0	17 2 / 17 8	15 8 / 15 8	100 0 / 100 0	11 0 / 11 0
Gwalior	10 14 / 12 2	13 1 / 15 7	7 4 / 7 4	9 0 / 9 0	16 0 / 16 0	13 0 / 13 0	... / ...	14 3 / 15 8	18 8 / 18 8	14 12 / 15 0	18 2 / 19 8	125 14 / 135 15	11 6 / 11 6
Goona	14 8 / 14 12	16 0 / 16 0	8 0 / 8 0	10 0 / 9 0	16 0 / 16 0	13 0 / 13 0	... / ...	18 0 / 23 8	23 0 / 23 0	18 0 / 18 0	11 0 / 9 0	200 0 / 200 0	11 0 / 11 0
Baghelkhand (Sutna)	18 0 / 18 8	24 0 / 24 0	8 0 / 8 0	15 8 / 16 0	16 0 / 16 0	13 0 / 13 0	... / ...	23 8 / 23 8	23 0 / 23 0	18 0 / 18 0	31 0 / 31 0	160 0 / 160 0	12 4 / 12 4
BALUCHISTAN.													
Quetta	10 8 / 10 8	12 0 / 12 0	5 0 / 5 0	9 0 / 9 0	16 0 / 16 0	13 0 / 13 0	... / ...	12 0 / 12 0	18 0 / 18 0	17 2 / 17 2	15 8 / 15 8	100 0 / 100 0	11 0 / 11 0
Pishin	10 8 / 10 8	12 0 / 12 0	5 0 / 5 0	9 0 / 9 0	16 0 / 16 0	13 0 / 13 0	... / ...	12 0 / 12 0	18 0 / 18 0	17 2 / 17 2	15 8 / 15 8	100 0 / 100 0	11 0 / 11 0
Sibi	10 8 / 10 8	12 0 / 12 0	5 0 / 5 0	9 0 / 9 0	16 0 / 16 0	13 0 / 13 0	... / ...	12 0 / 12 0	18 0 / 18 0	17 2 / 17 2	15 8 / 15 8	100 0 / 100 0	11 0 / 11 0
Kalat	10 8 / 10 8	12 0 / 12 0	5 0 / 5 0	9 0 / 9 0	16 0 / 16 0	13 0 / 13 0	... / ...	12 0 / 12 0	18 0 / 18 0	17 2 / 17 2	15 8 / 15 8	100 0 / 100 0	11 0 / 11 0
Mekran	10 8 / 10 8	12 0 / 12 0	5 0 / 5 0	9 0 / 9 0	16 0 / 16 0	13 0 / 13 0	... / ...	12 0 / 12 0	18 0 / 18 0	17 2 / 17 2	15 8 / 15 8	100 0 / 100 0	11 0 / 11 0
Zhob	10 8 / 10 8	12 0 / 12 0	5 0 / 5 0	9 0 / 9 0	16 0 / 16 0	13 0 / 13 0	... / ...	12 0 / 12 0	18 0 / 18 0	17 2 / 17 2	15 8 / 15 8	100 0 / 100 0	11 0 / 11 0
Loralai	10 8 / 10 8	12 0 / 12 0	5 0 / 5 0	9 0 / 9 0	16 0 / 16 0	13 0 / 13 0	... / ...	12 0 / 12 0	18 0 / 18 0	17 2 / 17 2	15 8 / 15 8	100 0 / 100 0	11 0 / 11 0
Thal Chotiali	10 8 / 10 8	12 0 / 12 0	5 0 / 5 0	9 0 / 9 0	16 0 / 16 0	13 0 / 13 0	... / ...	12 0 / 12 0	18 0 / 18 0	17 2 / 17 2	15 8 / 15 8	100 0 / 100 0	11 0 / 11 0

† Not procurable.

† Not sold.

* Ten pies per bundle.

E. T. ATKINSON,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXI OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Last Return received.	Railways.	Total mean length open.	Receipts for week ending 6th November, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 5th November, 1887. Total.	Per mile open.	Total Receipts from 1st April to 6th November, 1886. Total.	Per mile open per week.	Total Receipts from 1st April to 5th November, 1887. Total.	Per mile open per week.	Total Increase in 1887-88.	Total Decrease in 1887-88.
			₹	₹		₹	₹	₹	₹	₹	₹	₹	₹
	Lines worked by Guaranteed Companies.												
19th Nov., 1887	Oudh and Rohilkhand	683	1,10,652	162	693	1,22,613	177	38,82,039	184	36,67,731	171	...	2,14,308
19th ditto	Madras	861	1,41,592	164	831	1,33,629	161	48,32,474	179	49,17,864	189	85,390	...
12th ditto	South Indian	654	76,694	117	654	83,182	127	31,02,792	151	30,89,172	151	...	13,620
19th ditto	Great Indian Peninsula	1,504	6,33,057	421	1,504	7,21,739	480	2,18,53,440	464	2,27,76,510	486	9,23,070	...
19th ditto	Bombay, Baroda and Central India	461	2,08,133	451	461	1,95,000	423	79,26,887	547	69,88,024	485	...	9,38,863
	TOTAL	4,163	11,70,128	281	4,143	12,56,163	303	4,15,97,632	318	4,14,39,301	319	...	1,58,331
	State Lines worked by Companies.												
26th Nov., 1887	East Indian	1,515	8,85,062	584	1,514	8,37,159	553	2,70,84,823	577	2,57,27,801	547	...	13,57,022
26th ditto	Patna-Gya	57	8,285	145	57	13,322	233	3,29,431	186	3,06,381	173	...	23,050
26th ditto	Dildarnagar-Ghazipur	12	648	54	12	695	58	28,922	78	27,058	73	...	1,864
26th ditto	Sindia	75	8,031	107	75	12,175	163	2,20,988	95	2,56,071	110	35,083	...
19th ditto	Rajputana-Malwa (*a*)	1,664	2,92,615	176	1,664	3,08,000	185	1,06,76,020	204	89,67,662	172	...	17,08,358
19th ditto	Bengal-Nagpur	149	15,859	106	149	19,227	129	7,06,401	151	6,98,506	150	...	7,895
26th ditto	Southern Mahratta (*b*)	394	32,887	83	765	56,287	74	10,19,211	101	18,76,978	85	8,57,767	...
19th ditto	Bareilly-Pilibhit	36	1,310	36	36	1,390	39	54,368	49	49,470	44	...	4,898
26th ditto	Indian Midland	42	1,543	37	42	3,276	78	67,230	52	95,510	73	28,280	...
26th ditto	Lucknow-Sitapur-Sihramau	...	...	...	85	4,693	55	...	...	1,15,787	45	1,15,787	...
19th ditto	Cuddapah-Nellore	...	...	...	83	68	1	...	...	(*f*)18,080	29	18,080	...
	TOTAL	3,944	12,46,240	316	4,482	12,56,292	280	4,01,87,394	325	3,81,39,304	272	...	20,48,090
	State Lines worked by Government.												
12th Nov., 1887	Eastern Bengal (*c*)	606	2,12,439	351	645	2,51,855	390	47,61,927	253	54,13,399	271	6,51,472	...
12th ditto	Nalhati	27	1,348	49	27	1,329	49	49,770	59	55,524	66	5,754	...
12th ditto	Tirhoot	246	24,658	100	249	48,996	197	9,02,038	118	10,18,259	132	1,16,221	...
12th ditto	Wardha Coal	45	17,089	380	45	13,572	302	3,85,834	273	3,87,519	275	1,685	...
19th ditto	Burma	327	54,495	167	327	62,523	191	13,60,756	134	16,94,449	167	3,33,693	...
5th ditto	Cherra-Companyganj	7	140	20	8	59	7	(*g*) 946	8	1,144	8	198	...
19th ditto	North-Western (*d*)	1,885	4,42,201	235	2,433	4,40,402	181	1,51,16,988	255	1,23,28,266	162	...	27,88,722
19th ditto	Jorhat	26	1,096	42	26	1,316	51	24,186	31	33,268	41	9,082	...
19th ditto	Bilaspur-Etawa (Katni-Umaria Section)	37	266	7	37	1,365	37	(*e*) 266	7	44,810	39	44,544	...
	TOTAL	3,206	7,53,732	235	3,797	8,21,417	216	2,26,02,711	225	2,09,76,638	177	...	16,26,073
	GRAND TOTAL (GUARANTEED AND STATE)	11,313	31,70,100	280	12,422	33,33,872	268	10,43,87,737	294	10,05,55,243	259	...	38,32,494
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	5,20,04,216	146	(*h*)4,99,67,961	129	...	...
	NET RECEIPTS	...	...	...	...	...	...	5,23,83,521	148	5,05,87,282	130	...	17,96,239
	Assisted Companies.												
19th Nov., 1887	Bengal Central	125	9,862	79	125	13,812	110	3,39,557	88	3,63,743	94	24,186	...
19th ditto	Rohilkhand-Kumaun	67	7,610	114	67	6,734	101	2,02,737	98	2,00,090	96	...	2,647
12th ditto	Dibru-Sadiya	78	5,521	71	78	7,771	100	2,06,674	80	2,52,573	98	45,899	...
19th ditto	Bengal and North-Western	303	29,932	99	376	54,890	146	11,19,444	118	12,18,187	104	98,743	...
26th ditto	Tarakessur	22	4,435	199	22	5,143	231	1,46,415	212	1,57,634	229	11,219	...
	TOTAL	595	57,360	96	668	88,350	132	20,14,827	108	21,92,227	105	1,77,400	...
	Native States.												
19th Nov., 1887	Bhavnagar-Gondal	193	14,583	75	193	14,817	77	5,77,338	95	5,86,472	97	9,134	...
19th ditto	Jodhpore	64	4,955	77	124	6,600	53	1,18,872	59	1,96,480	51	77,608	...
19th ditto	His Highness the Nizam's	208	28,146	135	208	33,135	159	8,74,117	134	9,11,507	140	37,390	...
19th ditto	Mysore	140	9,270	66	140	8,783	63	2,89,380	66	3,10,754	71	21,374	...
19th ditto	H. H. the Gaekwar's	59	2,101	36	59	4,020	68	93,701	51	92,485	50	...	1,216
19th ditto	Morvi	24	437	18	68	2,161	32	23,277	31	86,957	41	63,680	...
19th ditto	H. H. the Gaekwar's Mehsana-Vadnagar	...	...	...	21	700	33	...	...	20,519	31	20,519	...
	TOTAL	688	59,492	86	813	70,216	86	19,76,685	92	22,05,174	87	2,28,489	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.
(*d*) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(*e*) Total receipts from 2nd November to 6th November, 1886.
(*f*) Total receipts from 15th September to 5th November, 1887.
(*g*) Total receipts from 16th June to 6th November, 1886.
(*h*) Calculated on the percentage for the corresponding period of 1886.

M. C. BRACKENBURY, *Major, R.E.*,
Under-Secretary.

FORT WILLIAM,
The 7th December, 1887.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the Week ending 30th Nov. 1887.

The only important feature, in the weather of the week under review, has been the steady decrease in the amount and the extent of rainfall in the south of the Peninsula. In every other respect the weather has been settled and practically unchanged throughout the week.

On the 24th pressure was highest at Hoshangabad and lowest at Galle, and the wind circulation was such as is characteristic of the cold-weather months—a north-westerly current prevailing down the Gangetic plain, a northerly current over Bengal and the head of the Bay, and a north-easterly current elsewhere. The weather was very fine (in places quite cloudless) except over the Peninsula, where the sky was more or less obscured and rain was falling from Cuddapah southward. On the 25th pressure was highest at Agra, lowest at Galle, and the wind circulation was the same as on the previous day. The area of rainfall was also unaltered, the most northern station reporting rain being again in Cuddapah. The amounts were, however, somewhat larger than on the 24th, Madras having received over 2 inches and Galle and Colombo nearly 1 inch. The chart of the 26th showed the highest pressure at Hoshangabad, the lowest at Cochin, and the winds practically unchanged. Rain had extended as far north as Bellary and the amounts were about the same as those reported on the 25th. Negapatam had received 2½ inches and Cuddapah nearly 1 inch. On the 27th, while the general distribution of pressure and the circulation of the winds remained unaltered, the area of rainfall had retreated southward again, and did not extend beyond Bangalore. The largest amounts recorded were 1¾ inches at Coimbatore and Colombo and 1¼ inch at Trichinopoly and Negapatam. On the 28th the rainfall area had still further contracted and the amounts were everywhere below 1 inch. On the 29th, when the barometer was rising everywhere, the only places reporting rainfall were Galle, Colombo and Mercara. On this day pressure ranged from 30·193″ at Multan to 29·966″ at Galle, the area of absolutely highest pressure having been transferred north-westward to the Punjab. On the 30th pressure was again highest at Agra and lowest at Cochin; the wind circulation was regular and characteristic of the season, and the only rainfall, throughout the whole Indian region, was a slight shower at Colombo.

Compared with the average of the month, pressure has been high everywhere; the excess being greatest in the North-Western and Central Provinces, Central India, the Berars and Guzerat, and least in Ceylon. Much of this excess is, however, probably due to the method of comparison and is more apparent than real. In the same way the week's temperature has been below the average at nearly all stations—a result due to comparing the mean of the last week of the month with the average of the whole month.

Rainfall has been entirely confined to Madras, Malabar and Ceylon. The heaviest total fall for the week is 15½ inches in Madras.

The concluding table gives the total rainfall of the week according to the different provinces :—

Divisions.	Number of Stations.	Total Rainfall.
Burma	...	...
Bengal and Assam	...	...
North-Western Provinces and Oudh	...	...
Punjab	...	...
Hill stations	...	...
Ceylon	...	...
Malabar Coast	2	5·94
Bombay	4	4·02
Berars and Central Provinces	...	...
Guzerat and Central India	...	...
Sind—Rajputana	...	...
Madras	8	... 15·63

W. L. DALLAS,
for *Meteorological Reporter to the Govt. of India.*

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SUPPLEMENT TO

The Gazette of India.

No. 51.} CALCUTTA, SATURDAY, DECEMBER 17, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

STATISTICS AND COMMERCE.

Statistics.

REVIEW OF THE WORKING OF THE INDIAN COMPANIES ACT, VI OF 1882, DURING THE YEAR 1886-87.

No. 3298., dated Calcutta, the 13th December 1887.

RESOLUTION—By the Government of India, Department of Finance and Commerce.

Read the following communications submitting the Reports of Registrars of Joint Stock Companies on the working of the Indian Companies Act, VI of 1882, during the official year 1886-87 :—

From the Government of Madras, Nos. 1478 and 1479, dated the 9th July 1887.
„ „ Bombay, No. 4048 „ 4th July 1887.
„ „ Bengal, „ 2629 P.D., „ 15th August 1887.
„ „ N.-W. P. and Oudh, No. $\frac{465}{VII-425}$, dated the 16th June 1887.
„ „ Punjab, No. 14, dated the 25th April 1887.
„ Chief Commissioner, Central Provinces, No. $\frac{2746}{154}$, dated the 4th June 1887.
„ „ Burma, No. $\frac{853}{140}$, dated the 31st May 1887.
„ Secretary for Berar to Resident, Hyderabad, No. 210 G., dated the 4th June 1887.
„ Resident in Mysore, No. $\frac{2390}{635}$, and No. $\frac{2918}{635}$, dated, respectively, the 29th July and the 7th September 1887, and No. $\frac{2918}{535}$, dated the 7th September 1887.

RESOLUTION.—The statistics contained in these reports are summarised in the three tables annexed to this Resolution. There were at the close of 1885-86 in the different provinces 806 joint stock companies possessing a total capital, nominal and actual, of 2,854 and 2,100 lakhs; 45 of these increased their capital by 28 and 3½ lakhs, nominal and actual; and 64 with a paid-up capital, so far as reported, of nearly 9 lakhs ceased to work. There were registered during the year 158 companies with a nominal capital of 193 lakhs. The paid-up capital of several of these companies has not been reported, the necessary documents not having been received within the period to which the report relates. The net result at the close of 1886-87 was a total of 886 companies possessing a nominal capital aggregating 2,913 lakhs, and an actual capital, so far as reported, amounting to 2,138 lakhs.

Bengal, Bombay, and Madras head the list with a paid-up capital, at the close of 1886-87, of 968, 872, and 144 lakhs, respectively, so far as ascertained, making a sum of about 1,984 lakhs out of the aggregate for all India, or about $92\frac{3}{4}$ per cent.

2. The following table compares the number of companies and paid-up capital in the several provinces in the last two years :—

Province.	Number of Companies.		Paid-up Capital.		Increase or Decrease per cent. in 1886-87.		Provincial proportion of paid-up capital to all paid-up capital in 1886-87.
	1885-86.	1886-87.	1885-86.	1886-87.	Number of Companies.	Capital.	
			₹	₹			Per cent.
Bengal	232	230	9,31,88,157	9,67,74,825	—1	+4	45
Bombay	188	204	8,79,53,222	8,72,53,025	+8	—·8	41
Madras	219	318	1,19,07,980	1,43,66,070	+28	+21	7
North-Western Provinces and Oudh	45	40	85,98,365	81,01,871	—11	—6	4
Punjab	17	18	40,45,287	28,91,599	+6	—28	1
Burma	12	12	12,48,657	12,48,657	*Nil*	*Nil*	·6
Central Provinces	2	3	8,27,800	8,46,775	+·5	+2	·4
Mysore	61	61	22,56,209	23,21,600	*Nil*	+3	1
Total	806	886	21,00,25,677	21,38,04,422	+10	+2	100

3. The aggregate capital may be divided as follows :—

		Number.	Nominal Capital.	Paid-up Capital.
			₹	₹
Banking and Loan Companies.	Banking and Loan	357	5,20,91,741	3,05,81,339
	Insurance	13	88,45,000	18,12,985
	Total	370	6,09,36,741	3,23,94,324
Trading Companies.	Merchants and traders	88	2,43,19,550	1,61,23,733
	Navigation	10	1,13,00,000	78,29,068
	Railways and tramways	10	99,60,000	68,54,602
	Co-operative associations	15	5,31,500	2,17,274
	Shipping, landing, and warehousing.	5	8,26,600	5,99,350
	Total	128	4,69,37,650	3,16,24,027
Mills and Presses.	Cotton mills	53	4,71,07,830	3,73,06,334
	Jute ,,	10	1,23,75,000	1,03,56,225
	Mills for cotton, jute, wool, silk, hemp, &c.	38	3,41,35,000	2,67,04,324
	Cotton and jute screws and presses.	60	1,44,00,750	1,32,41,809
	Other mills and presses	29	69,30,000	34,60,264
	Total	190	11,49,48,580	9,10,68,956
Tea and other planting Companies.	Tea	131	4,10,99,075	3,52,48,432
	Coffee and chinchona	7	6,00,000	4,67,428
	Others	5	8,85,000	4,84,183
	Total	143	4,25,84,075	3,62,00,043
Mining and quarrying	.....	25	1,16,13,100	98,47,314
Ice manufacture	.....	12	27,72,500	20,96,313
Sugar manufacture	.....	2	16,20,000	16,09,425
Breweries	.....	3	12,00,000	12,00,000
Others	.....	13	87,11,000	77,64,020
	GRAND TOTAL	886	29,13,23,646	21,38,04,422

The largest part—911 lakhs paid-up—of the aggregate capital is invested in mills and presses chiefly for working or pressing cotton, jute, wool, and silk. The Bombay Presidency (see table I appended) shows the largest contribution (619 lakhs) under this head, chiefly for working or pressing cotton; Bengal following (196 lakhs), chiefly with jute.

Tea and other plantations follow with a total of 362 lakhs paid-up capital, of which 343 lakhs are placed against Bengal, most of the tea companies being registered in Calcutta.

Banking or loan companies rank third with 324 lakhs paid-up. Bengal heads the list here (174 lakhs), the Madras Presidency coming next (77 lakhs).

Trading companies rank fourth, with a paid-up capital of 316 lakhs. Bombay heads the list here (147 lakhs), Bengal coming next (141 lakhs).

Mining and quarrying engaged 98 lakhs paid-up. Here Bengal heads the list (78 lakhs), the Madras Presidency being next (10 lakhs).

The other industries individually represent much smaller sums; thus ice-making, 21 lakhs paid-up, chiefly in Bombay and Bengal; breweries, 12 lakhs paid-up, all in the Punjab and the North-Western Provinces and Oudh.

4. The following table shows the number of Companies under each category during the last five years :—

		1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	Increase or decrease per cent. in 1886-87 compared with 1882-83.
Banking and Insurance Companies.	Banking and loan	136	175	196	287	357	+ 162
	Insurance	5	9	11	14	13	+ 160
	Total	141	184	207	301	370	+ 162
Trading Companies.	Merchants and traders.	72	85	85	85	88	+ 22
	Navigation	9	10	8	7	10	+ 11
	Railways and tramways.	5	7	7	8	10	+ 100
	Co-operative associations.	13	14	14	13	15	+ 15
	Shipping, landing, and warehousing.	2	4	4	8	5	+ 150
	Total	101	120	118	121	128	+ 27
Mills and Presses.	Cotton mills	32	42	44	48	53	+ 66
	Jute ,,	12	12	11	10	10	— 17
	Mills for working cotton, jute, wool, silk, hemp, &c.	33	38	42	45	38	+ 15
	Cotton and jute screws and presses.	38	52	55	51	60	+ 58
	Other mills and presses.	8	...	10	26	29	+ 262
	Total	123	144	162	180	190	+ 54
Tea and other planting Companies.	Tea	121	121	127	130	131	+ 8
	Coffee	2	2	3	2	7	+ 40
	Chinchona	3	5	5	5		
	Others	4	4	3	5	5	+ 25
	Total	130	132	138	142	143	+ 10
Mining and quarrying	...	19	22	25	26	25	+ 32
Ice manufacture	...	10	12	14	12	12	+ 20
Sugar manufacture	...	2	3	4	4	2	...
Breweries	...	4	5	3	3	3	— 25
Others	...	17	27	23	16	13	— 24
	GRAND TOTAL	547	649	694	805	886	+ 62

The following table shows, so far as reported, the total number of joint stock companies at work in India with their nominal and paid-up capital at the end of each of the last seven years:—

Years.	Companies at work.	Nominal capital.	Paid-up capital.	Increase of paid-up capital.
		₹	₹	₹
1880-81 . . .	475	19,74,10,150	14,86,66,364	...
1881-82 . . .	500	21,29,73,730	15,45,80,041	59,13,677= 4 %
1882-83 . . .	547	22,17,01,800	17,01,59,044	1,55,79,003=10 „
1883-84 . . .	649	26,67,34,384	18,75,06,107	1,73,47,063=10 „
1884-85 . . .	696	27,88,76,908	20,63,58,444	1,88,52,337=10 „
1885-86 . . .	805	28,54,34,367	21,00,25,677	36,67,233= 2 „
1886-87 . . .	886	29,13,23,646	21,38,04,422	37,78,745= 2 „

The increase during the year was only 37¾ lakhs, being at the rate of 1⅘ per cent.—almost exactly the same rate as in 1885-86, which was very much smaller than in previous years. The average annual rate of increase during the seven years has been a little under 5½ per cent.

6. Companies limited by guarantee have, it is feared, been defectively reported. The figures, so far as they go, however, show that there were 354 such companies at the close of 1885-86, almost all in the Madras Presidency, being mostly of the nature of associations for mutual assistance of a comparatively small character. One hundred and seventy-eight of these companies ceased to work in 1886-87, and their number was added to by 43 new companies, making a net result of 198 companies at the close of the year.

7. The fees realised and the expenditure in each province last year were:—

	Fees.			Expenditure.		
	₹	a.	p.	₹	a.	p.
Bengal	4,360	0	0	598	0	0
Bombay	11,731	0	0	1,055	0	0
Madras	15,700	0	0	1,445	0	0
North-Western Provinces and Oudh . . .	1,160	0	0	.....		
Punjab	819	6	0	.....		
Central Provinces	.....			.....		
Burma	215	0	0	107	8	0
Mysore State	1,317	12	3	584	7	7
Bangalore	160	0	0	.....		
TOTAL .	35,163	2	3	3,789	15	7

* Government of Madras.
„ Bombay.
„ Bengal.
„ the N.-W. Provinces and Oudh.
„ the Punjab.
Chief Commissioner of the Central Provinces.
„ „ Burma.
„ „ Assam.
„ „ Ajmere.
„ „ Coorg.
Secretary for Berar to the Resident at Hyderabad.

ORDER.—Ordered, that the foregoing Resolution be published in the Supplement to the *Gazette of India*, and that copies be forwarded to all Local Governments and Administrations,* and to the Foreign Department for communication to the Resident in Mysore.

E. T. ATKINSON,
Offg. Secretary to the Government of India.

I.—Joint Stock Companies at work at the end of the year 1886-87.

Provinces.	Capital.	Banking or Loan Companies.		Trading Companies.		Mills and Presses.		Tea and other Planting Companies.		Mining and Quarrying Companies.		Ice Companies.		Sugar.		Breweries.		Others.		TOTAL.	
		No.	₹	No.	₹	No.	₹	No.	₹	No.	₹	No.	₹	No.	₹	No.	₹	No.	₹	No.	₹
Madras Presidency	Nominal	269	2,57,81,141	16	40,40,000	15	54,70,000	8	12,20,000	10	20,69,100	...	...	...	...	...	...	...	...	318	3,85,80,241
	Paid-up		77,64,017		8,19,710		38,64,478		8,70,031		10,47,834		...		...		...		...		1,43,66,070
Bombay Presidency	Nominal	12	86,00,000	46	2,05,21,600	130	8,03,58,580	2	1,20,000	2	9,82,000	5	15,02,500	1	20,000	...	...	6	73,75,000	204	11,94,79,680
	Paid-up		18,93,887		1,47,11,953		6,19,18,225		81,580		8,82,000	5	9,96,205		9,425	...	...		67,59,750		8,72,53,025
Bengal . . .	Nominal	19	1,87,45,000	32	1,89,75,000	29	2,25,95,000	129	4,02,88,575	12	84,42,000	5	10,20,000	1	16,00,000	...	...	3	12,10,000	230	11,28,75,575
	Paid-up		1,74,33,305		1,41,01,328		1,96,23,551		3,43,78,621		77,97,780		9,51,620		16,00,000	...	...		8,88,620		9,67,74,825
N.-W. Provinces and Oudh	Nominal	11	32,38,000	12	11,80,000	10	36,15,000	2	6,33,000	...	...	...	...	...	...	2	5,00,000	2	91,000	40	94,07,000
	Paid-up		29,76,900		4,86,849		33,22,553		6,32,311		...		1,50,000		...		5,00,000		91,000		81,01,871
Punjab . . .	Nominal	3	11,00,000	8	7,19,500	1	9,00,000	2	3,22,500	1	1,20,000	1	1,00,000	...	...	1	7,00,000	1	20,000	18	39,82,000
	Paid-up		7,71,620		2,49,155		7,47,694		2,37,500		1,19,700		56,230	...	...		7,00,000		9,700		28,91,599
Central Provinces .	Nominal	...	...	...	...	3	11,60,000	...	...	...	...	...	...	...	...	...	...	...	...	3	11,60,000
	Paid-up		...		...		8,46,775		...		...		...		...		...		...		8,46,775
Burma . . .	Nominal	1	50,000	10	13,11,550	...	...	...	...	...	...	...	...	...	...	...	...	1	15,000	12	13,76,550
	Paid-up		12,800		12,20,907	...	...	...	...	...	...	...	...	...	...	...	...		14,950		12,48,657
Mysore State .	Nominal	47	21,17,600	4	1,90,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	51	23,07,600
	Paid-up		7,13,503		34,125	...	...	...	...	...	...	...	...	...	...	...	...	...	...		7,47,628
Bangalore . .	Nominal	8	13,05,000	...	...	2	8,50,000	...	...	...	...	...	...	...	...	...	...	...	...	10	21,55,000
	Paid-up		8,22,292	...	...		7,45,680	...	...	...	...	...	...	...	...	...	...	...	...		15,73,972
TOTAL .	Nominal	370	6,09,36,741	128	4,69,37,650	190	11,49,48,580	143	4,25,84,075	25	1,16,13,100	12	27,72,500	2	16,20,000	3	12,00,000	13	87,11,000	886	29,13,23,646
	Paid-up		3,23,94,324		3,16,24,027		9,10,68,956		3,62,00,043		98,47,314		20,96,313		16,09,425		12,00,000		77,64,020		21,38,04,422

II.—Companies divided into shares.

Provinces.	Working at close of 1886-66.			Registered during 1886-87.			Ceased to work during 1886-87.			Working at close of 1886-87.			Capital increased during 1886-87.		Remarks.
	No.	Nominal capital.	Paid-up capital.	No.	Nominal capital.	Paid-up capital.	No.	Nominal capital.	Paid-up capital.	No.	Nominal capital.	Paid-up capital.	No.	Nominal capital.	
		₹	₹		₹	₹		₹	₹		₹	₹		₹	
Madras Presidency . .	249	3,57,38,187	1,19,07,980	110	28,33,706	4,46,004	16	7,41,500	*	318	3,85,80,241	1,43,66,070	16	8,02,922	
Bombay Presidency . .	188	11,30,36,430	8,79,63,222	26	1,24,55,000	*	10	*	*	204	11,94,79,680	8,72,53,025	8	17,76,250	
Bengal	232	11,37,31,100	9,31,88,157	8	27,98,000	*	10	37,55,000	*	230	11,28,75,575	9,67,74,825	4	1,61,475	
North-Western Provinces and Oudh.	45	1,01,87,000	85,98,365	3	5,45,000	*	8	14,25,000	8,26,971	40	94,07,000	81,01,871	14	1,00,000	
Punjab	17	52,97,000	40,45,287	4	4,60,000	*	8	*	*	18	39,82,000	28,91,599	...	...	
Central Provinces . .	2	11,50,000	8,27,800	1	10,000	2,575	...	...	...	3	11,60,000	8,46,775	1	...	
Burma	12	13,76,550	12,48,657	...	...	...	...	...	...	12	13,76,550	12,48,657	...	...	
Mysore State . . .	49	21,48,100	6,59,645	5	2,10,000	*	9	3,00,000	69,689	51	23,07,600	7,47,628	2	30,000	
Bangalore . . .	12	27,70,000	15,96,564	1	20,000	*	3	6,35,000	*	10	21,55,000	15,73,972	...	...	
	806	28,54,34,367	21,00,25,677	158	1,93,21,706	4,48,579	64	68,56,500	8,96,660	886	29,13,23,646	21,38,04,422	45	28,70,647	

* Not reported.

III.—Companies limited by guarantee, i.e., possessing no capital paid up.

Province.	Number working at close of 1885-86.	Number registered during 1886-87.	Number ceased to work during 1886-87.	Number working at close of 1886-87.
Madras Presidency . . .	314	26	176	163
Bombay do. . . .	*Nil*	*Nil*	*Nil*	*Nil*
Bengal	*Nil*	*Nil*	*Nil*	*Nil*
N.-W. Provinces and Oudh .	*Nil*	*Nil*	*Nil*	*Nil*
Punjab	3	7	*Nil*	10
Central Provinces . . .	*Nil*	*Nil*	*Nil*	*Nil*
Burma	*Nil*	*Nil*	*Nil*	*Nil*
Mysore State	16	10	2	24
Bangalore	1	...	...	1
Total .	334	43	178	198

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Summary for November 1887.

During November the high pressure area, which appears over Northern India during October, becomes a more strongly marked and more permanent feature of the distribution, while at the same time the area of low average pressure, over the Bay, which is, perhaps, the most striking feature of the October distribution, moves southward towards the Equator and is followed over the Bay by a brisk barometric rise, an improvement in the weather and a cessation of the north-east monsoon rainfall of the Carnatic. During the past November this course of events has been followed in a typical manner. On the first day of the month the mean pressure over the Panjab, the North-Western Provinces, Sind and Rajputana was about 30·000 inches and over Madras about 29·885 inches, while on the 30th November the mean pressure over the former region was about 30·170 inches and over the latter about 30·069 inches, showing a nearly equal rise over both regions. Similarly, on the 1st of November rain was reported at nearly all the Bay stations and as far north as Dacca and Silchar, while on the 30th the only rainfall reported was a slight shower at Colombo.

On the 1st of the month the cyclonic storm, which was noticed over the west of the Bay in last month's summary, was still shown off the Coromandel Coast, but it was fast filling up. It was, however, occasioning rather heavy rainfall over the whole of the Bay area, in Malabar, Ceylon and as far north as Calcutta, Dacca and Cachar. A large area of high pressure overlay the whole of Northern India and, except for the cyclonic circulation induced by the storm off the Coromandel coast, north-easterly and easterly winds prevailed almost everywhere. Over the Peninsula and Bengal the sky was heavily clouded. During the 2nd and 3rd conditions did not materially change. The depression over the Bay continued to fill up, but it left the weather in an unsettled state and rain fell generally around the Bay and over the south of the Peninsula. On the 4th the chart showed a feeble depression off the west coast of the Peninsula. This de-

pression occasioned rain in Malabar and Bombay as far north as Goa and Belgaum, and as the weather remained unsettled over the Bay of Bengal rain was thus reported from both coasts and from the interior of the Peninsula. In Northern India pressure was high, the wind circulation normal and the weather fine. On the 5th the low pressure area off the west coast had travelled northward as far as Ratnagiri, while the attendant rainfall had advanced as far as Bombay and Poona. All over the west and interior of the Peninsula rain was consequently falling, but in the Bay region the weather had improved, the only stations recording rainfall being Diamond Island, Masulipatam, Vizagapatam, and Gopalpore. In Northern India there was no change. The chart of the 6th showed that the west coast depression had advanced to between Ratnagiri and Bombay, while the area of rainfall and unsettled conditions had spread northward and north-eastward, and now included in addition to the Peninsula, Khandesh, the Berars, the south of the Central Provinces and part of Central India. The wind had become very variable over Northern India, and indeed the weather over the greater part of the country had become more or less affected by the low pressure area in the west. On the 7th though the depression off the Bombay coast appeared to be filling up, the weather over a large part of India remained in an unsettled state. Rain was reported from the Peninsula, Khandesh, the Berars, the Central Provinces, and as far north as Jhansi, and the cloud proportion was high except at the extreme north-eastern and north-western stations. On the two following days, *viz.*, the 8th and 9th, conditions improved somewhat, the rainfall gradually fell off over the central parts of the country and became lighter over the Peninsula, while the distribution of pressure and the circulation of the winds became more such as is characteristic of the cold weather months. Between the 9th and 13th slight showers continued to fall over Central India, Khandesh and Guzerat as well as the south of the Peninsula, but by the 14th these unsettled conditions had disappeared, a large area of high pressure had been established over the central and north-western parts of the country, while relatively low pressures were reported from the south-west and south-east coasts of the Peninsula. On this day the weather was clear, over by far the greater part of the country, and the only rainfall reported was from Ceylon and Diamond Island. From the 15th high pressures and fine, settled, weather prevailed throughout almost the whole of the Indian region, the actually highest readings being reported from the Central Provinces and slightly lower readings from the coasts of the Peninsula. All over Northern and Central India during this period the sky was almost cloudless. On the 18th the chart showed that a small area of deficient pressure was forming over the Bay. This depression occasioned a slight "backing" of the wind on the east coast of the Peninsula, and the re-appearance of cloudy and rainy weather in that region. This depression subsequently moved away southward, but it left conditions over the Peninsula in a somewhat unsettled state, and showers of rain fell there for many subsequent days. The area of rainfall, however, steadily contracted from day to day. On the 20th showers were reported from Madura northward as far as Secunderabad and Vizagapatam, on the 25th they did not extend beyond Cuddapah, and by the close of the month rain had deserted the Peninsula and was only reported from one station in Ceylon. Over Northern and Central India, between the 18th and the end of the month, the weather was remarkably settled and fine. A large area of high pressure held steadily over that region accompanied by north-westerly winds down the Gangetic plain, northerly winds over Bengal, north-easterly to easterly winds over the central plateau, and clear or nearly clear weather throughout the whole region.

The variations of the different elements from the mean show that, with the exceptions of Rangoon, Roorkee, Hyderabad and Kurnool, pressure has been above the average of the month throughout the whole of the Indian region. The excess has been greater in the north-west and centre than elsewhere, and as great on the hills as on the plains.

The departures of temperature from the normal average have been less regular than those of pressure. In Burma, Assam, Orissa, Behar, and one or two stations in the North-Western Provinces and the Panjab, and at several places on the Bombay coast and in Sind, the weather has been abnormally warm, but elsewhere the changes are very irregular. At the hill stations and in the Upper

Indus Valley, temperature has been lower than usual. The only regions within which rain was entirely absent during the month were the Panjab, both east and west, Behar, Sind, and Cutch. In every other part of India some rain fell, though in the trans-Gangetic portions of the North-Western Provinces in North Bengal the amount received was insignificant. The total rainfall of the month was generally deficient over Upper India, from Behar westward to the Indus, over Lower Burma and over Ceylon. Elsewhere it was in excess of the average. The greatest excess (4 inches) occurred in the Berars and Khandesh, but in Lower Bengal, Chutia Nagpore, the Central Provinces, Rajputana, the Konkan and Malabar the month's fall was about twice the average.

The following table shows the amount of rain and the difference from the average during the month of November 1887, according to districts as far as is indicated by the telegraphic reports :—

Districts.	Number of Stations.	Average rainfall in November.	Difference from the average in November 1887.
Panjab, West	7	0·55	−0·55
„ East	4	0·14	−0·14
North-Western Provinces, Trans-Gangetic	9	0·15	−0·13
„ „ „ Cis - „	3	0·09	+0·06
Behar	2	0·22	−0·22
Northern Bengal	2	0·15	−0·13
Assam, Cachar	3	0·79	+0·13
Lower Bengal, Chutia Nagpore	7	0·62	+0·72
Orissa, Northern Circars	6	3·06	+0·21
Central Provinces, South	7	2·75	+2·42
Berar, Khandesh	2	0·64	+4·07
Rajputana, Central India, Saugor, and Nerbudda	8	0·15	+0·48
Sind, Cutch	3	0·08	−0·08
Guzerat	3	0·36	+0·28
Konkan	4	0·68	+1·81
Deccan, Hyderabad	5	0·87	+1·03
Malabar	4	2·83	+2·17
Mysore, Bellary	4	3·49	+1·26
Carnatic	6	7·65	+1·11
Lower Burma	6	3·64	−2·53
Ceylon	2	12·11	−1·24

W. L. DALLAS,
for *Meteorological Reporter to the Govt. of India.*

Simla, 5th December 1887.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the Week ending 7th Dec. 1887.

During the first three days of the present week the fine settled conditions noticed throughout the whole of India at the close of the previous Summary continued uninterruptedly. During this period a large area of high pressure overlay the whole of northern Europe and from this area an arm or tongue of relatively high pressure extended southward over the Peninsula.

In consequence, anticyclonic or fine weather conditions were predominant everywhere, and the sky was clear, or nearly so, of clouds throughout almost the whole of the Indian region. On the 1st a slight shower was reported from Galle, on the 2nd from Madras, and on the 3rd from Diamond Island and Galle, but with these exceptions, the weather was rainless throughout the whole area of the chart for these three days. On the 4th there were signs of a change of weather not only in the Bay but in North-Western India also. In the Carnatic the wind had "backed" to north and north-north-west the sky had become more cloudy, rain had commenced and the barometer was falling, while in North-Western India the wind was inclined to shift to south-west and humidity to increase.

On the 5th both changes had developed somewhat. On the Coromandel Coast there existed a slight cyclonic circulation of the winds, the amount of cloud had increased, and 1¼ inch of rain had fallen at Madras. In North-Western India there had occurred a considerable barometric fall, the winds had become more distinctly south-westerly and the amount of cloud had increased. The report of the 6th showed the existence of two slight, but distinct depressions,— one of the Madras coast between Madras and Negapatam the other in Lower Sind. Around the former a well-marked cyclonic circulation of the winds prevailed, the weather had become very cloudy in the south of the Peninsula, and rain had fallen at Madras and Coimbatore. The effects of the latter depression were less marked, south-easterly and southerly winds prevailed, indeed, over a large part of North-Western India, but the weather was unchanged. By the morning of the 7th the Carnatic depression had apparently passed through Palk Strait and crossed the extreme south of the Peninsula. It had occasioned strong easterly winds at some of the most southern stations and had given 2⅝ inches of rain to Madras and Negapatam and smaller amounts to some of the inland stations. The Sind depression was apparently filling up, but the south-easterly winds, which had appeared with it, remained and were occasioning cloudy and damp weather in the North-West.

Compared with the average of the month the mean temperature of the week has been above the normal. The excess was most marked in the north-west.

Humidity has been above the average in the South Carnatic below it elsewhere.

With the exception of slight showers in Burma and Malabar rain has been confined to the Carnatic and Ceylon, but within those two regions the amount of rainfall has been considerable.

The concluding table gives the total rainfall of the past week for the different Provinces :—

Divisions.	Number of stations.	Total Rainfall.
Burma	2	0·05
Bengal and Assam	...	...
North-Western Provinces and Oudh	...	...
Punjab	...	...
Hill Stations	...	...
Ceylon	...	...
Malabar Coast	2	3·77
Bombay	1	0·01
Berars and Central Provinces	...	...
Guzerat and Central India	...	...
Sind-Rajputana	...	...
Madras	...	...
	7	7·79

Simla, 9th December 1887.

W. L. DALLAS,
for *Meteorological Reporter to the Govt. of India.*

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 1st HALF OF NOVEMBER 1887.

(See Supplement to the *Gazette of India*, dated 10th December 1887.)

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
BERAR.																										
Amráoti	14 12	14 10	...	...	8 0	8 0	9 2	9 8	22 5	22 0	16 4	16 0	...	...	...	...	13 0	13 0	...	...	14 0	14 0	...	...	12 0	12 0
Akola	14 0	14 0	...	...	7 0	7 0	9 0	9 8	20 0	20 0	16 0	16 0	...	...	...	...	11 0	11 0	...	...	13 0	13 0	...	...	11 11	11 0
Ellichpur	14 0	14 0	...	9 0	7 0	7 0	9 0	9 9	18 0	19 0	16 0	15 0	...	...	...	...	14 8	14 8	...	...	13 0	13 0	...	...	10 0	10 8
Buldana	16 0	16 0	...	9 9	8 0	8 0	10 0	12 12	22 0	22 0	20 0	20 0	...	...	...	...	15 0	15 0	...	...	18 0	18 0	...	...	10 0	10 0
Wun	14 0	14 0	...	...	8 0	8 0	8 8	10 0	24 0	23 0	22 0	22 0	...	...	...	...	11 8	11 8	...	...	13 0	12 0	260 0	260 0	11 8	11 8
Basim	17 10	18 0	...	...	7 0	6 0	9 10	9 0	24 5	24 0	22 0	22 0	...	...	...	...	17 13	18 2	12 8	11 4	14 0	13 0	...	...	9 3	9 8
RAJPOOTANA.																										
Erinpura	11 8	11 8	18 0	18 0	6 0	6 0	8 12	8 12	19 0	19 0	18 0	18 0	...	...	25 0	25 0	17 6	17 6	19 0	19 0	14 0	14 0	240 0	240 0	12 0	12 0
Sirohee	10 0	11 0	18 0	18 0	6 0	6 0	8 0	8 0	18 0	18 0	16 0	16 0	...	...	14 0	14 0	15 0	15 0	19 0	19 0	13 0	13 0	160 0	160 0	11 0	11 0
Abu	9 6	10 1	16 0	16 0	6 0	6 0	8 0	8 0	...	...	...	15 0	...	...	...	...	14 8	15 0	...	...	14 4	13 0	...	...	10 0	10 8
Anadra	10 0	11 4	16 0	17 4	6 0	6 0	8 8	8 8	...	...	17 0	17 0	...	...	...	...	13 0	11 8	...	...	15 4	15 0	260 0	...	11 8	11 8
Balmere	9 0	8 2	...	...	5 0	5 0	7 2	7 8	...	...	18 0	19 8	...	...	...	...	10 0	12 0	12 8	11 6	25 8	25 9	...	...	9 3	9 8
Jeysalmere	9 12	9 10	...	...	9 0	9 0	11 4	11 6	13 0	13 4	12 0	12 0	...	...	...	...	17 13	18 2	17 13	11 4	16 14	16 4	...	...	14 0	14 0
Marwar (Jodhpore)	10 0	10 2½	16 4	17 8	6 4	6 4	8 2	7 8	18 12	17 12	15 10	15 0	...	...	...	...	17 13	18 2	17 13	11 4	16 14	16 4	...	...	14 0	14 0

* Firewood is sold by head-load, bullock-load, cart-load, and not by weight.

E. T. ATKINSON,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch.)

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXII OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 13th November, 1887. Total.	Per mile open.	Total mean length open.	Receipts for week ending 12th November, 1887. Total.	Per mile open.	Total Receipts from 1st April to 13th November, 1887. Total.	Per mile open per week.	Total Receipts from 1st April to 12th November, 1887. Total.	Per mile open per week.	Total Increase in 1887-88.	Total Decrease in 1887-88.
	Lines worked by Guaranteed Companies.		£	£		£	£	£	£	£	£	£	£
26th Nov., 1887	Oudh and Rohilkhand	683	1,34,682	197	693	1,18,263	171	40,16,722	184	37,71,100	170	...	2,45,622
26th ditto	Madras	801	1,18,723	138	831	1,30,328	157	49,51,197	177	50,00,940	189	1,09,743	...
26th ditto	South Indian	654	79,732	122	654	81,970	125	31,82,524	150	31,72,248	150	...	10,276
26th ditto	Great Indian Peninsula	1,504	7,22,901	481	1,504	6,71,445	447	2,25,76,401	404	2,34,57,007	485	8,80,606	...
	Bombay, Baroda and Central India	461	2,66,516	578	461	1,96,000	425	81,03,403	548	72,52,649	487	...	9,40,754
	TOTAL	4,163	13,22,014	318	4,143	11,98,012	289	4,29,20,247	318	4,27,13,944	319	...	2,06,303
	State Lines worked by Companies.												
3rd Dec., 1887	East Indian	1,515	9,52,051	628	1,514	8,82,647	583	2,80,36,874	578	2,66,10,448	548	...	14,26,426
3rd ditto	Patna-Gya	57	12,579	220	57	8,977	157	3,42,010	187	3,15,358	172	...	26,652
3rd ditto	Dildarnagar-Ghazipur	12	650	54	12	695	58	20,572	77	27,753	72	...	1,819
3rd ditto	Sindia	75	7,290	97	75	10,382	139	2,28,278	95	2,66,453	111	38,175	...
26th Nov., 1887	Rajputana-Malwa (*a*)	1,004	3,50,811	211	1,004	3,10,000	186	1,10,28,888	204	93,57,481	174	...	16,71,407
3rd Dec., 1887	Bengal-Nagpur	149	20,304	136	149	20,315	139	7,26,705	150	7,18,821	149	...	7,884
26th Nov., 1887	Southern Mahratta (*b*)	394	33,771	86	765	58,056	76	10,50,069	100	19,35,034	85	8,78,965	...
3rd Dec., 1887	Bareilly-Pilibhit	36	1,453	40	36	1,419	39	55,821	48	50,898	44	...	4,923
26th Nov., 1887	Indian Midland	42	3,132	75	42	2,183	52	70,362	52	97,093	73	27,331	...
	Lucknow-Sitapur-Sihramau	...	...	...	85	3,687	43	...	...	1,19,533	45	1,19,533	...
26th ditto	Cuddapah-Nellore	...	...	...	83	1,219	15	...	...	(*e*)19,282	28	19,282	...
	TOTAL	3,944	13,82,041	350	4,482	12,99,580	290	4,15,74,570	325	3,95,18,754	273	...	20,55,825
	State Lines worked by Government.												
19th Nov., 1887	Eastern Bengal (*c*)	606	2,24,745	371	645	2,49,524	387	49,86,672	257	56,10,415	272	6,23,743	...
3rd Dec., 1887	Nalhati	27	1,025	00	27	1,492	55	51,395	59	50,940	65	5,545	...
3rd ditto	Tirhoot	246	44,239	180	249	34,702	139	9,46,277	120	10,51,413	132	1,05,136	...
20th Nov., 1887	Wardha Coal	45	18,207	405	45	10,459	232	4,04,041	277	3,97,878	274	...	6,163
26th ditto	Burma	327	48,155	147	327	53,775	164	14,08,911	135	17,48,448	107	3,39,537	...
26th ditto	Cherra-Companyganj	7	62	9	8	(*h*)7,303	974	(*g*)1,008	8	8,447	35	7,439	...
26th ditto	North-Western (*d*)	1,885	4,08,855	217	2,433	4,30,685	177	1,55,25,843	254	1,27,58,951	102	...	27,66,892
26th ditto	Jorhat	20	1,035	40	20	970	37	25,221	30	34,100	41	8,879	...
	Bilaspur-Etawa (Katni-Umaria Section)	37	428	12	37	1,268	34	(*f*) 694	12	46,095	30	45,401	...
	TOTAL	3,206	7,47,351	233	3,797	7,90,184	208	2,33,50,062	225	2,17,12,087	177	...	16,37,375
	GRAND TOTAL (GUARANTEED AND STATE)	11,313	34,52,006	305	12,422	32,87,776	265	10,78,44,888	204	10,39,45,385	259	...	38,99,503
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	5,38,60,706	147	5,17,88,467	129	...	...
	NET RECEIPTS	...	...	...	...	...	...	5,39,84,182	147	5,21,56,918	130	...	18,27,264
	Assisted Companies.												
19th Nov., 1887	Bengal Central	125	12,693	102	125	11,917	95	3,52,250	88	3,05,065	99	42,815	...
26th ditto	Rohilkhand-Kumaun	67	5,027	84	67	5,735	86	2,08,364	97	2,00,184	96	...	2,180
19th ditto	Dibru-Sadiya	78	5,920	76	78	7,913	101	2,12,594	80	2,00,485	98	47,891	...
26th ditto	Bengal and North-Western	303	62,194	205	376	34,860	93	11,81,638	120	12,50,988	103	60,350	...
3rd Dec., 1887	Tarakessur	22	5,012	225	22	4,534	204	1,51,427	213	1,62,168	228	10,741	...
	TOTAL	595	91,446	154	668	64,959	97	21,06,273	109	22,74,890	105	1,68,017	...
	Native States.												
26th Nov., 1887	Bhavnagar-Gondal	193	22,118	114	193	17,844	92	5,99,456	96	6,04,522	97	5,066	...
3rd Dec., 1887	Jodhpore	64	4,349	68	124	6,900	56	1,23,221	59	2,03,582	51	80,361	...
20th Nov., 1887	His Highness the Nizam's	208	36,383	175	208	25,433	122	9,10,500	135	9,36,040	140	26,440	...
26th ditto	Mysore	140	9,203	66	140	9,208	66	2,98,671	66	3,19,962	71	21,291	...
26th ditto	H. H. the Gaekwar's	59	4,603	78	59	1,920	33	98,304	51	94,840	50	...	3,458
26th ditto	Morvi	24	658	27	68	1,827	27	23,935	31	88,811	41	64,876	...
	H. H. the Gaekwar's Mehsana-Vadnagar	...	...	...	21	500	24	...	...	21,094	31	21,094	...
	TOTAL	688	77,374	112	813	63,632	78	20,54,087	92	22,69,757	86	2,15,670	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Northern Bengal, Dacca, Kausia-Dharlla and Assam-Behar State Railways.
(*d*) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(*e*) Total receipts from 15th September to 12th November, 1887.
(*f*) Total receipts from 2nd November to 13th November, 1886.
(*g*) Total receipts from 16th June to 13th November, 1886.
(*h*) Increase in receipts due to realizations for the carriage of limestone between January and October 1887, not taken to account in previous months.
(*i*) Calculated on the percentage for the corresponding period of 1886.

FORT WILLIAM,
The 14th December, 1887.

M. C. BRACKENBURY, *Major, R.E.,*
Under-Secretary.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF OCTOBER, 1887.

No. I.—As to Age and Sex.

	Demerara. Male.	Female.	Total.	Proportion of women to men.	Trinidad. Male.	Female.	Total.	Proportion of women to men.	Mauritius. Male.	Female.	Total.	Proportion of women to men.	Fiji. Male.	Female.	Total.	Proportion of women to men.	Natal. Male.	Female.	Total.	Proportion of women to men.	Surinam. Male.	Female.	Total.	Proportion of women to men.	Guadeloupe. Male.	Female.	Total.	Proportion of women to men.	Total. Male.	Female.	Grand Total.
Under 2 years	6	11	17	1833 women to every 100 men.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	11	17
From 2 to 10 years	36	11	47		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36	11	47
„ 10 „ 20 „	81	29	110		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	81	29	110
„ 20 „ 30 „	255	104	359		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	255	104	359
„ 30 „ 40 „	13	7	20		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13	7	20
„ 40 „ 50 „	...	...	...		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Above 50 „	...	...	...		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GRAND TOTAL	391	162	553		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	391	162	553

No. II.—As to places whence Emigrants came to Calcutta for Embarkation.

Orissa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Western Bengal	4	1	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	1	5
Central „	6	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	6
Eastern „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Behar	90	39	129	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	90	39	129
North-Western Provinces	166	89	255	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	166	89	255
Oudh	114	23	137	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	114	23	137
Central India	3	1	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	1	4
Punjab	3	1	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	1	4
Nepal and Native States	5	8	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	8	13
Mixed, Bombay and Madras	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GRAND TOTAL	391	162	553	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	391	162	553

No. III.—As to Caste and Religion.

Brahmins and high castes	77	27	104	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	77	27	104
Agriculturists	61	24	85	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	61	24	85
Artisans	99	36	135	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	99	36	135
Low castes	94	36	130	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	94	36	130
Musulmans	60	39	99	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	60	39	99
Christians	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GRAND TOTAL	391	162	553	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	391	162	553

MEMORANDUM.	Male.	Female.	Total.
1. Hindus	331	123	454
2. Musulmans	60	39	99
3. Christians	...	...	...
TOTAL	391	162	553

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF
PUBLIC WORKS
IRRIGATION

INDIA.
DEPARTMENT.
AND RAINFALL.

STATEMENT OF IRRIGATION AND RAINFALL FOR 1886-87.

Revised Comparative Statement of Irrigation and Rainfall for the years 1885-86 and 1886-87 in the Madras Presidency.

Works.	Items.	Area of the district.	Cultivable area in acres.	Cultivated area in acres.	AREAS IRRIGATED. Sown from April to November 1886, *i.e.*, 1st crop. Total acres.	In comparison with 1885-86. Increase.	In comparison with 1885-86. Decrease.	Sown from December 1886 to March 1887, *i.e.*, 2nd crop. Total acres.
1	2	3	4	5	6	7	8	9
	GANJAM.							
	Government land	1,434,880	437,336	380,382	158,661	11,100	...	7,199
	Inam land	167,040	136,300	123,069	36,710	1,356	...	1,491
	Zemindari land	3,754,240	847,040	60,710	10,070	10,070	...	.
	TOTAL	5,356,160	1,420,670	564,161	205,441	22,526	...	8,690
	VIZAGAPATAM.							
	Government land	1,193,269	128,569	107,558	29,205	8,563	...	3,584
	Inam land	50,891	50,550	36,344	14,576	6,703	...	625
	Zemindari land	9,630,720	803,840	...	8,713	58	...	...
	TOTAL	10,874,880	982,959	143,902	52,494	15,324	...	4,209
	GODAVARI.							
Godavari anicut	Government land	...	...	...	287,908	9,340	...	9,369
	Inam land	...	...	...	157,766	...	2,463	6,145
	Zemindari land	...	...	...	123,163	2,977	...	11,756
	TOTAL	...	...	...	568,837	9,854	...	27,270
All other works	Government land	...	...	...	55,404	9,580	...	2,062
	Inam land	...	...	...	23,824	3,459	...	2,939
	Zemindari land	...	...	...	749	...	7,220	147
	TOTAL	...	...	...	79,977	5828	...	5,148
TOTAL	Government land	2,307,938	1,091,493	646,189	343,312	18,929	...	12,331
	Inam land	546,796	471,920	360,065	181,590	996	...	8,184
	Zemindari land	2,121,045	762,935	507,889	123,912	...	4,243	11,903
	TOTAL	4,975,779	2,326,348	1,514,143	648,814	15,682	...	32,418
	KISTNA.							
Kistna anicut	Government land	...	...	...	205,810	888	...	707
	Inam land	...	...	...	59,351	2,937	...	104
	Zemindari land	...	...	...	66,535	3,316	...	50
	TOTAL	...	...	...	331,696	7,141	...	861
All other works	Government land	...	...	...	28,857	9,596	...	613
	Inam land	...	...	...	4,259	1,149	...	75
	Zemindari land	...	...	...	24	10	...	...
	TOTAL	...	...	...	33,140	10,755	...	688
TOTAL	Government land	3,570,384	2,261,353	1,474,124	234,667	10,484	...	1,320
	Inam land	667,696	638,505	421,954	63,610	4,080	...	179
	Zemindari land	1,183,360	709,120	...	66,559	3,326	...	50
	TOTAL	5,421,440	3,608,978	1,896,078	364,836	17,896	...	1,549
	NELLORE.							
Penner anicut	Government land	...	...	...	34,482	5,485	...	13,450
	Inam land	...	...	...	10,029	1,259	...	3,428
	Zemindari land	...	...	...	...	...	...	...
	TOTAL	...	...	...	44,511	6,744	...	16,878
Sangam project	Government land	...	...	...	27,097	2,057	...	10,605
	Inam land	...	...	...	5,749	2,839	...	2,095
	Zemindari land	...	...	...	...	...	...	...
	TOTAL	...	...	...	32,846	4,896	...	12,700
All other works	Government land	...	...	...	96,717	22,494	...	22,508
	Inam land	...	...	...	19,882	5,207	...	3,863
	Zemindari land	...	...	...	8	...	1	60
	TOTAL	...	...	...	116,607	27,700	...	26,431

IRRIGATED. Whole year, 1886-87. Total acres.	In comparison with 1885-86. Increase.	In comparison with 1885-86. Decrease.	Percentage of increase or decrease in 1886-87.	RAINFALL. Monsoons.	1885-86.	1886-87.	Percentage of increase or decrease in 1886-87	Remarks as to the causes of increase or decrease.
10	11	12	13	14	15	16	17	18	19	20
...	17,117	165,860	...	6,017	— 3·50	South-west monsoon.	21·86	37·88	+ 73·29	
...	3,135	38,201	...	1,779	— 4·45	North-east monsoon.	14·58	27·02	+ 85·32	
...	...	10,070	10,070	...	...					
...	20,252	214,131	2,274	...	+ 1·07		36·44	64·90	+ 78·10	
1,056	...	32,789	9,619	...	+ 41·51	South-west monsoon.	24·20	39·76	+ 64·54	
...	903	15,201	5,800	...	+ 61·70	North-east monsoon.	12·75	24·68	+ 93·57	
...	...	8,713	58	...	+ 0·67					
153	...	56,703	15,477	...	+ 37·54		36·95	64·44	+ 74·56	
772	...	297,277	10,112	...	+ 3·52	.....	...	...	...	
...	518	163,911	...	2,981	— 1·79	.....	...	...	...	
5,308	...	134,919	8,285	...	+ 6·54	.....	...	...	...	
5,562	...	596,107	15,416	...	+ 2·65		...	...	...	
...	708	58,366	8,881	...	+ 17·95	.....	...	...	..	
...	754	25,863	2,705	...	+ 11·68	.....	...	...	...	
...	188	896	...	7,408	— 89·21	.....	...	...	...	
...	1,650	85,125	4,178	...	+ 5·16		...	...	...	
64	...	355,643	18,993	...	+ 5·64	South-west monsoon.	22·51	31·96	+ 41·98	
...	1,272	189,774	...	276	— 0·14	North-east monsoon.	13·20	18·36	+ 39·09	
5,120	...	135,815	877	...	+ 0·65					
3,912	...	681,232	19,594	...	+ 2·96		35·71	50·32	+ 40·91	
...	192	206,517	696	...	+ 0·34	.....	...	...	...	
...	16	59,455	2,921	...	+ 5·17	.....	...	...	...	
35	...	66,585	3,351	...	+ 5·30	.....	...	...	...	
...	173	332,557	6,568	...	+ 2·14		...	...	...	
50	...	29,470	9,646	...	+ 48·66	.....	...	...	...	
15	...	4,334	1,164	...	+ 36·72	.....	...	...	...	
...	...	24	10	...	+ 71·43	.....	...	...	...	
65	...	33,828	10,820	...	+ 47·03		...	...	...	
...	142	235,987	10,342	...	+ 4·58	South-west monsoon.	19·63	31·17	+ 58·79	
...	1	63,789	4,085	...	+ 6·83	North-east monsoon.	10·79	12·88	+ 19·37	
35	...	66,609	3,361	...	+ 5·31					
...	108	366,385	17,788	...	+ 5·10		30·42	44·05	+ 44·81	
..	5,460	47,932	25	...	+ 0·05	.....	...	...	...	
...	1,853	13,457	...	594	— 4·23	.....	...	...	...	
...	...	...	...	...	...	.....	...	...	...	
...	7,313	61,389	...	569	— 0·92		...	...	...	
...	1,745	37,702	312	...	+ 0·83	.....	...	...	...	
...	838	7,844	2,001	...	+ 34·25	.....	...	...	...	
...	...	...	...	...	...	.....	...	...	...	
...	2,583	45,546	2,313	...	+ 5·35		...	...	...	
...	23,694	119,225	...	1,200	— 1·00	.....	...	..	...	
...	6,568	23,745	...	1,361	— 5·42	.....	...	...	...	
14	...	68	13	...	+ 23·64	.....	...	...	...	
...	30,248	143,038	...	2,548	— 1·75		...	...	...	

Revised Comparative Statement of Irrigation and Rainfall for the years 1885-86 and 1886-87 in the Madras Presidency—continued.

Works.	Items.	Area of the district.	Cultivable area in acres.	Cultivated area in acres.	AREAS IRRIGATED. Sown from April to Nov. 1886 *i. e.*, 1st crop. Total acres.	In comparison with 1885-86. Increase.	In comparison with 1885-86. Decrease.	Sown from December 1886 to March 1887, *i. e.*, 2nd crop. Total acres.	In comparison with 1885-86. Increase.	In comparison with 1885-86. Decrease.	Whole year, 1886-87. Total acres.	In comparison with 1885-86. Increase.	In comparison with 1885-86. Decrease.	Percentage of increase or decrease in 1886-87.	RAINFALL. Monsoons.	1885-86.	1886-87.	Percentage of increase or decrease in 1886-87.	Remarks as to the causes of increase or decrease.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
TOTAL	Government land	2,432,079	1,348,620	795,769	158,206	30,036	...	46,563	...	30,899	204,859	...	863	− 0·42	South-west monsoon.	8·70	15·96	+ 83·45	
	Inam land	712,881	612,655	328,821	35,660	9,305	...	9,386	...	9,259	45,046	46	...	+ 0·10					
	Zemindari land	2,448,000	1,052,160	46	8	...	1	60	14	...	68	13	...	+ 23·64	North-east monsoon.	23·49	20·35	− 13·37	
	TOTAL	5,592,960	3,013,435	1,124,636	193,964	39,340	...	56,009	...	40,144	249,973	...	804	− 0·32		32·19	36·31	+ 12·80	
	CUDDAPAH.																		
	Government land	4,844,212	1,845,453	1,179,642	87,000	...	1,374	49,337	3,895	...	136,337	2,522	...	+ 1·88	South-west monsoon.	12·11	19·30	+ 59·37	
	Inam land	737,868	693,358	487,080	54,646	...	3,729	35,111	6,043	...	89,757	2,314	...	+ 2·65					
	Zemindari land	...	...	...	...	...	...	...	...	...	...	...	...	...	North-east monsoon.	13·71	12·48	− 8·97	
	TOTAL	5,582,080	2,538,811	1,666,722	141,646	...	5,103	84,448	9,939	...	226,094	4,836	...	+ 2·18		25·82	31·78	+ 23·08	
	ANANTAPUR.																		
	Government land	2,805,120	2,004,954	1,020,615	62,853	21,524	...	35,079	141	...	97,932	21,665	...	+ 28·41	South-west monsoon.	12·20	18·28	+ 49·83	
	Inam land	755,840	615,805	406,062	20,678	7,196	...	10,274	1,188	...	30,952	8,384	...	+ 37·15					
	Zemindari land	...	...	...	...	...	...	...	...	...	...	...	...	...	North-east monsoon.	9·36	7·71	− 17·63	
	TOTAL	3,560,960	2,620,759	1,426,677	83,531	28,720	...	45,353	1,329	...	128,884	30,049	...	+ 30·40		21·56	25·99	+ 20·55	
	BELLARY.																		
	Government land	2,763,204	2,346,737	1,307,351	31,000	1,055	...	4,870	...	4,405	35,870	...	3,350	− 8·54	South-west monsoon.	16·8	15·52	− 3·48	
	Inam land	822,076	803,826	598,851	11,750	783	...	1,23	...	964	12,982	...	181	− 1·37					
	Zemindari land	...	...	...	...	...	...	...	...	...	...	...	...	...	North-east monsoon.	9·49	6·72	− 29·19	
	TOTAL	3,585,280	3,150,563	1,906,202	42,750	1,838	...	6,102	...	5,369	48,852	...	3,531	− 6·74		25·57	22·24	− 13·02	
	KURNOOL.																		
Kurnool canal	Government land	...	...	...	14,667	...	667	3,682	...	601	18,349	...	1,868	− 6·46	.....	...	...	...	
	Inam land	...	...	...	2,098	27	...	351	73	...	2,449	100	...	+ 4·26	.....	...	...	...	
	Zemindari land	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	...	
	TOTAL	...	...	...	16,765	...	640	4,033	...	528	20,798	...	1,168	− 5·32		...	...	...	
All other works	Government land	...	...	...	28,087	2,257	...	13,258	1,651	...	41,345	3,908	...	+ 10·44	.....	...	...	...	
	Inam land	...	...	...	19,477	343	...	4,837	...	345	24,314	...	2	− 0·01	.....	...	...	...	
	Zemindari land	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	...	
	TOTAL	...	...	...	47,564	2,600	...	18,095	1,306	...	65,659	3,906	...	+ 6·33		...	...	...	
TOTAL	Government land	4,001,114	1,625,804	1,098,189	42,754	1,590	...	16,940	1,050	...	59,694	2,640	...	+ 4·63	South-west monsoon.	16·76	20·66	+ 23·27	
	Inam land	988,326	987,966	745,032	21,575	370	...	5,188	...	272	26,763	98	...	+ 0·36					
	Zemindari land	...	...	...	...	...	...	...	...	...	...	...	...	...	North-east monsoon.	9·76	12·20	+ 25·00	
	TOTAL	4,989,440	2,613,770	1,843,221	64,329	1,960	...	22,128	778	...	86,457	2,738	...	+ 3·27		26·52	32·86	+ 23·91	
	CHINGLEPUT.																		
Chembrambakkam tank.	Government land	...	...	...	8,409	1,110	...	6,779	928	...	15,188	2,038	...	+ 15·50	.....	...	...	...	
	Inam land	...	...	...	1,870	1,149	...	264	...	1,520	2,134	...	371	− 14·81	.....	...	...	...	
	Zemindari land	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	...	
	TOTAL	...	...	...	10,279	2,259	...	7,043	...	592	17,322	1,667	...	+ 10·65		...	...	...	
Madras Water-supply and Irrigation Extension project.	Government land	...	...	...	4,350	...	883	2,061	...	206	6,411	...	1,089	− 14·52	.....	...	...	...	
	Inam land	...	...	...	1,629	818	...	323	114	...	1,952	932	...	+ 91·37	.....	...	...	...	
	Zemindari land	...	...	...	144	34	...	19	...	33	163	1	...	+ 0·62	.....	...	...	...	
	TOTAL	...	...	...	6,123	...	31	2,403	...	125	8,526	...	156	− 1·80		...	...	...	
All other works	Government land	...	...	...	276,042	41,022	...	51,392	...	25,763	327,434	15,259	...	+ 4·89	.....	...	...	...	
	Inam land	...	...	...	43,076	17,466	...	11,145	...	5,871	54,221	11,595	...	+ 27·20	.....	...	...	...	
	Zemindari land	...	...	...	2,309	...	113	314	...	1,045	2,623	...	1,158	− 30·63	.....	...	..	...	
	TOTAL	...	...	...	321,427	58,375	...	62,851	...	32,679	384,278	25,696	...	+ 7·16		...	...	...	

Revised Comparative Statement of Irrigation and Rainfall for the years 1885-86 and 1886-87 in the Madras Presidency—continued.

Works.	Items.	Area of the district.	Cultivable area in acres.	Cultivated area in acres.	AREAS IRRIGATED. Sown from April to Nov. 1886, *i.e.*, 1st crop. Total acres.	In comparison with 1885-86. Increase.	In comparison with 1885-86. Decrease.	Sown 1886 to *i.e.*, from December March 1887, 2nd crop. Total acres.
1	2	3	4	5	6	7	8	9
TOTAL	Government land	1,312,819	742,784	577,503	288,801	41,249	...	60,232
	Inam land	265,142	265,142	123,003	46,575	19,433	...	11,732
	Zemindari land	239,876	220,437	63,180	2,453	...	79	333
	TOTAL	1,817,837	1,237,363	763,836	337,829	60,603	...	72,297
	NORTH ARCOT.							
Palar anicut	Government land	...	...	...	50,379	2,929	...	19,310
	Inam land	...	...	...	7,552	2,759	...	2,133
	Zemindari land	...	...	...	...	...	...	...
	TOTAL	...	...	...	57,031	5,688	...	21,443
All other works	Government land	...	...	...	195,540	42,873	...	94,347
	Inam land	...	...	...	31,107	3,141	...	12,973
	Zemindari land	...	...	...	...	...	...	...
	TOTAL	...	...	...	226,647	46,014	...	107,320
TOTAL	Government land	2,411,716	1,166,355	693,722	245,919	45,802	...	113,657
	Inam land	191,779	171,589	113,380	38,659	5,900	...	15,106
	Zemindari land	2,198,425	...	...	...	...	...	...
	TOTAL	4,801,920	1,337,944	807,102	284,578	51,702	...	128,763
	SOUTH ARCOT.							
Pelandorai anicut.	Government land	...	...	...	2,022	228	...	424
	Inam land	...	...	...	377	14	...	95
	Zemindari land	...	...	...	...	...	...	...
	TOTAL	...	...	...	2,399	242	...	519
All other works	Government land	...	...	...	251,921	21,358	...	135,068
	Inam land	...	...	...	15,143	...	513	12,042
	Zemindari land	...	...	...	128	...	3	59
	TOTAL	...	...	...	267,192	20,842	...	147,169
TOTAL	Government land	3,075,711	2,176,207	1,227,480	253,943	21,586	...	135,492
	Inam land	160,129	142,463	88,401	15,520	...	499	12,137
	Zemindari land	23,680	14,080	3,834	128	...	3	59
	TOTAL	3,259,520	2,332,690	1,319,715	269,591	21,084	...	147,688
	TANJORE.							
Upper anicut	Government land	...	...	...	743,612	4,809	...	59,888
	Inam land	...	...	...	104,224	4,359	...	10,093
	Zemindari land	...	...	...	...	...	...	...
	TOTAL	...	...	...	847,836	9,168	...	69,981
All other works	Government land	...	...	...	61,263	...	1,164	8,775
	Inam land	...	...	...	7,174	...	803	1,063
	Zemindari land	...	...	...	...	...	...	...
	TOTAL	...	...	...	68,437	...	2,027	9,838
TOTAL	Government land	1,484,645	1,162,684	952,388	804,875	3,645	...	68,663
	Inam land	623,882	459,723	245,541	111,398	3,496	...	11,156
	Zemindari land	191,633	147,471	61,067	...	...	...	...
	TOTAL	2,300,160	1,769,878	1,258,996	916,273	7,141	...	79,819
	TRICHINOPOLY.							
	Government land	2,324,442	1,273,338	827,422	106,034	4,252	...	47,294
	Inam land	233,638	191,819	121,337	5,112	...	2,156	4,451
	Zemindari land	476,800	321,071	...	...	...	...	32
	TOTAL	3,034,880	1,786,228	948,759	111,146	2,096	...	51,777

IRRIGATED. Whole year, 1886-87. Total acres.	In comparison with 1885-86. Increase.	In comparison with 1885-86. Decrease.	Percentage of increase or decrease in 1886-87.	RAINFALL. Monsoons.	1885-86.	1886-87.	Percentage of increase or decrease in 1886-87.	Remarks as to the causes of increase or decrease.
12	13	14	15	16	17	18	19	20
349,033	16,208	...	+ 4·87	South-west monsoon.	13·70	27·97	+ 104·16	
58,307	12,156	..	+ 26·34					
2,786	...	1,157	— 29·34	North-east monsoon.	29·66	18·13	— 38·87	
410,126	27,207	..	+ 7·10		43·36	46·10	+ 6·32	
69,689	6,316	...	+ 9·97	.....	...	...	...	
9,685	530	...	+ 5·79	.....	...	...	...	
...	...	...	...	.....	...	...	...	
79,374	6,846	...	+ 9·44		...	...	...	
289,887	51,451	...	+ 21·57	.....	...	...	...	
44,080	...	1,183	— 2·61	.....	...	...	...	
...	...	...	...	.....	...	...	...	
333,967	50,268	...	+ 17·72		...	...	...	
359,576	57,767	...	+ 19·14	South-west monsoon.	11·14	26·21	+ 135·28	
53,765	...	653	— 1·20					
...	...	...	...	North-east monsoon.	22·43	11·78	— 47·48	
413,341	57,114	...	+ 16·03		33·57	37·99	+ 13·17	
2,446	113	...	+ 4·84	.....	...	...	...	
472	15	...	+ 3·28	.....	...	...	...	
...	...	...	...	.....	...	...	...	
2,918	128	...	+ 4·59		...	...	...	
386,989	30,514	...	+ 8·56	.....	...	...	...	
27,185	3,375	...	+ 14·17	.....	...	...	...	
187	17	...	+ 10·00	.....	...	...	...	
414,361	33,906	...	+ 8·91		...	...	...	
389,435	30,627	...	+ 8·54	South-west monsoon.	17·18	26·54	+ 54·48	
27,657	3,390	...	+ 13·97					
187	17	...	+ 10·00	North-east monsoon.	23·03	14·86	— 35·43	
417,279	34,034	...	+ 8·88		40·21	41·40	+ 2·98	
803,500	...	3,693	— 0·46	.....	...	...	...	
114,317	5,531	...	+ 5·08	.....	...	...	...	
...	...	...	...	.....	...	...	...	
917,817	1,838	...	+ 0·20		...	...	...	
70,038	...	2,442	— 3·37	.....	...	...	...	
8,237	...	558	— 6·34	.....	...	...	...	
...	...	...	...	.....	...	...	...	
78,275	...	3,000	— 3·69		...	...	...	
873,538	...	6,135	— 0·71	South-west monsoon.	9·23	29·25	+ 216·90	
122,554	4,973	...	— 4·23					
...	...	...	...	North-east monsoon.	37·27	22·13	— 40·62	
996,092	...	1,162	— 0·12		46·50	51·38	+ 10·49	
153,328	2,940	...	+ 1·95	South-west monsoon.	8·72	26·32	+ 201·83	
9,563	...	4,323	— 31·13					
32	19	...	+ 146·15	North-east monsoon.	19·71	8·78	— 55·45	
162,923	...	1,364	— 0·83		28·43	35·10	+ 23·46	

Revised Comparative Statement of Irrigation and Rainfall for the years 1885-86 and 1886-87 in the Madras Presidency—concluded.

Works.	Items.	Area of the district.	Cultivable area in acres.	Cultivated area in acres.	AREAS IRRIGATED. Sown from April to November 1886, *i. e.*, 1st crop. Total acres.	In comparison with 1885-86. Increase.	In comparison with 1885-86. Decrease.	Sown 1886 to 2nd crop. Total acres.	Sown from December 1886 to March 1887, *i. e.*, crop. Total acres.	In comparison with 1885-86. Increase.	In comparison with 1885-86. Decrease.	Whole year, 1886-87. Total acres.	In comparison with 1885-86. Increase.	In comparison with 1885-86. Decrease.	Percentage of increase or decrease in 1886-87.	RAINFALL. Monsoons.	1885-86.	1886-87.	Percentage of increase or decrease in 1886-87.	Remarks as to the causes of increase or decrease.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	MADURA.																		
	Government land	2,043,222	1,257,819	852,183	151,902	11,284	...	22,242	...	12,489	174,144	...	1,205	− 0·69	South-west monsoon.	8·35	18·39	+120·24	
	Inam land	217,898	203,280	76,811	13,744	966	...	3,922	...	398	17,666	568	...	+ 3·32					
	Zemindari land	3,370,240	1,342,720	...	79	9	...	...	...	...	79	9	...	+12·86	North-east monsoon.	22·01	11·86	− 46·11	
	TOTAL	5,631,360	2,803,819	928,994	165,725	12,259	...	26,164	...	12,887	191,889	...	628	− 0·33		30·36	30·25	− 0·36	
	TINNEVELLY.																		
Srivaikuntham anicut.	Government land	...	...	...	15,411	...	595	19,500	11	...	34,911	...	584	− 1·65	.....	...	...	...	
	Inam land	...	...	...	697	...	141	960	...	235	1,657	...	376	−18·49	.....	...	...	...	
	Zemindari land	...	...	...	603	5	...	792	2	...	1,395	7	...	+ 0·50	.....	...	...	...	
	TOTAL	...	...	...	16,711	...	731	21,252	...	222	37,963	...	953	− 2·45		...	...	...	
All other works	Government land	...	...	...	82,572	...	3,087	152,444	...	17,494	235,016	...	20,581	− 8·05	.....	...	...	...	
	Inam land	...	...	...	7,076	351	...	11,849	...	1,542	18,925	...	1,191	− 5·92	.....	...	...	...	
	Zemindari land	...	...	...	6,326	460	...	12,625	...	5,618	18,951	...	5,158	−21·39	.....	...	...	...	
	TOTAL	...	...	...	95,974	...	2,276	176,918	...	24,654	272,892	...	26,930	− 8·98		...	...	...	
TOTAL	Government land	2,231,918	1,533,226	1,161,392	97,983	...	3,682	171,944	...	17,483	269,927	...	21,165	− 7·27	South-west monsoon.	7·96	8·13	+ 2·26	
	Inam land	209,842	236,137	194,963	7,773	210	...	12,809	...	1,777	20,582	...	1,567	− 7·07					
	Zemindari land	956,160	749,017	585,395	6,929	465	...	13,417	...	5,016	20,346	...	3,151	−20·20	North-east monsoon.	20·38	12·89	− 36·75	
	TOTAL	3,457,920	2,520,400	1,929,750	112,685	...	3,007	198,170	...	24,876	310,855	...	27,883	− 8·23		28·34	21·02	− 25·79	
	GOIMBATORE.																		
	Government land	4,556,562	2,796,357	2,003,184	85,408	1,436	...	17,896	...	2,913	103,304	...	1,477	− 1·41	South-west monsoon.	10·82	18·86	+ 74·31	
	Inam land	337,172	323,688	244,580	8,195	...	976	2,107	59	...	10,302	...	917	− 8·17					
	Zemindari land	100,826	82,939	73,531	...	...	...	...	...	...	...	...	...	...	North-east monsoon.	17·53	6·85	− 60·92	
	TOTAL	4,994,560	3,202,984	2,321,295	93,603	460	...	20,00	...	2,854	113,606	...	2,394	− 2·64		28·35	25·71	− 9·31	
	SALEM.																		
	Government land	3,547,680	1,825,650	1,301,004	106,305	16,313	...	22,513	...	3,179	128,818	13,134	...	+11·35	South-west monsoon.	15·82	31·07	+ 96·40	
	Inam land	259,743	156,789	104,680	8,928	2,017	...	2,020	121	...	10 948	2,138	...	+24·27					
	Zemindari land	1,135,725	...	...	500	13	...	7	...	7	507	6	...	+ 1·20	North-east monsoon.	17·40	7·23	− 58·45	
	TOTAL	4,943,148	1,982,449	1,405,684	115,733	18,343	...	24,540	...	3,065	140,273	15,278	...	+12·22		33·22	38·30	+ 15 29	
TOTAL ANICUTS	Government land	...	...	...	1,394,147	24,701	...	145,775	...	11,723	1,539.922	12,978	...	+ 0·85	.....	...	...	...	
	Inam land	...	...	...	351,342	13,557	...	25,991	...	5,849	377,333	7,708	...	+ 2·09	.....	...	...	...	
	Zemindari land	...	...	...	190,445	6,332	...	12,617	5,312	...	203,062	11,644	...	+ 6·08	.....	...	...	...	
	TOTAL	...	...	...	1,935,934	44,590	...	184,383	...	12,260	2,120,317	32,830	...	+ 1·55		...	...	...	
TOTAL OF OTHER WORKS.	Government land	...	...	...	1,894,771	219,091	...	691,381	...	85,824	2,586.152	133,267	...	+ 5·43	.....	...	...	...	
	Inam land	...	...	...	345.357	41,900	...	121,119	...	15,352	466,476	26,548	...	+ 6·03	.....	...	...	...	
	Zemindari land	...	...	...	28,906	3,283	...	13,244	...	6,805	42,150	...	3,522	− 7·71	.....	...	...	...	
	TOTAL	...	...	...	2,269,034	264,274	...	825,744	...	107,981	3,094.778	156,293	...	+ 5·31		...	...	...	
GRAND TOTAL, INCLUDING ANICUTS AND OTHER WORKS.	Government land	48,340,915	27,024,749	17,606,189	3,288.918	243,792	...	837,156	...	97,547	4,126,074	146,245	...	+ 3·67	South-west monsoon.	14·28	24·62	+ 72·41	
	Inam land	8,008,639	7,163.475	4,808,034	696,699	55.457	...	147,110	...	21,201	843,809	34,256	...	+ 4·23					
	Zemindari land	27,830,730	7,061,830	1,355,652	219,351	9,615	...	25,861	...	1,493	245,212	8,122	...	+ 3 43	North-east monsoon.	18·14	14·27	− 21·33	
	TOTAL	84,180,284	41,250,054	23,769,875	4,204,968	308,864	...	1,010,127	...	120,241	5,215,095	188,623	...	+ 3·75		32·42	38·89	+ 19·96	

P. RAJARATNA MOODALIAR,
Secretary.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

WEEKLY REPORT ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS.

Madras.—*For week ending 10th December 1887.*—Rainfall good generally, but more is wanted in parts of Bellary, Madura and Salem. Agricultural operations progressing as usual. Crops slightly damaged here and there by excessive rain, insects or disease. Pasture sufficient except in parts of Anantapur and Tinnevelly. Prices almost stationary. General prospects favourable.

Bombay.—*For week ending 14th December 1887.*—Slight rain in one taluka of Dharwar, more is still required in one taluka of Sholapur. *Jowari*, wheat and gram in three talukas of Bijapur, linseed and cotton in parts of Sholapur, and cotton in parts of Dharwar, have been damaged by blight. Late crops are also suffering from adverse winds in parts of Bijapur and from want of water in the canals in parts of Upper Sind Frontier, and wheat in parts of Dharwar from excessive moisture. Standing crops otherwise good. Harvesting of early crops completed in Shikarpur, and sowing of late crops in Kaira, Thana and Dharwar; the harvest still continues in Karachi, Hyderabad, Upper Sind Frontier, Khandesh, Nasik, Belgaum, Dharwar and Kanara and sowings in Karachi, Shikarpur, Hyderabad, Upper Sind Frontier, Nasik, Colaba, Ratnagiri, Rajkot and Baroda. The opium crop in Baroda is good, but cotton in Bijapur is middling. Probable outturn of crops as already reported. Condition of agricultural stock fair in Nasik and poor in Hyderabad, good in other districts. Fodder is scarce in parts of Karachi, other than hilly tracts, in parts of Hyderabad and in two talukas of Nasik.

Bengal.—*For week ending 13th December 1887.*—Weather has been cold and dry. No rain. The rice harvest is in full progress, and a good outturn is expected throughout the Presidency, Rajshahye, Dacca, Chittagong and Bhagulpore Divisions, except the Santal Parganas; in Chota Nagpore and in parts of the Burdwan, Patna and Orissa Divisions and in the Santal Parganas district, the crop is short for want of sufficient rain in September and October. *Rabi* and poppy crops are generally in good condition. In Mozufferpore first sowings of poppy failed in places. In Chota Nagpore rain is wanted for *rabi*. Sugarcane is a good crop.

North-Western Provinces and Oudh.—*For week ending 14th December 1887.*—The weather has been fine. Rain is required in some districts. The *kharif* crops are being threshed. The *rabi* crops promise well in nearly all districts. The poppy sowings have been completed and are progressing favourably. Supplies are sufficient, but prices are rising everywhere except in Kumaun, Jhansi and parts of the Meerut Division. Fodder is still scarce in Partabgarh.

Punjab.—*For week ending 14th December 1887.*—No rainfall during the week. Prices stationary in some districts, but generally rising. *Kharif* crops are harvested. *Rabi* sowings are nearly completed. *Kharif* prospects and outturn are average. *Rabi* prospects good. Rain wanted in some districts. No damage to crops. Stock cattle are generally in good condition. There is a scarcity of fodder in many districts. Poppy sowings in progress.

Central Provinces.—*For week ending 14th December 1887.*—Weather clear and cold. Winter crops promise well, except in Raipur, where more rain is required and where insects have damaged the linseed. The autumn crops are being harvested. Rice yield in Sambalpur fair and sugarcane promising. Cattle in fair condition. Fodder below normal yield in Raipur. No report from Bilaspur.

Burma.—(No report received.)

Assam.—*For week ending 14th December 1887.*—Weather cold and seasonable. Rainfall *nil*. Harvesting of winter rice not completed. Outturn good. Gathering of pulses begun. Prospects of standing crops good, except mustard which is suffering from drought in Nowgong. Land is being prepared for wheat. In the Garo Hills cotton not yet wholly plucked. Tea pruning begun.

Mysore and Coorg.—*For week ending 14th December 1887.*—There has been a slight fall of rain in Mysore, Kolar and Bangalore districts. The standing crops are generally in good condition and dry crops are being harvested in parts. Prices have fallen in Kadur and Bangalore districts.

Slight rain fell in Coorg during the week. The standing crops continue good. Prices stationary.

Berar and Hyderabad.—*For week ending 14th December 1887.*—No rain during the week in Berar. The picking of cotton continues; outturn of *kharif* crops estimated at twelve annas in the rupee. Sowing of *rabi* completed.

In Hyderabad, there has been no rain during the week. Agricultural prospects good.

Central India.—*For week ending 14th December 1887.*—No rain throughout Central India. Agricultural operations in progress. State of standing crops and prospects and probable outturn of harvest fairly good. Condition of agricultural stock good, except in parts of Goona. Pasturage and fodder good, except in Bhopal, where fodder somewhat damped by recent rains. Prices of food-grains rising. Opium sowings in progress; prospects fair.

Rajputana.—*For week ending 14th December 1887.*—Agricultural operations satisfactory. Standing crops fairly good, but want rain in some places. Harvests generally good. No damage, except to Indian-corn, in Harowtee. Agricultural stock fair, except in portions of Marwar. Prices steady.

Nepal.—*For week ending 8th December 1887.*—No rain. Weather clear and cold. Prospects fair.

E. C. BUCK,
Secretary to the Government of India.

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

RAILWAY RATES AND FARES IN INDIA.

No. 1446 R. T., dated Fort William, December 12, 1887.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Despatch from the Secretary of State, No. 132 Railway, dated 19th October 1882.
Public Works Department No. 162 R.T., dated 2nd March 1883, to the Government of Bombay.
Public Works Department Resolution No. 200 R.T., dated 25th February 1886.
Despatch from Secretary of State, No. 16 Railway, dated 25th February 1886.

Read also—

Letter from the Director General of Railways, No. 775T., dated 20th August 1887, and extract from enclosure.

OBSERVATIONS.—In his Despatches read again the Secretary of State expressed the opinion that the rates and fares on Indian Railways should be dealt with as nearly as possible as they would be by independent Companies, *i.e.*, that the Managers of Railways should be left to fix their own rates and fares, that the interests of Railways and trade generally would be better served by accepting the legitimate consequences of competition, and that the interposition of Government would be justified only in cases where Companies, under the security of a guarantee, might fix rates below what would cover the cost of transport with a margin of profit. The Government of India unreservedly accepted these principles, *vide* Public Works Department No. 162 R.T., dated 2nd March 1883, to the Government of Bombay, and in paragraph 11 of this letter His Excellency the Governor General in Council promised to subsequently issue certain general rules, subject to which the Managers of Railways might be left free to fix such rates and fares as seemed most advantageous for their respective lines.

2. The time now appears opportune for promulgating these rules, which His Excellency the Governor General in Council conceives should take the form of formally accepting certain general principles based upon the best recognized practice of the English and American Railways. Some of the more important of these principles seem to His Excellency in Council to be as follows :—

I.—That to protect the public and to prevent unreasonable charges on the part of the Railway Administrations, it is necessary for Government to impose restrictions as regards the maxima fares to be levied for the carriage of all classes of passengers, and the maxima rates for all descriptions of goods.

This principle has been recognized in every English Railway Act and in all the Continental ones, as well as in all the American Acts authorizing the construction of railways.

In India, however, circumstances exist, not to be found generally in the railways of other countries, which make it necessary to fix minima as well as maxima rates and fares. In consequence of the Government guarantee granted to certain railways, it is possible to work a railway in this country at a loss to Government without affecting the pecuniary interests of the shareholders in any way, and at the expense of the tax-payer, *viz.*, when a Guaranteed line is not paying the guaranteed interest, and has no near prospect of so doing. A Guaranteed Company, under these circumstances, might unduly lower the rates and fares in competition below a point which would allow of a margin of profit, unless prevented from following this course by a minimum rate being fixed by Government. These minima, however, will be enforced only when circumstances have shown them to be necessary in the financial interests of Government.

II.—That the charges made to the public are admissible of division into two heads—(*a*) mileage rates and fares which necessarily vary to some extent with the distance the passengers and goods are carried; and (*b*) terminals, this latter being a fixed charge for services incidental to the business of a carrier.

The maxima rates and fares are most conveniently fixed at a certain sum as a maximum charge per mile for each class of passenger and per mile per ton (or maund) for each class of goods. As regards terminal charges, however, it may be said at once that it is impossible to prescribe any maximum and minimum to meet all cases. Government must be contented with reserving to itself the power, in the event of cause being shown by any person concerned, of taking evidence on the matter and of fixing what, under the circumstances of any particular case, appears to be a fair and reasonable charge for terminals at that particular station. As regards the classification of goods, an attempt was made at the Traffic Conference of 1884 to introduce an uniform classification, but owing to the opposition of one important Railway it was devoid of results. A move in this direction has, however, been made by the adoption by the East Indian Railway, North-Western Railway, Bengal and North-Western Railway, and Tirhoot State Railway of a classification common to all four railways, and it appears to His Excellency in Council advisable to order the introduction of this classification on all State lines, and, unless due cause can be shown, on all railways to be opened in future.

III.—That when once maxima and minima rates and fares have been fixed, any further interference on the part of Government in the matter of rates and fares is only a restraint of trade. The Railway Administrations, who know their own interests best, should be allowed to alter their rates within the prescribed maxima and minima to suit the varying conditions under which commercial business is everywhere carried on.

In granting this freedom, however, it is assumed that the English Clearing House principle, that in the case of two competitive routes between two stations the Company owning the shortest route fixes the rate, is accepted.

IV.—That, although in the interests of the public, the Government should abstain from direct interference in the matter of rates and fares, yet there are certain ruling principles which Government, as the guardian of the public interests, must see are complied with by Railway Administrations. There should be no undue preference; in other words, Railway Administrations ought not to be permitted to make preferential bargains with particular persons or companies, such as granting them scales of charges more or less favourable than those granted to the public generally. Again, in cases where the traffic offering is sufficient to justify this arrangement, Railway Administrations must give reasonable facilities for public traffic between any two Railway stations, each Railway Administration being contented to receive for its share of the through rate less than its ordinary local rate.

The justice of this is evident when it is considered that all goods traffic is carried for long distances at lower rates than for short distances, so that if each Railway Administration were to charge its full local rate over its own comparatively short length of line, the aggregate would be so great as to restrict the traffic. The principles enunciated by Sir B. Leslie in his letter No. 633G., dated 25th August 1880, for working through traffic, are all that could be required :—

"The various railway systems should, as far as possible, serve the country as if they were under one management, and the dealer in country produce should not be hampered in his operations by the necessity to base his calculations on as many different scales of rates as there may be railways between the starting point and destination. This can only be attained by adopting an uniform scale of rates for special or lower class goods which form the bulk of the country produce, and where there are alternative routes, by sending goods according to sender's option. The adoption of an uniform scale of rates for special class goods for the whole of the districts served by the East Indian Railway and Oudh and Rohilkhund Railway will, in my opinion, contribute largely to develop traffic. It will be, in my opinion, to the material advantage of the Railways and interests of the public to adopt an uniform gradation scale of rates for special class goods, both for through and local traffic, on both Railways; the earnings from through traffic to be divided in the ratio of the mileage."

These rights were secured to the public in England by the Railway and Canal Traffic Acts of 1854 and 1873. Care will be taken to secure the same rights to the public in India in the new Indian Railway Act now under consideration; but in the meantime His Excellency in Council relies on all Railway Administrations, in the interests of the public, giving effect to the above principle IV as if it already had the force of law.

The question whether the charging of a lower or an equal rate for a longer than for a shorter distance does or does not constitute "undue preference" appears to be at present unsettled in England, although the weight of legal authority is very much against the practice, and it seems to be at least settled that the charging by a Railway Company of a lower or even an equal rate for a longer than for a shorter distance *does* constitute *primâ facie* evidence of undue preference. The Governor General in Council is disposed to instruct the Managers of all State Railways to accept this view of the matter until the Courts of Law in India give a decision on the legality or otherwise of charging a lower or an equal rate for a longer than for a shorter distance, and the Consulting Engineers should use their influence, in the interests of the public, to prevent any undue preference being allowed to exist on guaranteed lines.

3. The Government of India, while enunciating the above principles, which it considers should be observed in the working of all Railways, and which it has determined shall be observed on all State Railways and Railways about to be opened, entertains the hope that the Railway Companies open at present will see that it is to their own advantage to adopt principles which the experience of

English Railways and of those of other countries has shown to be most to the interests of all concerned, and leaves it to the good sense and business instincts of the several Railway Boards and Agents to recognize the advantage of uniformity in the working of the Indian Railway system as a whole. A beginning has already been made by the assembling of periodical Railway Conferences; and Government would now go a step further and propose the formation of a Standing Committee of Railway Managers, somewhat of the nature of the Committee of General Managers of English Railways parties to the Clearing House, with the Director General of Railways as *ex-officio* Chairman.

Resolution.—His Excellency the Governor General in Council is accordingly pleased to order as follows:—

(*a*) That the schedule of maxima and minima rates and fares, forming Appendix A to this Resolution, shall be adopted on all Railways worked directly by the State, and by all other Railway Administrations, whether their lines be already opened or not, so far as this schedule is not inconsistent with any contracts or agreements previously entered into; and that it shall not be departed from without due cause being shown.

(*b*) That in order that the public may have complete information as to the maxima rates and fares which every railway is authorized to charge, the maxima and minima rates and fares fixed for each railway shall be published in their goods and coaching tariffs, under the signature of a Consulting Engineer if a private Company, and of the Secretary to Government in the case of a State line.

(*c*) That unless sufficient reasons can be brought forward against the adoption of this course, the general goods classification now in force on the East Indian Railway shall be accepted for all Railways worked directly by the State, and by all other Railway Administrations with the same proviso as to interference with existing Contracts as under (*a*) above.

(*d*) That there shall be no undue preference, either as between two Railway Companies or between a Railway Company and a particular person or class of individuals, by making preferential bargains or by granting to one particular Company or person more favourable conditions for the carriage of goods than to the rest of the public at large.

(*e*) That the Director General of Railways be instructed to place himself in communication with the several Railway Companies, with a view to establishing a Standing Committee of Railway Managers.

ORDER.—Ordered, that this Resolution be communicated to the Governments and Administrations and Officers noted in the margin for information and guidance; also to the Governments of the Punjab, the Resident in Mysore, the Agents to the Governor General for Rajputana, Central India, and Baluchistan, and the Accountant General, Public Works Department, for information.

The Governments of Madras, Bombay, Bengal, and the North-Western Provinces and Oudh.
The Chief Commissioners of the Central Provinces, Burma, and Assam.
The Resident at Hyderabad.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Central Division.

Ordered also that this Resolution, and its enclosures, be published in the Supplement to the *Gazette of India*.

R. C. B. PEMBERTON, *Colonel, R.E.*,
Secretary.

Documents accompanying—
Appendix A.—Schedule of maxima and minima Rates and Fares.
Appendix B.—Extract paras. 1 to 49 and 122 to 171 from Note by the Director General of Railways, dated 31st July 1887, on Railway Rates and Fares in India.

Appendix A to P. W. D. Resolution No. 1446 R.T., dated 12th December 1887.

SCHEDULE OF MAXIMA AND MINIMA RATES AND FARES.

	Maximum. Pies per mile.	Minimum. Pies per mile.
Passenger Fares—		
1st class	18	12
2nd ,,	9	6
Intermediate class	4½	3
3rd class	3	1¾

	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Luggage	2	1

	Maximum. Pies per mile.	Minimum. Pies per mile.
**Carriages*—		
Single carriages	42	30

	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck	54	42

	Maximum. Pies per mile.	Minimum. Pies per mile.
**Horses*—		
Single horse	24	18

	Maximum. Pies per fifty miles or portion thereof.	Minimum. Pies per fifty miles or portion thereof.
Dogs—		
Each	96	48

Parcels—

The rates passed at the Railway Traffic Conference of 1884, as under:—

	First 100 miles. Annas.	Every additional 100 miles. Annas.
† Not exceeding 5 seers or 1 cubic foot	3	1
,, ,, 10 ,, 2 cubic feet	6	3
,, ,, 20 ,, 4 ,,	10	5
,, ,, 30 ,, 6 ,,	13	6½
,, ,, 40 ,, 8 ,,	16	8
For every additional 10 seers or 2 cubic feet, or portion of 10 seers or 2 cubic feet	4	2

Parcels exceeding 40 seers in weight or 8 cubic feet in measurement may be booked if accommodation will allow.

	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Goods rates—		
5th class	1	1
4th ,,	5/6	5/6
3rd ,,	3/4	3/4
2nd ,,	1/2	1/2
1st ,,	1/3	1/3
Coal, edible grain, and other low-priced staples carried at special rates	1/8	1/10

* Subject to a minimum *charge* of Rs. 5.

† Subject to a maximum *charge* of one rupee for a parcel not exceeding 5 seers, irrespective of distance.

Appendix B to P. W. D. Resolution No. 1446 R.T. of 1887.

Extracts (paragraphs 1 to 49 and 122 to 171) from a Note by Lieutenant-Colonel L. Conway-Gordon, R.E., Director General of Railways, dated 31st July 1887, on Railway Rates and Fares in India.

LIST OF WORKS CONSULTED.

A. Bigg's General Railway Acts, with Supplement.
B. Report of Messrs. Thurman, Washburne and Cooley, constituting an Advisory Commission on Differential Rates by Railroads between the West and the Seaboard, dated July 20th, 1882.
C. Report from the Select Committee on Railways (Rates and Fares), with Minutes of Evidence, 1882.
D. United States Act to regulate Commerce.—Approved, February 4th, 1887.
E. First annual report of the Railway Commissioners.
F. Second " " "
G. Third " " "
H. Fourth " " "
I. Fifth " " "
J. Sixth " " "
K. Seventh " " "
L. Report of Royal Commissioners on Railways, 1887.
M. State Purchase of Railways.—C. Waring, 1887.
N. The Law of Railways.—Browne and Theobald, 1881.
O. Report from the Select Committee on Railways (Rates and Fares), 1881.
P. Les Chemins de fer Français: Étude Historique sur la Constitution et le Régime du Réseau, 1884.
Q. Dictionnaire Législatif et Réglementaire des Chemins de Fer, 1881.

RATES AND FARES (*a*).

I believe the time has now come when Government must intervene more actively than it has hitherto done in the matter of rates and fares in force on the Indian Railways. In the first stage of railway development, when railways are practically isolated and competition hardly exists, railway rates and fares are necessarily based solely on local requirements. At a later stage, when the railway system has extended, and the net-work of lines has become more complicated, the railways cease to be useful merely to the local public (*b*). They pass from being what the French classify as "*Chemins d'intérêt local*," into being "*Chemins d'intérêt général*." They become intermediaries between distant points, and their tariffs have to be adjusted to meet the altered circumstances of the case. The numerous cases of disputes between the various competing railway Companies in India, the many complaints put forward by Chambers of Commerce and traders on the subject of Railway rates and fares, that are now referred so frequently to Government for settlement, prove conclusively that India is now passing beyond the first and simple stage of railway development into the later and more complex.

2. I shall, in this note, first indicate what appear to be the principles in regard to railway tariffs that are generally accepted by the best authorities in England, America, and elsewhere; I will then shortly sketch the actual state of railway tariffs in India; and finally put forward some recommendations as to what is now, in my opinion, the best course for Government to pursue.

3. The leading principles which have been accepted in England and elsewhere in regard to railway rates and fares appear to be as follows:—

I. That, in the interests of the public, in order to prevent unreasonable charges on the part of Railway Administrations who have by Government been given a practical monopoly of the land-carrying trade of the country, it is necessary to lay down some restriction on the maxima fares to be levied by Railway Administrations for the carriage of all classes of passengers and on the maxima rates for the conveyance of all descriptions of goods.

4. It is perhaps hardly necessary to make any remarks on this principle, for it has been recognized in every English Railway Act, in the German and French Railway Legislatures, and not only in the Railway Acts of the separate American States, but also in the general Act of the United States to regulate commerce passed in February 1887.

5. This restriction is imposed as a matter of public policy, it being impracticable for each one of the public to contract freely with a strong Railway Administration in a small matter of which the Railway Administration holds the monopoly (*c*).

6. It may be observed, however, that legal maxima rates afford little real protection to the public, since they are usually fixed so high that it is, or becomes sooner or later, the interest of the Railway Administrations to carry at lower rates (*d*).

7. After maxima rates are fixed, Railway Administrations should have the power of applying to Government for permission to raise these maxima on

(*a*) In this note, I have made use of all the works on the subject of rates and fares which the very limited resources of the Public Works Secretariat Library placed at my disposal; and I have, as far I could, purposely adhered to the actual wording of the report, evidence, &c., to which I have referred. In most cases I have given my authority; but in many cases I have been unable to show the extract as a quotation, owing to the necessity of slightly altering the wording in order the better to suit the context.

(*b*) "Nothing, however, in our investigation of the subject has struck us more forcibly than the fact that the growth of railroad business has been such as to take from the several trunk roads nearly all of the purely local character they formerly possessed." [B; page 3.]

"Moreover, with the rapid extension of railways in India, the old conditions under which the traffic was worked must necessarily be modified."—Extract from letter from the Government of India, Public Works Department, No. 923 R.T., dated 16th September 1886.

(*c*) C—Mr. J. H. Balfour Browne; Question No. 1404.

(*d*) C—Report of the Committee, page V.

due cause being shown that the prescribed rates or fares are insufficient; but they should not be allowed to take the matter in their own hands, and to charge rates and fares to the public in excess of the prescribed maxima (*a*).

8. *II. That the tolls charged to the public, at all events so far as goods rates are concerned, must practically be divided into two heads*:—

A. Mileage rates, *i.e.*,—*Tolls for the use of the railway, including the use of wagons and trucks, locomotive power, and every other expense incidental to the conveyance of the goods, inclusive of profit.*

B. Terminals, *i.e.*—*Charges for services incidental to the business or duty of a carrier, such as the working charges, repairs, renewals, and insurance of station buildings, sidings, sheds, platforms, warehouses, cranes, turn-tables, weighing machines, hydraulic power, fixed appliances, machinery, &c.; ground-rent; loading and unloading; clerkage; weighing and checking of goods; stores; covering; porterage, and labour of every description; shunting; gas and lighting; rates and taxes; risk of damage in loading and unloading; cartage; claims for compensation, &c., &c., inclusive of profit.*

9. This division was recognized in the Report of the Select Committee on Railways (Rates and Fares) of 1882, *vide* page V:

"Your Committee, therefore, are of opinion that the right of Railway Companies to charge for station terminals should be recognized by Parliament."

10. It is also recognized in the United States Act to regulate commerce, and in the tariffs laid down by the continental Governments.

11. It is to be noticed that the tolls or mileage rates necessarily vary with the distance the goods are carried, while the terminals are independent of that distance. The sum of the two, which is the charge made by the railway to the public, forms what might be termed a natural differential rate.

12. *III. That the fixed maxima rates and fares under the head mileage rates are most conveniently given in a schedule, showing the maxima fares for each class of passenger per mile, and the rate per ton (or maund) per mile for each class of goods, all the different articles which have to be carried being entered into a prescribed classification, showing the class under which each article is to be considered as belonging for the purpose of fixing the rate.*

13. In the English Railway Acts, for the most part, the classification of goods laid down is most imperfect. It seems to have been the intention of Parliament to give Railway Companies the power of charging a uniform rate per passenger per mile and per ton of goods per mile without distinction of class, with certain exceptions which are specified. The ruling rate is what is called the "Et cetera" rate, or the rate which appears in the "Et cetera" clause; but that seems to be the standard rate of charge which Parliament authorized the Railway Companies to make, and all the articles which are enumerated, and which are put at a lower figure, are exceptions to that rule. These are articles which either are carried in large quantities everywhere, or have some special reference to the district through which the line was about to be constructed (*b*).

14. On the other hand, the classification attached to the American Railway Acts appears to be as complete as could be desired (*c*).

15. A general goods classification should be drawn out by railway experts and sanctioned by Government, or be issued by some Railway Conference, so as to command general acceptance. Even when drawn out, exceptions must be allowed to particular lines, as it may happen that in certain districts

(*a*) C—Mr. J. H. Balfour Browne; Question No. 1170.
(*b*) C—Mr. John Noble, General Manager, Midland Railway; Question 1908. Also L.—Paragraph No. 62.
(*c*) C—Appendix No. 6.

there is a large traffic in certain goods which can be carried at something less than the recognized general rates (*a*).

16. Companies need not be bound to accept the same classification for local as for through traffic, but it is of course more convenient if they do (*b*).

17. Such general goods classifications must be elastic; that is, the Conference should have power to change articles from one class to the other.

18. Two points here particularly call for attention,—

1st, The very fact of having any goods classification at all—and no one would dispute the convenience of having a classification—is nothing but recognizing preferential rates for certain articles (*c*);

2nd, That if Government prescribe a maximum rate for each class of goods without at the same time prescribing a classification, or if prescribing a classification, without placing any restriction on a Railway Administration altering goods from one class to another, it is obvious that the Railway Administration is practically unrestricted for any article whatever within the maximum rate allowed for the highest class of goods.

19. IV. *That under the second head,* Terminals—*i.e., the charges for services incidental to the business or duty of a carrier—the expense which a Railway Administration must incur in working different descriptions of traffic at different stations varies so greatly that it is useless to attempt to prescribe any maximum to rule all cases. All that can be said is that the charges should be reasonable, and that Government should have the power, in the event of cause being shown by any person concerned, of taking evidence on the matter and of fixing what, under all the circumstances of the particular case, appears to be a fair and reasonable charge at that station for that particular description of traffic.*

20. The Select Committee of 1882, in their report remarked—

"The same thing is true of terminal charges. The circumstances are so various and so constantly changing that any legal maxima which might now be fixed would probably be above the charges now actually made, certainly far above those which will hereafter be made. Indeed, attempts made in 1861 and 1866 to fix a maximum for terminals broke down because the only maximum that could be agreed upon was so much beyond the charge then actually made to coal-owners that the coal-owners feared it would lead to a rise in that charge." * * * * * * *

"Your Committee, therefore are of opinion that the right of Railway Companies to charge for 'station terminals' should be recognised by Parliament, so as to provide by a general Act that the sums which they claim a right to demand for terminals of any kind at each station shall be clearly entered in the rate book, or otherwise publicly notified at such station, so that it may be open to anybody at any time to challenge before the Railway Commissioners, under the provisions of section 15 of the Railways and Canals Traffic Act of 1873, the reasonableness of such sums; the Commissioners having power in giving their decision to take into account the maximum rates of the Company." (*d*).

21. The following is the section of the American Railway Act dealing with terminals:—

"All charges made for any service rendered, or to be rendered, in the transportation of passengers or property as aforesaid, or in connection therewith, or for the receiving, delivering, storage, or handling of such property, shall be reasonable and just; and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful" (*e*).

22. Were Government to fix a maximum terminal, it would have to be a maximum sufficient to cover the heaviest expense the Railway Administration might incur in working the traffic at any one station, so that the Railway Administration everywhere else would be practically unrestrained (*f*).

(*a*)—C Mr. John Noble, General Manager, Midland Railway; Question No. 1911.
(*b*)—C The same witness; Question No. 1969.
(*c*)—C Mr. J. S. Forbes, Chairman, London, Chatham and Dover Railway; Question No. 2400.
(*d*)—C Report by Committee, page V.
(*e*)—D Section 1.
(*f*)—C Mr. J. H. Balfour Browne; Question No. 1382.

23. It is to be remembered that the terminal recognized in the division of a through rate between two or more Railway Administrations need not be, and practically is not, regulated by the same considerations that ought to regulate the terminal charge to the public (*a*).

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24. That in fixing within the prescribed legal maxima the actual rates and fares to be charged to the public, Railway Administrations must be regarded as other ordinary traders, and allowed to alter their charges to suit the varying conditions under which commercial business is everywhere carried on ; that all idea of fixing rates on the basis of their varying directly with the mileage, or with the cost of working, or with the cost of the line, or with the profits gained, or upon any other fixed and invariable principle, must be definitely abandoned; that although these are all necessarily factors in fixing rates, as well as the amount of traffic to be carried, the value of the articles, the bulk of goods, the risk in, and expense of, handling, the result, after allowing for these factors, has to be profoundly modified by the necessities of trade and by the competition on other routes by water or by other railways.

That, in fact, it has to be recognized that the only principle involved is that the rates should be, not the highest rates that Railway Administrations can obtain, but the highest rates they can obtain consistently with keeping up their traffic.

25. This issue may be considered as definitely decided by the Select Committee on Railways (Rates and Fares) of 1882, and the whole argument, admirably stated, will be found in the Chapter on "*Fixing fares*" in their report.

26. See also the following :—

Report of Messrs. Thurman, Washburne, and Cooley, constituting an Advisory Commission on Differential Rates by railroads between the West and the Seaboard.

Article by Sir Thomas Farrer on the Equalisation of Railway Rates in the Fortnightly Review.

Articles on Railway Rates and British trade in the Contemporary Review—Vol. XLVI.

Letter from the Government of Bombay, No. 874, dated 24th February 1882.

27. In the case of Baxendale *versus* the Great Western Railway Company in 1858, the Lord Chief Justice, in his judgment, said—

"We must endeavour to prevent any injustice either in the rate of charge or the degree of accommodation afforded, at the same time that we carefully avoid interfering, except where absolutely necessary for the above purpose, with the ordinary rights which (subject to the before-named qualification) a Railway Company, in common with every other company or individual, possesses of regulating and managing its own affairs, either with regard to charges or accommodation, or to the agreements and bargains it may make in its particular business."

28. The following are some of the principal considerations involved :—

The question of direct control by Government.—It is not sound policy to interfere too much in the details of railway charges. The circumstances in which Railway Companies find themselves placed from time to time are so very various that the rates should be left, to a great extent, with the companies themselves. The companies know their own interests, and their interests are almost identical with those of the public (*b*).

Government interference would be a restraint of trade which eventually would be a mischief to the public (*c*).

The fixing of all working rates is far too great a business for any Government department to undertake; such a department simply could not do it (*d*).

(*a*) C—The same witness : Question No. 1484.
(*b*) C—Mr. Thomas Shaw, Manager of the Great Northern Railway of Ireland; Question No. 914.
(*c*) C—Mr. R. D. M. Littler, Q. C.; Question No. 3657.
(*d*) C—Mr. R. E. Webster, Q. C; Question No. 1743.

Traders prefer to see the officers of the Railway Administration and get a rate settled off-hand than to make application to any Government authority as such application would be sure to take time, and commercial business seldom admits of any delay (*a*).

29. *The cost principle.*—The attempt to carry all traffic at the average cost of carriage would destroy all trade. The traffic in all materials carried in large quantities at very low rates, and all long-distance traffic would disappear, (*b*).

If the companies were to charge according to actual cost of conveyance, the rates would vary day by day according to the quantities carried and the seasons, and the trader could never depend upon having the same rate all the year round (*c*).

"There is literally no end to the difficulties which beset the apparently simple question of determining the actual cost of carriage. It varies with different classes of goods. It varies according to the direction in which the same goods are carried. It varies from day to day and on different sections of the same railway" (*d*).

The cost of the carriage of any ton or number of tons carried by rail can never be accurately apportioned (*e*). It varies daily. With the odd general traffic carried by railways under constantly changing circumstances it is impossible to assess the rate rateably (*f*).

"We doubt the possibility, however, of ascertaining the cost of carrying particular commodities. To ascertain the *average* cost of carrying a unit of coaching or goods traffic during an entire half-year is in itself a complicated problem involving various assumptions which may not be absolutely correct, and must in some cases be purely conjectural. But the *actual* cost of carrying goods varies for different lines; for different sections of the same line; for different seasons; almost it may be said from day to day. No practically useful results can, we believe, be derived from a minute investigation into actual carrying cost at any particular time. The *average* cost ascertained from the [illegible] fixed to suit the [illegible] of the trade. They cannot be varied to correspond with the fluctuations in cost of carriage, even if these could be accurately ascertained. Reductions, when their necessity is apparent, should be made without hesitation in view of the broad general results to be attained. Their effect can only be judged of by the general aspects of the receipts and working expenses of the railway after they have been in operation for some time, which is the special province of every skilful Manager to study" (*g*).

The only case I am aware of in which working rates vary with the cost of working is on some of the English railways, where, by special agreement between the trades and the railways concerned, the mineral traffic rates vary with the price paid for coal by the Railway Company (*h*).

30. *The question of competition.*—Goods will find their way to market by the cheapest possible route, all things considered; and as this is so, the Railway Companies in respect to these particular things are just as much entitled to compete for them as any other carrying agency (*i*).

Rates are in the first instance made upon a mileage scale as far as circumstances permit; but they have to be reduced directly a competition is set up (*j*); every care and attention having to be shown to the wants of the public in adjusting rates which will bring traffic (*k*).

(*a*) C—Mr. John Walker, General Manager, North British Railway; Question No. 532.
(*b*) C—Mr. William Birt, General Manager, Great Eastern Railway; Question No. 470.
(*c*) C—Mr. John Noble, General Manager, Midland Railway; Question No. 1980.
(*d*) C—Letter from the Government of Bombay, No. 874, dated February 24th, 1882.
(*e*) C—Mr. William Birt, General Manager, Great Eastern Railway; Question No. 352.
(*f*) C—The same witness; Question No. 357.
(*g*)—Despatch from the Government of India, No. 186R., dated October 30th, 1883.
(*h*) C—Mr. J. Walker, General Manager, North British Railway; Question No. 536.
(*i*) C—Mr. J. S. Forbes, Chairman, London, Chatham and Dover Railway; Question No. 2887.
(*j*) C—Mr. T. Shaw, Manager, Great Northern Railway of Ireland; Question No. 856.
(*k*) C—Mr. J. Walker, General Manager, North British Railway; Question No. 564.

To get the traffic, rates have to be materially altered from time to time (*a*), to such a paying price as the traffic can fairly afford. New rates have to be made and existing rates altered, to meet the daily varying circumstances of trade (*b*).

If railways did not give greater facilities for long distance traffic and lower rates for shipment traffic, foreign trade would die away, and the consuming public would eventually suffer (*c*).

While a Railway Administration is justified in taking however small a profit to get the traffic, it is not justified in carrying at a loss, as that would be carrying the traffic of one person at expense of another (*d*).

31. The above considerations are, however, somewhat modified in the case of State Railways by the principle that the main object of State Railways is not to gain extravagant dividends for Government, but to develop and encourage the trade of the country (*e*). Any net profits gained in excess of the interest payable by Government on the capital expended constitute a direct tax on the trade of the country.

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32. VI.—That although, in the public interests, Government should carefully abstain from direct intervention in the matter of the working rates and fares, and "should take no step which would induce so much as a reasonable suspicion of its good faith with regard to the integrity of privileges already granted," there are certain ruling principles which Government, as the guardian of the public interests, must see are complied with by Railway Administrations in working :—

(*A*). *That there must be no undue preference,* i.e., *that the Railway Administration is not to make preferential bargains with any particular person or company, or with individuals of a particular class, and give them conditions of carriage or scales of charges either more or less favourable than those allowed to the public generally.*

(*B*). *That, as far as the public are concerned, the railway between any two given points, no matter to how many different Railway Administrations this length may belong, must be worked as if it belonged to a single Administration. In other words, that Railway Administrations must give reasonable facilities for public traffic between any two connected railway stations, in cases where the amount of public traffic between these two places is sufficient to justify such facilities being given.*

That this intervention on the part of Government pre-supposes that each Railway Administration concerned must be content to receive for its share of the through rate a lower rate than its ordinary local rate over the same distance. All goods traffic, it may be said, is carried for long distances at rates lower than for short; so that if each Railway Administration were to charge its full local rate over its own comparatively short length of line, the aggregate rate would be so great as to restrict the traffic. In other words, reasonable facilities would not be given to the public.

33. This limited interference on the part of Government was first authorized by the English Railway and Canal Act of 1854, clause 2, which runs as follows :—

2. "Every Railway Company, Canal Company and Railway and Canal Company shall, according to their respective powers, afford all reasonable facilities for the

(*a*) C—Mr. W. Birt, General Manager, Great Eastern Railway; Question No. 351.
(*b*) C—The same witness; Question No. 468.
(*c*) C—Mr. J. Walker, General Manager, North British Railway; Question No. 653.
(*d*) C—Mr. J. H. Balfour Browne, Barrister-at-law; Questions Nos. 1309 - 1316.
(*e*) Letter from Bombay Chamber of Commerce, dated 1st July 1882.

receiving and forwarding and delivering of traffic upon and from the several railways and canals belonging to, or worked by, such companies respectively, and for the return of carriages, trucks, boats, and other vehicles; and no such company shall make or give any undue or unreasonable preference or advantage to, or in favour of, any particular person or company, or any particular description of traffic, in any respect whatsoever: nor shall any such company subject any particular person or company, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever; and every Railway Company and Canal Company and Railway and Canal Company having or working railways and canals which form part of a continuous line of railway or canal, or railway and canal communication, or which have the terminus, station, or wharf of the one near the terminus, station, or wharf of the other, shall afford all due and reasonable facilities for receiving and forwarding all the traffic arriving by one of such railways or canals by the other, without any unreasonable delay and without any such preference or advantage as aforesaid; and so that no obstruction may be offered to the public desirous of using such railways or canals, or railways and canal, as a continuous line of communication; and so that all reasonable accommodation may, by means of the railways and canals of the several Companies, be at all times afforded to the public in that behalf."

34. The Regulation of Railways Act, 1873, went somewhat further, to the extent of saying that the facilities required to be given by Railway Companies for through traffic shall include the granting of through rates, *vide* section 11, as follows:—

11. "Whereas by section 2 of the Railway and Canal Traffic Act, 1854, it is enacted that every Railway Company and Canal Company and Railway and Canal Company shall, according to their respective powers, afford all reasonable facilities for the receiving and forwarding and delivering of traffic upon and from the several railways and canals belonging to or worked by such companies respectively, and for the return of carriages, trucks, boats, and other vehicles; and that no such company shall make or give any undue or unreasonable preference or advantage to or in favour of any particular description of traffic, in any respect whatsoever, or shall subject any particular person or company, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever; and that every Railway Company and Canal Company, and Railway or Canal Company having or working railways or canals which form part of a continuous line of railway, or canal, or railway and canal communication, or which have the terminus station or wharf of the one near the terminus station or wharf of the other, shall afford all due and reasonable facilities for receiving and forwarding by one of such railways or canals all the traffic arriving by the other, without any unreasonable delay, and without any such preference or advantage or prejudice and disadvantage as aforesaid, and so that no obstruction may be offered to the public desirous of using such railways or canals or railways and canals as a continuous line of communication, and so that all reasonable accommodation may by means of the railways and canals of the several companies be at all times afforded to the public in that behalf:"

"And whereas it is expedient to explain and amend the said enactment: Be it therefore enacted that"—

"Subject as hereinafter mentioned, the said facilities to be so afforded are hereby declared to and shall include the due and reasonable receiving, forwarding, and delivering by every Railway Company and Canal Company, and Railway or Canal Company, at the request of any other such company, of through traffic to and from the railway or canal or any other such company at through rates, tolls, or fares (in this Act, referred to as through rates)."

Provided as follows:—

(1) "The company requiring the traffic to be forwarded shall give written notice of the proposed through rate to each forwarding company, stating both its amount and its apportionment, and the route by which the traffic is proposed to be forwarded."

(2) "Each forwarding company shall, within the prescribed period after the receipt of such notice, by written notice inform the company requiring the traffic to be forwarded whether they agree to the rate and route; and if they object to either, the grounds of the objection:"

(3) "If at the expiration of the prescribed period no such objection has been sent by any forwarding company, the rate shall come into operation at such expiration:"

(4) "If an objection to the rate or route has been sent within the prescribed period, the matter shall be referred to the Commissioners for their decision:"

(5) "If an objection be made to the granting of the rate or to the route, the Commissioners shall consider whether the granting of the rate is a due and reasonable facility in the interest of the public, and whether, having regard to the circumstances the route proposed is a reasonable route, and shall allow or refuse the rate accordingly:"

(6) "If the objection be only to the apportionment of the rate, the rate shall come into operation at the expiration of the prescribed period, but the decision of the Commissioners as to its apportionment shall be retrospective; in any other case, the operation of the rate shall be suspended until the decision is given:"

(7) "The Commissioners in apportioning the through rate shall take into consideration all the circumstances of the case, including any special expense incurred in respect of the construction, maintenance, or working of the route, or any part of the route, as well as any special charges which any company may have been entitled to make in respect thereof:"

(8) "It shall not be lawful for the Commissioners in any case to compel any company to accept lower mileage rates than the mileage rates which such company may for the time being legally be charging for like traffic carried by a like mode of transit on any other line of communication between the same points, being the points of departure and arrival of the through route:"

(9) "The prescribed period mentioned in this section shall be ten days, or such longer period as the Commissioners may from time to time by general order prescribe:"

"Where a Railway Company or Canal Company use, maintain, or work, or are party to an arrangement for using, maintaining, or working steam vessels for the purpose of carrying on a communication between any towns or ports, the provisions of this section shall extend to such steam vessels, and to the traffic carried thereby."

35. The American law on the subject is substantially the same, as may be seen from the following extracts from the United States Act to regulate commerce:—

Clause 3. "That it shall be unlawful for any common carrier, subject to the provisions of this Act, to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, or locality, or any particular description of traffic, in any respect whatsoever; or to subject any particular person, company, firm, corporation or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever."

"Every common carrier, subject to the provisions of this Act, shall, according to their respective powers, afford all reasonable, proper, and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding, and delivering of passengers and property to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines; but this shall not be construed as requiring any such common carrier to give the use of its trucks or terminal facilities to another carrier engaged in like business."

36. It should be distinctly understood that there may be preference without being *undue* preference. There may be circumstances that justify the preference. The fact of there being preference at all is *primâ facie* evidence of its being undue preference; but this *primâ facie* evidence may be rebutted by showing that the rate has been *bonâ fide* reduced to meet competition, or that the arrangement is otherwise so much in favour of the public generally as to make it advisable for the arrangement to continue (*a*).

37. The following extracts from the Reports of the Railway Commissioners show the meaning they attach to the English Acts as regards compulsory through traffic:—

"To prevent undue preference and to ensure the proper transmission and interchange of traffic were the two objects in view in passing the Railway and Canal Traffic Act of 1854; and it is a principal part of our duty to carry out upon demand the provisions of that Act" (*b*).

(*a*) C—Questions No. 1266—1270.
(*b*) H—Extracts from the 4th Report of the Railway Commissioners.

"The Act of 1854 requires the interests of traffic coming to a line from other lines to be as much cared for as those of local traffic. It requires that it should be made as easy to go from any place on the railway of one company to any place on the railway, forming a through route, of another company, as if both railways belonged to the same company. Where, however, companies are competing, arrangements for working their lines in harmony are not unfrequently overlooked; and the provisions of the Act, and ready means of enforcing them, are very necessary to prevent through traffic being impeded" (*a*).

"The Act of 1854 was passed, as we have said, in order, first, that all persons might be able to use the railways upon equal terms as to charge and accommodation; and, secondly, that Railway Companies might be compellable to interchange through traffic without delay, and to convey it, as also local traffic, with reasonable facilities, such facilities including as declared by the Act of 1873, the carrying at through rates at the request of any Railway Company" (*a*).

"The second section of the Traffic Act, 1854, is in three parts; and the third part is a provision regarding through traffic, or traffic going over more than one railway. It enjoins the two or more Railway Companies engaged in forwarding such traffic to afford all reasonable facilities for its transit; but it leaves the rates and charges to be levied and taken in return to be settled or agreed to by the companies. These rates, however, are now, to some extent, regulated by section 11 of the Act of 1873, which enacts that the facilities enjoined by the Act of 1854 shall include conveyance at through rates, and gives to us, as Railway Commissioners, the power of imposing such rates on the proposal of any of the companies interested" (*b*).

38. Mr. R. E. Webster, Q.C., in his evidence, in reply to question No. 1669, puts the issue very clearly—

"Where it was shown to the Commissioners that there was a considerable traffic, or, I will put it, a considerable public demand, and where it was shown to the Commissioners that either the rates being charged by the route were higher than necessary, having regard to all the interests, or that the traffic was prevented from having as convenient a route in the interests of the public, and then a rate was proposed, I think the Commissioners should have jurisdiction to entertain that application. I know it may be said, and truly said, that I have, to a certain extent, only put in other language some part of the clauses of section 11; but that is a kind of case which, I think, may be fairly left to the Railway Commissioners; and I do not think Railway Companies are right in saying that there is any injustice in that kind of jurisdiction being exercised. On the other hand (I can only define it this way), I do not think it would be a right thing that they should have power to impose a through rate simply because another company wanted to get the traffic their way, if the public were thoroughly well served and the rates were proper and fair, there not being shown to be any public necessity for the change" (*c*).

39. VI. Mr. J. H. Balfour Browne, at one time Secretary to the Railway Commissioners, says, in reply to question 1262—

"In the interests of the public it is peculiarly expedient that the traffic should be carried without hindrance or obstruction, one of the obstructions being local rates, or re-booking, or matters of that sort."

40. Through rates should not be allowed in the case of a steamer Company, unless there was complete evidence of the Steamer Company being able to maintain an efficient service.

41. That Companies in England always receive for through traffic less than their local rates seems to be generally admitted. Mr. John Walker, General Manager of the North British Railway, in his evidence before the Select Committee on Railways (Rates and Fares) in the year 1882, says, in reply to question No. 643—

"The proportion of the through rate is always smaller practically than the ordinary rate; we get practically in the division a smaller sum."

Again, Mr. Thomas Shaw, the Manager of the Great Northern Railway of Ireland, says, in reply to question 742—

"In the fixing of (through) rates, the rule almost invariably followed is to take the shortest and cheapest route between the given points; ascertain what the local charges are upon the route, add them together, and then form a through rate

(*a*) H—Extracts from the 4th Report of the Railway Commissioners.
(*b*) K—Extract from 7th Report of the Railway Commissioners.
(*c*) C—Question No. 1669.

something lower than the sum of the local charges. The through rate thus formed is common to every route, both long and short. Some routes are more circuitous than others; and the result is that the public have the advantage of all the routes at their own option, at the charge of the shortest or cheapest route."

And in reply to question 895, the same gentleman says:—

"When we come to divide the receipts more or less between the companies, we do not have a different mode of division between each station (junction?), but we have a uniform allowance for terminals, and the rest is divided according to mileage."

42. The question regarding the subsequent division of the through rates between the different Railway Administrations has to be dealt with on a reasonable consideration of the facts involved; it is probable, however, that no better solution of the question will be found than the ordinary railway practice in this respect in England, where the receiving and delivering railways receive terminals, and the remainder of the through rate is divided between all the railways concerned, according to mileage.

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43. VII. *That the question whether the charging of a lower rate, or even on equal rate, for a larger than for a shorter distance does or does not constitute* undue *preference, may be considered at present unsettled, but that the weight of legal authority is very much against the legality of the practice. It is at least settled even in England, where Railway Administrations probably enjoy more liberty of action than anywhere else, that the charging by a Railway Company of a lower or even an equal rate for a longer than for a shorter distance does constitute* primâ facie *evidence of undue preference. And the American law goes even further.*

44. The decision of the Railway Commissioners in the case of the Denaby Main Colliery Company *versus* the Manchester, Sheffield and Lincolnshire Railway Company, decided in the year 1880, was actually to the effect that to charge the same rate for different distances *did* constitute *undue* preference. This decision was, however, much commented upon by the legal witnesses who appeared before the Select Committee on Railways (Rates and Fares) in 1882. The decisions in the cases of Budd *versus* London and North-Western Railway Company, and of Evershed *versus* the London and North-Western Railway Company are also against the legality of the practice, and show that competition alone will not justify preferential rates.

45. The American law in some of the States somewhat supports the same view by refusing to admit the plea of competition. This may be seen from section 3 of the Act to prevent extortion and unjust discrimination by Railroad companies passed by the State of Illinois in May 1873:—

"*Section 3. Primâ facie evidence of unjust discrimination.*—If any such Railroad Corporation shall charge, collect, or receive, for the transportation of any passenger, or freight of any description, upon its railroad, for any distance within this State, the same or a greater amount of toll or compensation than is at the same time charged, collected or received for the transportation, in the same direction, of any passenger, or like quantity of freight of the same class over a greater distance of the same railroad;"

"Or if it shall charge, collect, or receive, at any point upon its railroad a higher rate of toll or compensation for receiving, handling, or delivering freight of the same class and quantity than it shall at the same time charge, collect, or receive, at any other point upon the same railroad;"

"Or if it shall charge, collect, or receive, for the transportation of any passenger or freight of any description, over its railroad, a greater amount as toll or compensation than shall at the same time be charged, collected, or received by it for the transportation of any passenger, or like quantity of freight of the same class, being transported in the same direction, over any portion of the same railroad, of equal distance;"

"Or if it shall charge, collect, or receive from any person or persons a higher or greater amount of toll or compensation than it shall at the same time charge, collect, or receive from any other person or persons, for receiving, handling or delivering freight of the same class and like quality at the same point upon its railroad;"

"Or if it shall charge, collect, or receive from any person or persons, for the transportation of any freight upon its railroad, a higher or greater rate of toll or compensation than it shall at the same time charge, collect, or receive from any other person or persons, for the transportation of the like quantity of freight of the same class, being transported from the same point, in the same direction, over equal distances of the same railroad;"

"Or if it shall charge, collect, or receive from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, for any distance, the same or a greater amount of toll or compensation than is at the same time charged, collected, or received from any other person or persons, for the use and transportation of any railroad car of the same class or number, for a like purpose, being transported in the same direction, over a greater distance of the same railroad; or if it shall charge, collect, or receive from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, a higher or greater rate of toll or compensation than it shall at the same time charge, collect, or receive from any other person or persons, for the use and transportation of any railroad car or cars of the same class or number, for a like purpose, being transported from the same point, in the same direction, over an equal distance of the same railroad;"

"All such discriminating rates, charges, collections, or receipts, whether made directly or by means of any rebate, drawback, or other shift or evasion, shall be deemed and taken against such Railroad Corporation as *primâ facie* evidence of the unjust discriminations prohibited by the provisions of this Act; and it shall not be deemed a sufficient excuse or justification of such discriminations on the part of such Railroad Corporation, that the railway station or point at which it shall charge, collect, or receive the same or less rates of toll or compensation for the transportation of such passenger or freight or for the use and transportation of such railroad car the greater distance than for the shorter distance is a railway station or point at which there exists competition with any other railroad or means of transportation. This section shall not be construed so as to exclude other evidence tending to show any unjust discrimination in freight and passenger rates. The provisions of this section shall extend and apply to any railroad, the branches thereof, and any road or roads which any Railroad Corporation has the right, license, or permission to use, operate or control, wholly or in part, within this State: provided, however, that nothing herein contained shall be so construed as to prevent Railroad Corporations from issuing commutation, excursion, or thousand-mile tickets, as the same are now issued by such Corporations."

46. It seems undoubted that to charge a higher or an equal rate for a shorter than for a longer distance is *primâ facie* evidence of undue preference.

47. The following extract from the Judgment delivered by Mr. Justice Manistry in the Queen's Bench Division, in the appeal of the Denaby Main Colliery Company *versus* the Manchester, Sheffield, and Lincolnshire Railway Company bears upon this point:—

"The first point being whether there was any evidence to go to the Commissioners as to whether or not the Railway Company were giving an undue preference, say, among others, to the Grange Colliery, I should have thought really it was not arguable, because the moment it is admitted to be the fact that the Grange Colliery is 17 miles further distant from the shipping port than the Denaby Main, in my judgment there is *primâ facie* evidence,—not only *primâ facie* evidence, but a *primâ facie* case. It may be, then, there are many circumstances which would explain that and rebut that inference; but that is a question for the Commissioners, and they have come to the conclusion that there are no circumstances here to rebut that which is a *primâ facie* case. Therefore, I cannot doubt but that there was evidence before them" (*a*).

48. Section 4 of the United States Act to regulate Commerce seems to me to be perhaps as equitable a provision as the circumstances of the case admit of:—

Section 4.—"That it shall be unlawful for any common carrier, subject to the provisions of this Act, to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property, under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance, but this shall not be construed as authorizing any common carrier within the terms of this Act to charge and receive as great compensation for a shorter as for a longer distance: Provided, however, that, upon application to the Commission appointed under the provisions of this Act,

(*a*) K—Appendix No. III.

such common carrier may, in special cases, after investigation by the Commission, be authorized to charge less for longer than for shorter distances for the transportation of passengers or property, and the Commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this Act."

This would appear to be the opinion of Sir Thomas Farrer, as may be seen from the following extract from his article on the Equalization of Railway Rates :—

"Under these circumstances, if there is to be legislation on this subject at all, the justice and expediency of the case would probably be met by a provision requiring the companies, wherever a case of differential charge was proved, to give their reasons for it. If the companies could show that in the particular case the lower rate complained of was founded either on difference of cost or convenience to the companies, or on competition, actual or probable, or on reasonable prospect of profit to the companies, these circumstances should be held to justify the lower rate. If they could not show any of these justifications the Railway Commissioners should have power to put an end to the differential rate."

49. It seems clear that Railway Administrations should be obliged to show cause before such an arrangement is permitted. On the other hand, the system of grouping stations is very convenient, as it involves the fixing and the putting in force of only one rate. This system is largely in force in England, as many as 115 stations *close together* being sometimes grouped together.

* * * * * * *

122. After a perusal of the above, it will probably be admitted that the question of rates and fares has not at present received in India the close attention that has been paid to it in other countries. Beginning our railway system after what might be termed the experimental stage of English railways, not only have we failed to make use of the experience there gained—not only have we repeated all their mistakes,—but we have, to the present time, neglected to take some of the measures to place matters on a more satisfactory footing which have from time to time been recommended to Parliament by Select Committees of the House, and which for years past, both in England and in America, have been enforced by legislative enactment.

123. I have, in paragraphs 1 to 49 *ante*, given the principles that I think should be accepted for the working of the Indian railways. I think it is important that these or any other principles as may be accepted by the Government of India should be definitely laid down, in order that the Local Governments, the Consulting Engineers, and the Managers of State Railways may all work together with a common aim in view, and that in the future some substantial progress may be made towards uniformity in railway working in matters in which uniformity is essentially necessary in the interests of the public.

124. Before entering into details, I should like to say a few words in regard to the Traffic Conferences which have hitherto been the sole means tried in this country to secure some uniformity in railway working, and particularly in regard to the position which Government should assume in regard to them.

125. In the first place, I think, they have failed to some extent owing to Government not having openly accepted any definite principles.

126. In the next place, I consider that care should be taken not to go in any case beyond recognized railway practice at home. The aim should be, not to secure absolute uniformity, but that reasonable amount of uniformity that railway practice all over the world has shown to be compatible with a due regard to the rights of the Railway Companies. There has been, in my opinion, on too many occasions an attempt on the part of Government to drive principles home to their logical conclusion, regardless of consequences. The whole correspondence between the Secretary of State and the Home Boards shows that as long as we keep strictly within the four walls of English practice, we shall meet with support.

127. In the third place, caution should be taken to prevent even a suspicion being aroused that the influence of Government is being exercised to force the Railway Companies into certain courses of action against their own interests. Whatever uniformity may be secured, will be secured only

with the full consent of the Companies concerned. My opinion therefore is that Government should appear in these conferences only in its capacity as a Railway proprietor, and not as the supreme governing authority of the country. In other words, that the only Government officers that should attend these conferences should be the delegates representing the large State Railways, the Director General appearing as representing the aggregate mileage of all the lesser State lines. At the last Traffic Conference, I think it was a mistake to allow an officer of the Financial Department, or any other outsider not representing railway interests, to have a vote on such subjects as the fixing of railway rates.

128. Fourthly, there is, it appears to me, a radical error about the constitution of these conferences which more than anything else robs them of the usefulness they would otherwise possess. They occur, from time to time, every two or three years; certain subjects are discussed and certain decisions arrived at; the delegates separate; and there apparently is an end of the matter. As Manager of one of the State Railways, I never could even subsequently find out which railways had, and which had not, accepted the decisions arrived at. There is no recognized authority responsible for seeing that the decisions are carried into effect, even by the companies that agree to them; and no attempt is made to see how far the objections raised by those who disagree can be met or compromised. If a proposal is not carried unanimously at the time, it is practically shelved till the next Conference.

129. At this rate, progress will be extremely slow, the distances in India being too great to allow of the delegates frequently meeting. There seems to be a general impression that the work of fixing rates and deciding between the conflicting interests of the various railways is getting to be too difficult a work for Government to carry out, and that some body independent of the Government is required to settle such questions (*a*). On the other hand, it should be recognized that all healthy institutions are developed slowly from small beginnings.

130. A beginning has already been made in assembling these conferences, and this could now easily be continued further by simply appointing all the large railways as members of a standing Committee, to work under certain rules, and to consider and express opinions on matters brought before it, somewhat like the meetings held by the General Managers of Railways parties to the Clearing House. The Director General of Railways should be appointed *ex-officio* Chairman of the Committee. (I propose this, not because I am willing to add to my responsibilities, which, I am satisfied, are at present sufficient, but simply because the Director General of Railways has always been Chairman of these conferences, and the Railway Companies have got accustomed to the fact.) One of the Assistants to the Director General of Railways should be Secretary, and his business should be simply to report progress; to put before each Railway Company the views of the rest; and bring the matters discussed into a state complete enough for an opinion to be expressed on it. In all this, I do not mean that any railway should be compelled to adopt anything decided upon by the majority, any more than it would be in England. Each administration should be allowed to dissent from regulations accepted by the majority, or to withdraw from regulations to which they have previously assented: each should have full power to manage its own business. I should, however, trust a great deal to time, and to the tranquilizing effect of the steady pressure of the majority continuously applied. The Committee should have no power of fixing rates, except when applied to for the purpose of arbitrating between two companies, nor should it have any executive functions whatever; it should be simply a medium for recording and distributing collective opinions.

131. In this way a beginning would be made very much in the same way as the Clearing House Committee was itself started. The proposal is in fact nothing more than the 'modified plan on a more limited basis' to be 'prepared in communication with the representatives of the Companies' which was

(*a*) Despatch to the Secretary of State, No. 120, dated 7th August 1885.

suggested by the Secretary of State in his despatch No. 16 of the 5th February 1886.

132. *Principles I to IV.—Extent and amount of Government control over rates and fares.*—At present it would be difficult to give any satisfactory reason for the extreme divergence in the amounts of the maximum rates and fares that have been and are fixed for the various Indian lines.

133. The mere fact that in the year 1868 12 pies per mile was fixed as the maximum 2nd class fare for *all* the railways in Bombay and 9 pies for *all* the railways in Bengal and 5* pies for *all* the railways in Madras proves conclusively that none of those factors were considered which alone have been recognized by the Courts of Law as justifying preferential rates and fares in different districts.

* Subsequently raised to 6 pies.

134. Similar divergences are shown in the goods rates. It is not easy to account for the following differences in the maxima goods rates fixed at the same time:—

	All the lines in Bombay.	*All* the lines in Madras.
	Pies.	Pies.
5th class	54	36
4th „	36	24
3rd „	24	16
2nd „	18	14
Coal	10	8

Not only does the amount vary, but the extent of ground covered by the maxima rates and fares fixed. I do not know why maxima rates have been laid down for horses, carriages, and dogs on the Bombay lines, and apparently on no other railways. Nor why no other lines but the railways administered by the Bombay Government should be restrained in the matters of terminals and insurance rates. The Oudh and Rohilkhand Railway is restrained as regards terminals, but not as regards insurance.

135. A definite restriction has been placed on the rate for passengers' luggage in the case of the Bombay, Baroda and Central India Railway, the Great Indian Peninsula Railway, the Bhavnagar Railway, the Rohilkhand and Kumaun Railway, and the South Mahratta Railway, but on no other lines. In fact, on the Oudh and Rohilkhand Railway the Government specifically said it would not interfere (*a*).

136. As regards low class special goods, in December 1879, the maximum rate agreed upon in the contract with the East Indian Railway was $\frac{1}{6}$th pie; in July 1881, with the Bengal Central Railway it was $\frac{1}{3}$rd pie; in June 1882, with the Southern Mahratta Railway it was $\frac{1}{4}$th pie; and in December 1882, it was also $\frac{1}{5}$th pie, but under different conditions. In fact, the articles specifically mentioned, the rate, and the conditions, seem to vary in almost every case.

137. In the case of the Southern Mahratta Railway under the contract the whole of the maxima rates depend on the actual rates in force from time to time on another line, so that it is within the power of Government to practically take all control over the rates out of the hands of the management of the line. In other cases, such as the Rohilkhand and Kumaon Railway, only some of the maxima rates depend on the rates prevailing on another line; and in one case, the Bareilly-Pilibhit line, the Government has the power of reducing the rates to those prevailing on other State Railways in the North-Western Provinces.

138. I deem it even more important that maxima and minima rates should be fixed for State and especially for Provincial State Railways than for private companies, for the private Railway Companies are supervised by Boards composed of business men, whereas the provincial railways, it appears to me, are not sufficiently controlled.

(*a*) Letter from Government of India, Public Works Department, No. 3012 R., dated 20th July 1878.

139. For some railways only maxima rates are fixed; for others both maxima and minima. In some cases the maxima rates and fares have been notified in the Gazette; in other cases they have not. Considering the importance which successive Select Committees have attached to the fact of the public being able to obtain information as to the maxima rates and fares which companies may legally charge, I think it would be advisable that the maxima rates and fares fixed for every railway should be notified in the Gazette, and a schedule of these rates inserted in the Coaching and Goods pamphlets sold to the public.

140. As regards the restriction that it may be considered necessary in the interests of the public to place on the power of Railway Administrations in the matter of their rates and fares, it seems advisable to at once consider and to decide how far these restrictions should extend, and what should be the *normal* maxima rates and fares to be referred to when prescribing maxima rates and fares in future. I do not think it is possible to lay down any actual maxima which would be applicable to every case. Ghât lines would certainly require higher maxima than lines in the plains. The probable cost of the line and of the working, the length of the line, the amount and description of the traffic to be moved, and the average wages paid in the districts traversed, might all be properly considered as factors in determining the actual maxima to be fixed; but these factors should be referred to some recognized standard, and their influence determined on some clear principles. In other words, I would suggest that a model schedule of maxima rates and fares be drawn up, which should not be departed from unless due cause were shown.

141. *Classification of goods.*—There is probably no subject in connection with railway working over which the control of Government has been weaker. Every railway in India has more or less a different classification, and to the present time not even a uniform classification for through booking has been agreed to.

142. A start in the direction of a uniform classification for through booking was made in the Traffic Conference of 1884, and certain decisions were arrived at; but owing to objections brought forward, and rightly brought forward by the Great Indian Peninsula Railway, nothing appears to have been done since. Nothing practical, at all events, has yet been effected. I do not find that there is any uniform classification generally adopted by the State lines, nor that Government has any general classification prepared for adoption by new railways about to open. Every day the matter gets worse instead of better, and the general apathy shown to this important subject seems to me unaccountable.

143. My suggestion is that this subject be vigorously pursued by the Standing Committee I have suggested in paragraph 130; that a general classification of through goods be drawn up; that all consenting railways be asked to print in their Goods Tariffs all such articles in Roman of which the classification and rate is the same as that in the general classification; that special and exceptional articles be printed in capital; that this exception be taken up one after the other, and the matter pursued until in each case definite grounds are recorded for the exception being retained; that with regard to the State lines, exceptions be only allowed when strong reasons are alleged for their continuance; and that all lines newly opened be obliged to accept the general classification with only such exceptions as will allow them to compete fairly with other lines.

144. In this way, I believe that a material amount of uniformity could be secured, especially on the East Indian, the Bombay, Baroda and Central India, the Bengal and North-Western, the Indian Midland, and the Bengal-Nagpur Railways. The union of these with the State and probably with some of the Madras lines would form a very strong body, which would get stronger and stronger with the affiliation of each new railway.

145. *Terminal charges.*—Terminal charges appear to have been recognized on the Indian railways from the very first, although the only lines for which a

maximum charge for terminals would appear to have been definitely fixed are the lines in Bombay, and the Oudh and Rohilkhand Railway. The maxima there fixed are the following:—

	Per ton.	Per maund.
	Rs. a. p.	Annas.
Great Indian Peninsula Railway, at Bombay . . .	5 0 0	2·94
Ditto ditto at all other stations .	2 8 0	1·47
Bombay, Baroda and Central India Railway, at Bombay .	5 0 0	2·94
Ditto ditto at all other stations .	2 8 0	1·47
Bhavnagar-Gondal Railway, at all stations . .	2 4 0	1·32
South Mahratta Railway, ditto . . .	...	1·60
Oudh and Rohilkhand Railway	2 pies per maund.	

146. An attempt was made at the Traffic Conference of 1884 to fix a uniform rate at *all* stations on *all* descriptions of through traffic not carried at special rates without terminals, leaving the different railways free to charge what they liked (within their fixed maximum charge, if any) for local traffic. The rate proposed was 6 pies per maund, or 3 pies for the forwarding and 3 pies for the delivering railways.

147. The proposal was voted against by the East Indian Railway, the Oudh and Rohilkhand Railway, and the South Indian and, in my opinion, most properly resisted by the Great Indian Peninsula Railway on the grounds—

1st, that the rate did not take into consideration the varying cost of handling different descriptions of traffic at different stations; and

2nd, that the attempt to force by the verdict of a majority any rate on any railway without its full consent would be prejudicial to the rights of that railway as secured by its contract.

148. Both pleas are perfectly justifiable. The determination of a uniform terminal charge at *all* stations for *all* descriptions of traffic is contrary to the English Acts of Parliament, and to American law, in which the subject is more definitely dealt with. It also runs counter both to the weight of the evidence taken before the Select Committee on Railways (Rates and Fares) in 1881 and 1882, and to the recommendations of that Committee put forward in 1882. [*Vide* paragraph *ante*.]

149. *Principle V.*—The attitude of Government in respect to this principle is at present somewhat half-hearted and undecided; and it is perhaps difficult to see how this can be otherwise, as Government has to regard the matter not only theoretically from the point of view to the Government of the country, but also from a business point of view as being the proprietor of a number of the railways and directly interested in nearly the whole of them.

150. After accepting the principle that "an equalization of rates from Delhi and Agra to the ports of Calcutta and Bombay must form the basis of consideration of all changes in the through rates of all traffic" (*a*), this principle was modified to "mileage tempered with the proper commercial principle of an even return on the capital expended" (*b*). A week later, "the charges *viâ* the Rajputana route from Agra and Delhi to Bombay were not to be lower than the charges for similar goods to Howrah" (*c*).

151. In March 1882, the Secretary of State practically disposed of all these principles, and apparently favoured the adoption of principle No. V, pure and simple (*d*).

"3. It would appear from these papers that, recognizing competing interests between Calcutta and Bombay you were in favour of an equalization of rates on the

(*a*) Letter from Government of India, Public Works Department, No. 1119R. T., dated 26th September 1881.
(*b*) Letter from Government of India, Public Works Department, No. 1192R. T., dated 19th October 1881.
(*c*) Letter from Government of India, Public Works Department, No. 1215R. T., dated 25th October 1881.
(*d*) Despatch from Secretary of State No. 41 R., dated 9th March 1882.

two routes mentioned, but that you subsequently considered that they should be regulated on the principle that the profits on the capital expended on each undertaking should be the same."

"4. I am not aware of the reasons which induced your Government to adopt your views, but I cannot but think that the natural course of traffic on two lines, proceeding from the same place to ports on different sides of the continent of India, should not be interfered with by any idea of adjudicating on the rivalry between them, and that the advantages due either to geographical position or other circumstances should furnish no reason for imposing on either artificial restrictions, in the shape of enhanced rates, in order to produce an equal return of net profits on the capital of both.

152. The Government of India then came "to the conclusion that in fixing the charges for the carriage of the same commodity on different railways, the cost of carriage cannot be neglected, nor can this important element be omitted in arranging the division of through rates between lines working in connection." The equal mileage rate principle was condemned (*a*). In the meantime, the Government of Bombay had consistently supported the principle of equal mileage rates (*b*).

153. The Secretary of State again disagreed with the basis proposed. His opinion was that the rates on the Indian Railways should be dealt with as nearly as possible as they would be by independent companies; that Managers of Railways should be left to fix such rates as they might deem most advantageous for their respective lines; that the interests both of the railways and of trade generally would be better served by accepting the legitimate consequences of competition; and that the interposition of Government would be justified only in cases where Companies, under the security of a guarantee, might fix rates below what would cover cost of transport with a margin of profit (*c*).

154. The Government of India then unreservedly accepted the principles advocated by the Secretary of State; but while accepting them in theory, the Government fixed a minimum rate between Delhi and Bombay, allowing the other competing railways to subsequently decrease their rates as they pleased (*d*); until it has come about that while the original contention between the two ports of Bombay and Calcutta was whether the difference in rate should be as much as one anna, the rate to Bombay for wheat is now 11 annas per maund, whereas that to Calcutta is 8·48 annas. In other words, there is at this date a difference of over $2\frac{1}{2}$ annas. With a fixed minimum rate on the Bombay, Baroda and Central India and the North-West Railways, and with the rates on the East Indian Railway directly in the hands of Government, it cannot be said that principle No. V is yet allowed its full development in India. It certainly cannot be said that complete expression has been given to the following views of the Secretary of State:—

"I observe that the chief point on which stress is laid in your Excellency's letters on this subject is the importance of obtaining some means of settling the rates by different routes competing for the traffic which lead to the various seaports. It appears to me that it is beyond the proper scope of the duties of the Government of India to interfere in such matters otherwise than by exercising the influence it possesses whether by reason of its powers under the contracts with various Companies, or as the owner of the State Lines of railway, or as the representative of the general interests of the country" (*e*).

155. I doubtfully incline to the belief that it would be better for Government to accept Principle V unreservedly, and to leave the Railway Administrations to fix their own rates and fares, within their maxima, and subject to prescribed general principles, as may seem most advantageous for their respective lines. But in doing this, I assume that as between two competitive routes, the Clearing House principle that the shortest and cheapest route between the two points fixes the rate, is accepted.

(*a*) Letter from the Government of India, Public Works Department, No. 472R. T., dated 19th May 1882.
(*b*) Letter from the Government of Bombay, No. 1476, dated 22nd July 1882.
(*c*) Despatch from Secretary of State, No. 132 Ry., dated 19th October 1882.
(*d*) Letter from the Government of India, Public Works Department, No. 162R.T., dated 2nd March 1882.
(*e*) Despatch from Secretary of State, No. 16 Ry., dated 25th February 1886.

156. I also recommend another additional safeguard. At present, I regret to see that a system of what I may term 'jockeying' other Railway Administrations has grown up under the following clause of the conference rules :—

"Advices shall be sent of all changes on or before the 20th of each month, and of alterations consequent thereon by the receiving railway not later than the end of the month. Advices so sent become operative one month after the 1st of the month following the date of advice."

Railway Administrations now appear to try (especially towards other rival Railway Administrations which are somewhat hampered in making changes of rates by having to apply to Government before being allowed to do so) to arrange for sending out their notice of the decrease of rates so late that the other administration has not time to notify their corresponding reduction, and thus to secure a whole month with rates less than the rival company. This should be summarily put a stop to. I think it is essential that every administration before carrying out a reduction in a competitive through rate should have before it full information as to what corresponding reductions the other administrations intend to make if the reduced rate is introduced. This more than anything else would tend to stop the disputes and the ceaseless changes of rates now going on. The length of notice now given is not long enough to allow of the railways interested in the proposed reduction communicating with one another or with Government before notifying the corresponding reduction. In England changes of classification are considered only once a year. In India, I would recommend that all changes of rates come in quarterly on the 1st January, April, July, and October; and that the system be modified so as to compel companies to give much longer notice of proposed changes than they do now; changes to be brought in force otherwise than quarterly as proposed, only with the full consent of all companies concerned.

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157. *Principle VI (A).*—The 'undue preference' clause, though introduced in English law in 1854, was not inserted in the Indian Railway Act of 1879, nor in any railway contract previous to the year 1882, when it was entered for the first time in the contract with the Rohilkhand and Kumaon Railway. Subsequent to this, it has been forgotten in the contracts with the Nizam's Railway; with the East Indian Railway for working State lines; with the Bombay, Baroda and Central India Railway for working the Rajputana-Malwa line; and with the Great Indian Peninsula Railway for working the Bhopal line. It is probable, however, that any Court would consider it to be part of the common law of the country; and an "undue preference" clause has been inserted in the draft Railway Act.

158. It seems to me that there is a good deal of undue preference shown in India, which the Consulting Engineers should be instructed to stop. As a glaring case, I might mention the salt rates from Sambhar to and *viâ* Achnera as compared with the rates from Sambhar to and *viâ* Agra introduced by the Bombay, Baroda and Central India Railway on the 20th October 1886, which were specifically complained of by the Agent of the East Indian Railway in his letter No. 1066G., dated October 30th, 1886. In this case Government apparently did nothing, although it is difficult to imagine a more striking instance of undue preference between the East Indian Railway and the Cawnpore-Achnera Railway; the whole object of the preferential rate to Achnera being to benefit the Cawnpore-Achnera line at the expense of the East Indian. On the other hand, on the East Indian Railway in February 1885, the through rate for salt from Howrah *viâ* Benares, 475 miles, was Rs. 31 per 100 maunds. The through rate from Howrah *viâ* Patna, 332 miles, was Rs. 38 per 100 maunds. This was complained of by the Agent of the Bengal and North-Western Railway in his letter No. 6823, dated February 3rd, 1885.

159. The matter seems to need Government intervention, as these preferential rates on the East Indian Railway show how, in moments of temptation, Railway Administrations slide back from the high principles they have previously expressed. In the year 1882, the Agent of the East Indian Railway wrote :—

"This discrimination in favour of traffic *viâ* Agra to Bombay by means of a lower rate per mile for a shorter distance is directly opposed to the recognized practice." (*a*).

And so late as the year 1884 :—

"And since we could not quote this rate from Delhi, and at the same time maintain in force higher rates for stations below Delhi with a shorter lead to Howrah, we had also to consider how the rates for these stations should best be adjusted" (*b*).

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160. *Principle VI (B).*—No "traffic facilities" clause was entered in any of the contracts previous to the year 1878, although it was introduced in England in 1854. Even now, the latest contracts do not give Government the powers of ordering Railway Administrations to accept through rates which were given to the English Railway Commissioners by the Regulation of Railways Act of 1873. Nor does the draft Railway Act contain any provisions to this effect.

161. This is more to be regretted, because our present experience shows that these are the powers which are more specially required by Government in dealing with the disputes now arising between the various Railway Companies. In India, the almost universal practice is to make the through rates the sum of the local rates; in other words, lengths of line belonging to two or more Railway Administrations are *not* worked as if they belonged to a single administration.

162. The disputes between the Oudh and Rohilkhand Railway and the East Indian Railway, between the Bengal and North-Western Railway and the East Indian Railway, and between the North-Western Railway and the Bombay, Baroda and Central India Railway, are all questions of quoting through rates. The matter seems to be one of the very greatest importance for the new Railway Companies, such as the Bengal and North-Western Railway, the Indian Midland Railway, and the Bengal-Nagpur Railway, which have all been floated in England, under the tacit assumption that the Government of India will see to their getting their rights in the same way as the Railway Commissioners would have done at home. They are all cut off from the sea-board by other powerful companies, and unless Government intervenes and insists on these companies quoting through rates, the traffic of all these new companies will be most prejudicially affected. The story of the way the rates of the East Indian Railway have been worked, first to make as much as possible of the Oudh and Rohilkhand Railway through traffic come on the East Indian Railway at Aligarh instead of Benares, and now to make the traffic which is being competed for between the Oudh and Rohilkhand Railway and the Bengal and North-Western Railway come on the East Indian Railway at Benares instead of Digha Ghât, is not a very bright page in the history of Indian Railways.

163. I think it is to be regretted that Government did not unreservedly accept the principles for working through traffic put forward by Sir B. Leslie in his letter No. 633G., dated 25th August 1880. They are all that could possibly be required :

"The various railway systems should, as far as possible, serve the country as if they were under one management, and the dealer in country produce should not be hampered in his operations by the necessity to base his calculations on as many different scales of rates as there may be railways between the starting point and destination. This can only be attained by adopting a uniform scale of rates for special or lower class goods which form the bulk of the country trade, and where there are alternative routes, by sending goods according to sender's option. The adoption of a uniform scale of rates for special class goods for the whole of the district served by East Indian Railway and Oudh and Rohilkhand Railway will in my opinion contribute largely to develop traffic."

"It will be in my opinion to the material advantage of the two railways and interest of the public to adopt a uniform gradation scale of rates for special class goods both for through and local traffic on both railways, the earnings from through traffic to be divided in the ratio of the mileage."

(*a*) Letter from Agent, East Indian Railway, No. 527G., dated 3rd June 1882.
(*b*) Letter from Agent, East Indian Railway, No. 950G., dated 28th August 1884.

Had Government accepted these principles in the year 1880, it would probably not have been necessary in the year 1885 to recommend to the East Indian Railway Company a return to the principles which their Agent himself had advocated five years previously (*a*).

164. I strongly recommend that the powers secured under the Regulation of Railways Act of 1873 be secured to Government by the new Railway Act; and that the whole influence of Government be exerted to make the various Railway Administrations in India carry into practice the measures required in the general interests of the public. At the very least, Government should see that the State lines are worked on proper principles.

165. *Principle VII.*—Until the Courts of Law in India give a decision on the legality or otherwise of charging a lower or an equal rate for a longer than for a shorter distance, it would be as well for Government to instruct their Railway Officers as to the view they would wish taken on this subject.

166. The Railway Commissioners in the Denaby Main Colliery case objected to the same rates being charged for a difference of only 17 miles. What they would say to the East Indian Railway in this country charging the same rates to Howrah from Delhi and Cawnpore, a difference of 270 miles, it is almost impossible to conceive, especially as this railway charges higher rates from the intermediate stations. For instance, the present rate for wheat from Delhi to Howrah, 954 miles, is Rs. 53 per 100 maunds; the rate from Cawnpore, 684 miles, is also Rs. 53; on the other hand, the rate from Aligarh, 876 miles, is Rs. 57; and from Phaphund, 735 miles, and a whole group of stations near it, Rs. 60. It seems to me that this difference in rates *does* constitute *undue* preference between merchants residing at Delhi and Phaphund and elsewhere. The rate for salt from Howrah to Cawnpore, 684 miles, is Rs. 45, whereas the rate from Howrah to Fatehpur, 687 miles, is Rs. 54. And many other instances of preferential rates could be mentioned.

167. It may here be noticed that in his letter No. 2357, dated 29th June 1882, the Consulting Engineer, Calcutta, actually argues in favour of lower rates for longer distances; but the principle was not admitted by the Government of India, in their reply No. 678R.T., dated 11th July 1882. This is the only indication of any leaning on the part of the Government, either to one side or the other, that I have been able to find on record.

168. It is to be remembered that Mr. Mundella's draft English Railway Bill to a certain extent legalized grouping; but at the same time, clause 25 proposed a radical alteration in the law by throwing upon the Railway Company concerned the burden of proving that any disputed preferential rate did *not* amount to undue preference. This question should be settled in the draft Indian Railway Act.

169. Some of the recommendations I have brought forward cannot obviously be introduced without either the consent of the older companies or legislative action. As regards the consent of the companies, I think the various questions should be kept in mind, and whenever the companies apply for any additional privileges or powers, these privileges or powers should be giving only on the company agreeing to accept such reasonable restrictions as Government may consider are necessary in the interests of the public. For instance, at the present time, I would certainly give the East Indian Railway greater liberty of action in regard to rates on condition of their accepting the general principles approved by Government.

170. And lastly, I think the record of the measures taken by Government in respect to rates and fares shows forcibly the necessity of permanently attaching to the head-quarters of the Government of India an officer intimately acquainted with the detailed railway management, and with the working of railway tariffs generally.

(*a*) Letter from the Government of India, Public Works Department, No 429R.T., dated 15th May 1885.

171. In conclusion, I will briefly recapitulate my recommendations:—

I.—That a model schedule of maxima rates and fares be drawn up, to be departed from only on due cause being shown:

II.—That the maxima rates and fares fixed for each railway be notified, and be available to the public:

III.—That a general goods classification be drawn up for acceptance by all new companies:

IV.—That the principles under which Railway Agents and Managers may regulate their rates within their maxima be decided upon, and advised to all concerned:

V.—That *undue* preference be put a stop to:

VI.—That powers be secured to Government in the new Railway Act to order companies to accept through rates:

VII.—That a standing Committee of Railway Managers be formed to secure a reasonable amount of uniformity in working:

VIII.—That all proper influence be brought by Government to induce the various Railway Companies to accept the principles decided upon, *vide* IV above; and also the conclusions generally accepted by the standing Committee, *vide* VII above:

IX.—That an experienced traffic officer or railway Manager be permanently attached to the head-quarters of the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1887.

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thúr Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
MADRAS.																										
Ganjam	10 5	10 5	...	...	15 6	15 6	16 5	16 5	...	...	...	...	32 3	32 3	...	...	...	...	...	...	...	...	215 13	215 13	13 13	13 13
Vizagapatam	12 0	12 0	...	...	9 0	9 0	10 3	10 3	21 10	21 10	23 13	23 13	24 3	24 3	...	...	...	...	...	...	...	...	93 5	93 5	9 6	9 6
Godavery	9 14	9 14	...	...	13 14	13 14	15 0	15 0	20 3	20 3	22 14	22 14	23 11	23 11	...	...	...	...	...	...	...	...	243 0	243 0	12 8	12 8
Kistna	10 6	10 6	...	...	15 5	15 3	16 8	15 11	15 13	15 0	...	...	26 13	26 13	...	...	...	...	...	...	...	...	145 13	145 13	16 3	16 3
Nellore	9 0	9 14	...	...	12 14	12 14	14 0	15 0	25 14	25 0	...	21 13	29 2	29 2	...	...	...	...	...	...	...	...	93 5	93 5	14 13	13 5
Cuddapah	11 13	11 13	...	...	13 3	13 3	14 14	14 14	26 14	26 14	29 0	29 0	30 0	28 8	...	...	...	...	...	...	...	...	140 0	140 0	14 6	14 6
Anantapur	10 10	10 10	...	...	12 13	12 13	15 2	15 2	33 0	33 0	32 0*	22 10	33 0	33 0	...	...	...	...	...	...	...	...	77 13	77 13	13 2	13 2
Bellary	13 6	13 6	...	...	12 13	12 13	14 10	14 10	29 14	29 14	26 5	26 5	35 14	35 14	...	...	...	...	...	...	...	...	97 3	97 3	13 11	13 11
Kurnool	10 3	10 13	...	...	13 8	13 2	14 5	15 11	35 10	32 14	28 13	28 13	...	...	...	...	...	...	...	...	...	...	114 6	114 6	13 5	13 11
Madras	10 10	10 10	...	...	11 3	11 3	13 0	13 2	23 0	23 0	23 3	23 14	28 6	28 10	...	...	...	...	...	...	...	...	86 5	86 5	14 10	14 10
Chingleput	...	...	...	...	12 6	12 6	13 10	14 5	...	...	17 3	17 3	27 6	27 6	...	...	...	...	...	...	...	...	97 3	97 3	14 0	14 0
North Arcot	8 13	8 13	...	...	11 10	11 3	14 8	14 2	...	...	...	...	37 10	37 10	...	...	...	...	...	...	...	...	194 6	194 6	11 5	13 5
South Arcot	9 0	9 0	...	...	14 6	14 6	15 5	15 5	23 8	23 8	28 8	28 8	27 0	27 0	...	...	...	...	...	...	...	...	201 11	201 11	14 6	14 6
Tanjore	9 3	9 10	...	...	14 2	14 2	16 11	16 11	...	...	29 0	30 8	31 11	31 11	...	...	...	...	...	...	...	...	166 3	166 3	14 11	14 11
Trichinopoly	8 10	8 10	...	...	11 14	11 8	12 11	12 11	22 6	22 6	26 0	26 0	26 3	26 3	...	...	...	...	...	...	...	...	196 13	232 13	13 13	14 10
Madura	10 2	10 2	...	...	12 10	12 10	13 8	13 2	22 11	22 11	23 8	23 8	27 14	26 6	...	...	...	...	...	...	...	...	131 3	131 3	15 6	15 6
Tinnevelly	9 14	9 14	...	...	11 2	11 2	12 13	12 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	70 0	70 0	16 8	16 8
Coimbatore	10 11	10 11	...	...	13 8	13 8	14 8	14 8	22 10	22 10	22 5	19 2	27 14	27 14	...	...	...	...	...	...	...	...	121 8	121 8	13 11	13 11
Nilgiris	10 11	10 11	...	...	10 0	9 10	12 13	11 3	18 8	19 5	16 13	16 13	21 10	20 3	...	...	...	...	...	...	...	...	161 13	161 13	11 0	12 0
Salem	8 8	10 3	...	...	12 3	12 3	13 3	13 3	30 14	29 2	26 3	29 8	30 13	34 3	...	...	...	...	...	...	...	...	186 10	186 10	14 10	14 10
South Canara	7 6	7 6	...	...	12 10	12 10	14 13	14 13	...	...	...	...	25 0	25 0	...	...	...	...	...	...	...	...	128 13	128 13	15 0	15 0
Malabar	8 10	8 10	...	...	13 6	13 6	13 13	13 13	...	...	...	...	23 6	23 6	...	...	...	...	...	...	...	...	155 8	155 8	14 6	14 6
BOMBAY.																										
Bombay	9 10	9 6	16 15	15 3	7 2	7 1	10 6	10 13	18 12	17 7	13 10	14 0	15 11	15 8	14 12	14 14	14 1	14 15	18 5	18 5	8 7	8 10	67 1	67 1	10 1	11 3
Dasknoi	...	9 0	...	20 0	...	6 8	...	11 0	...	13 0	...	14 0	...	...	...	20 0	...	12 8	...	...	...	10 0	...	80 0	...	16 8
Kaira	10 10	10 5	16 0	14 8	8 14	8 14	12 8	11 7	18 13	20 0	14 9	14 8	20 0	20 0	...	...	12 13	12 13	...	...	10 10	11 10	80 0	80 0	16 0	16 0
Surat	12 0	11 0	14 0	14 0	8 0	8 0	10 0	10 0	15 0	15 0	14 0	14 0	...	...	...	...	14 0	14 0	...	...	10 0	10 0	80 0	80 0	16 0	16 0
Broach	11 0	12 0	...	...	8 0	8 0	11 0	11 0	16 0	16 0	13 0	13 0	...	...	...	...	12 0	13 0	...	...	12 0	13 0	120 0	120 0	14 2½	14 2½
Tanna (Salsette)	8 13	...	...	...	8 3	...	10 0	...	15 4	...	14 6	...	...	...	...	...	12 5	...	...	...	8 0	...	71 2	...	15 4	...
Colába (Alibag)	...	...	...	...	...	...	...	11 4	...	...	...	...	...	...	...	...	...	...	...	...	...	8 2	...	90 0	...	13 1
Khandesh (Dhulia)	13 8	13 8	...	...	7 8	7 8	9 6	9 6	20 10	20 10	15 4	16 4	...	...	14 8	14 8	13 8	13 8	...	...	10 8	10 8	106 0	106 0	12 4	12 4
Násik	12 6	13 12	...	...	10 8	10 8	12 0	12 0	...	...	16 8	16 8	20 0	20 0	...	...	15 2	16 8	...	...	10 8	10 8	106 8	106 8	15 0	15 0
Ahmedanagar	12 4	12 6	...	...	8 2	8 0	9 3	9 1	24 0	25 4	17 8	18 15	...	...	...	...	18 8	18 14	...	...	16 0	14 4	91 7	91 6	14 4	14 4
Poona (City)	10 5	10 5	9 0	9 0	8 9	8 9	9 13	9 13	21 12	21 12	16 2	16 2	16 6	16 6	...	...	16 2	16 2	...	...	13 8	13 8	60 13	60 13	13 6	13 6
Sholápur	13 15	14 8	17 6	19 8	10 7	10 7	12 4	12 4	22 15	24 2	23 14	23 14	...	...	20 5	20 5	21 0	21 0	...	...	17 12	17 13	80 0	80 0	13 0	13 0
Bijapur	13 11	15 1	13 2	13 2	7 1	7 1	10 3	10 3	25 5	26 10	22 1	22 8	...	...	...	...	17 0	18 5	...	...	16 14	18 3	80 0	80 0	10 12	11 4
Satara	10 11	10 11	...	...	8 3	8 3	10 0	10 0	18 10	18 10	15 8	15 8	...	...	...	...	18 3	18 3	...	...	16 8	16 8	93 3	93 3	13 3	13 3
Belgaum	14 8	14 0	...	...	10 0	10 0	10 8	10 8	22 0	22 0	22 0	22 0	30 0	31 0	20 0	21 0	17 0	17 0	...	...	15 0	15 0	61 0	64 0	12 8	12 8
Dharwar (Hubli)	15 0	15 0	...	...	10 0	11 0	11 0	11 0	25 0	25 0	23 0	23 0	38 0	38 0	...	...	19 0	19 0	...	...	12 0	12 0	80 0	80 0	9 0	9 0
Ratnágiri	8 9	9 4	...	...	9 4	8 9	12 0	10 9	18 3	18 3	14 11	14 11	16 7	16 7	...	...	15 6	15 6	...	...	10 14	10 14	120 0	120 0	13 9	12 5
Kanara	10 5½	10 8	...	...	7 0	8 0	13 0	12 13½	21 0	16 0	...	...	23 0	22 4	13 0	13 0	13 0	13 0	...	...	11 8	11 8	213 5½	213 5½	13 0	13 0
Panch Mahals (Godhra)	8 0	8 0	...	...	8 0	8 0	11 3	11 3	...	...	12 4	12 3	19 0	17 7	...	...	13 3	13 2	19 0	20 0	10 0	12 6	160 0	160 0	16 0	15 7
Ahmedabad	...	8 0	...	...	...	6 3	...	8 0	...	...	...	11 3	...	...	...	...	...	11 3	...	...	...	5 9	...	65 5	...	32 0
Ashtagar Cantonment	13 1	14 0	...	...	10 0	9 14	11 0	11 0	17 1	18 0	17 2	19 0	...	...	17 1	18 2	14 8	14 9	...	...	10 0	10 0	160 0	160 0	11 0	11 0
Baroda Camp (Sadar Bazar)	8 9	9 2	8 9	11 3½	6 15	6 15	9 2	9 2	13 11	13 11	13 2½	13 2½	16 0	16 0	...	...	12 0	12 0	...	...	11 3½	9 13½	80 0	80 0	13 2½	13 2½
Disa Cantonment	11 0	10 6	...	...	7 4	7 4	9 0	9 0	16 8	16 8	15 14	16 0	...	...	...	...	10 4	9 14	...	...	10 4	9 14	150 0	150 0	14 0	14 0
Nimach Cantonment	11 8	11 7	15 6	16 12	8 0	8 0	10 0	10 0	16 12	17 8	14 0	14 0	...	...	...	...	16 6	16 2	17 0	17 6	12 0	12 0	160 0	160 0	14 0	14 0
Nasirabad Cantonment	11 8	11 8	15 0	15 11½	7 0	7 0	8 0	8 0	17 0	17 12½	14 0	13 5½	...	...	9 5½	10 0	16 0	17 8½	16 0	16 10	12 8	12 8	90 0	90 0	15 8	15 8
Rajkot Station	11 8	11 8	...	...	6 8	6 8	9 0	9 0	14 0	14 0	11 12	12 0	...	...	...	...	12 0	12 0	...	...	7 8	7 8	80 0	80 0	40 0	40 0
Upper Sind Frontier	13 0	13 0	17 0	17 0	10 0	10 0	15 0	15 0	24 0	24 0	20 0	20 0	...	...	...	...	15 0	15 0	...	...	13 5	13 5	160 0	160 0	12 8†	12 8†
Karachi	11 0	11 0	13 0	15 0	8 0	8 0	14 0	14 0	18 0	18 0	15 0	14 0	‡	‡	‡	‡	13 0	14 0	16 0	15 0	8 0	8 0	90 0	90 0	16 0	16 0
Hasdarabad (Gidu Bunder)	12 0	12 0	14 8	14 8	8 8	8 8	14 8	14 8	19 8	19 8	17 0	17 8	...	...	...	...	12 8	12 8	...	...	...	...	140 0	140 0	13 0	13 0
Shikarpur	11 12	11 12	15 10	14 8	10 10	10 5	12 4	12 4	20 0	20 4	22 12	20 12	...	...	...	...	14 12	14 8	...	...	10 0	10 12	160 0	160 0	14 0	14 2
Sukkur	14 0	14 0	18 12	18 8	10 0	10 0	16 0	15 8	24 0	24 0	19 0	19 0	...	...	...	...	16 12	17 0	...	...	11 8	12 0	130 0	120 0	14 8	14 2
Thar & Parkar (Umarkot)	12 8	12 11½	...	...	...	...	15 0	15 0	...	...	18 8	18 8	...	...	...	...	...	...	...	...	...	...	160 0	160 0	14 12½	14 12½
BENGAL.																										
Western Districts.																										
Burdwan	16 2	16 0	§		16 2	15 0	22 14	23 4	...	...	...	...	...	...	...	...	26 0	24 0	§	§	26 8	24 8	120 0	120 0	13 12a	13 12
Bankoora	15 0	15 8	20 0	20 0	17 0	17 0	20 5½	19 14	...	...	...	...	...	...	...	...	19 0	19 8	36 0	36 0	19 0	20 0	320 0	320 0	12 0	12 0
Beerbhoom	16 8	16 8	...	...	16 8	16 8	22 0	22 8	...	...	...	...	...	...	...	...	25 0	25 0	...	...	15 0	15 0	160 0	160 0	12 12b	12 12
Midnapore	15 0	15 0	...	...	18 0	18 0	22 0	23 0	...	...	...	...	...	...	...	...	18 0	17 0	...	...	13 0	13 0	120 0	120 0	13 0c	13 0
Hooghly	14 0	14 0	...	...	10 0	10 0	15 8	16 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	13 0	13 0	120 0	120 0	13 0d	13 0
Howrah	‖	15 0	...	...	13 4	13 4	18 0	18 0	...	...	...	...	...	...	...	...	22 8	22 0	...	...	13 4	13 4	100 0	100 0	12 13	12 13
Central Districts.																										
Calcutta	14 2	14 2	20 4	20 4	8 13	8 12	16 8	16 8	...	§	12 4	12 4	16 4	16 4	8 12	8 12	19 14	19 12	23 8	23 0	17 0	17 2	80 0	80 0	13 4	13 4
24-Pergunnahs	14 0	14 0	26 8	27 0	8 0	8 0	17 8	17 4	...	...	...	...	...	...	13 4	13 4	22 8	20 0	22 8	...	17 8	18 4	100 0	100 0	13 0d1	12 8
Nuddea	16 10	16 6	32 0	36 0	13 5½	14 10	18 12	18 12	...	...	...	...	...	...	...	...	26 10	26 10	...	...	22 14	17 12	...	...	11 10½e	11 10½
Khoolna	...	...	...	...	18 0	18 0	21 0	21 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	10 8f	10 8
Jessore	11 8	11 7	...	...	16 0	16 0	23 0	24 0	...	...	...	...	...	...	...	...	24 0	26 0	...	...	20 0	20 0	100 0	100 0	10 12g	10 12
Moorshedabad	17 0	16 12	...	...	14 0	13 4	23 0	22 0	...	...	...	...	...	...	...	...	29 0	30 0	...	...	17 0	12 0	190 0	190 0	11 8h	12 0
Dinagepore	16 0	16 4	25 0	24 0	17 14	18 4	21 6	25 8	...	...	...	...	...	...	...	...	24 0	22 8	...	...	...	...	160 0	160 0	12 4	12 8
Rajshahye	18 0	18 0	45 0	45 0	16 8	16 14	24 0	24 0	...	...	...	...	...	...	...	...	28 2	28 2	...	...	17 4	17 4	240 0	240 0	12 0i	12 0
Rungpore	17 12	17 12	...	...	14 4	14 4	20 0	20 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	8 10	8 10	...	120 0	12 4k	12 4
Bogra	12 0	15 0	...	...	15 0	15 12	26 4	25 8	...	...	...	...	...	...	...	...	19 8	19 8	...	...	...	...	90 0	90 0	12 0	12 0
Pubna	18 0	17 8	...	...	8 0	8 0	22 8	21 0	...	...	...	...	...	...	...	...	27 8	27 8	...	...	18 0	18 0	200 0	200 0	12 0l	12 0
Darjeeling	10 0	10 0	12 0	13 0	5 0	6 0	12 0	13 0	...	...	...	...	15 0	14 0	...	...	11 0	11 0	27 0	25 0	8 0	8 0	120 0	120 0	9 0m	9 0
Jalpaiguri	12 0	12 0	16 0	16 0	13 0	13 0	20 0	20 0	...	...	...	...	...	...	...	...	20 0	20 0	25 0	25 0	12 0	11 0	128 0	128 0	12 0n	12 0
Eastern Districts.																										
Dacca	16 0	16 0	26 0	26 0	17 0	17 0	20 0	20 0	...	...	...	...	...	...	...	...	19 0	19 0	...	...	18 8	18 8	120 0	120 0	12 8o	12 8
Fureedpore	14 0	20 0	40 0	40 0	18 0	18 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	160 0	160 0	12 0p	12 0
Backergunge	...	...	...	...	17 0	17 0	20 0	20 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	12 0	12 0	120 0	120 0	12 8q	12 8
Mymensingh	12 0	12 0	...	...	12 0	12 0	18 8	18 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	...	...	12 2r	12 2
Chittagong	14 0	14 0	...	...	12 0	14 0	22 0	21 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	8 0	75 0	80 0	12 0s	11 0
Noakholly	...	...	...	...	19 0	20 0	21 0	22 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	...	...	10 0t	10 0

* Fall in the price due to recent harvest. † In common use. ‡ Not procurable. § No sale. ‖ Not available.

a In sub-divisions retail prices of salt per rupee were:—Culna 12 seers, and Cutwa and Raneegunge 13 seers.
b At Rampore Haut retail price of salt 13 seers per rupee.
c In sub-divisions retail prices of salt per rupee were:—Tumlook 11 seers, Ghatal 13-4 seers, and Contai 12-8 seers.
d In sub-divisions retail prices of salt per rupee were:—Serampore 12-8 seers, and Jehanabad 13 seers.
d1 In sub-divisions retail prices of salt per rupee were:—Baraset and Dum-Dum 12 seers, Bussirhat 13 seers, Diamond Harbour (Kulpihat) 10-8 seers, and Barrackpore 12-12 seers.
e In sub-divisions retail prices of salt per rupee were:—Kooshtea 13-5 seers, Meherpore and Chuadanga 12 seers, and Ranaghat 10-14 seers.
f At Satkhira retail price of salt 11 seers per rupee.
g In sub-divisions retail prices of salt per rupee were:—Jhenida and Narail 12 seers, Magoora 10-12 seers, and Bongong 13 seers.
h In sub-divisions retail prices of salt per rupee were:—Lalbagh 13 seers, and Jungipore and Kandi 12-8 seers.
i In Nattore and Nowgong sub-divisions retail price of salt 12 seers per rupee.
k In sub-divisions retail prices of salt per rupee were:—Nilphamari 13 seers, and Kurigram 10-14 seers.
l At Serajgunge retail prices of salt 12 seers per rupee.
m At Silliguri retail price of salt 11-8 seers per rupee.
n At Fallacotta in the Alipore sub-division retail price of salt 10 seers per rupee.
o In sub-divisions retail prices of salt per rupee were:—Munshigunge 10 12 seers, and Naraingunge 11-4 seers.
p In sub-divisions retail prices of salt per rupee were:—Goalundo 12 seers, and Madaripur 12-8 seers.
q In sub-divisions retail prices of salt per rupee were:—Patuakhali 9-9 seers, Perozepore 11 seers, and Bhola 10-8 seers.
r In sub-divisions retail prices of salt per rupee were:—Kishoregunge 12-5 seers, Attea 12 seers, and Netrokona 10 seers.
s At Cox's Bazar retail price of salt 11 seers per rupee.
t At Panchgatchia in the Fenny sub-division retail price of salt 10 seers per rupee.

RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1887—*continued.*

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet *Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
BENGAL—*continued.*																										
Eastern Districts—*continued.*																										
Tipperah	13 5	14 4	...	...	16 15	13 8½	23 15½	23 10	...	...	...	...	...	...	...	...	18 8	17 4	...	...	8 13½	10 1	...	...	12 0*u*	12 0
Chittagong Hill Tracts	...	...	...	...	13 5	14 0	16 0	15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	12 0	12 0	...	...	12 0	12 0	26 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	16 0	16 0	...	...	11 0	11 0
Behar.																										
Patna	20 0	20 0	30 0	31 0	12 0	12 0	23 0	22 0	28 0	24 0	28 0	25 0	32 0	25 0	30 0	28 0	30 0	31 0	32 0	32 0	23 0	24 0	120 0	120 0	13 0	13 0
Gya	15 0	16 0	31 0	30 0	10 0	10 0	17 0	17 0	...	...	...	...	...	...	22 0	22 0	27 0	27 0	...	...	22 0	20 0	140 0	150 0	11 0	11 0
Shahabad	16 0	16 0	20 0	20 0	9 0	9 0	16 0	16 0	...	...	...	...	...	...	...	...	23 0	23 0	...	...	16 0	16 0	120 0	120 0	12 8*v*	12 8
Durbhunga	17 8	18 0	35 0	35 0	14 8	14 0	22 0	16 0	...	...	...	...	35 0	35 0	...	...	25 0	27 0	32 8	32 0	17 0	17 0	160 0	160 0	12 4*w*	13 8
Mozufferpore	20 0	22 0	35 0	30 0	12 0	12 0	24 0	22 0	...	...	...	...	30 0	30 0	...	...	32 0	30 0	33 0	35 0	19 0	20 0	120 0	120 0	12 0*x*	12 0
Sarun	15 0	15 8	28 0	29 0	9 0	9 0	21 0	21 0	...	...	...	...	27 0	28 0	15 0	15 0	24 0	24 0	30 8	29 0	22 0	22 0	160 0	160 0	12 0*y*	12 0
Chumparun	18 0	19 0	40 0	34 0	8 0	8 0	17 0	18 0	...	...	...	...	...	...	...	...	30 0	24 0	31 0	...	20 0	20 0	...	...	12 0*z*	12 0
Monghyr	20 0	21 0	31 8	33 9	13 14	13 14	16 0	16 12	...	...	...	...	...	...	21 0	21 0	29 12	27 14	33 8	31 8	20 0	21 0	126 0	126 0	12 9*a1*	12 9
Bhagalpur	17 10	16 6	32 12	30 5	15 2	15 2	18 15	17 10	...	...	...	...	...	...	...	...	29 0	27 12	30 5	30 5	21 7	21 7	151 8	164 0	12 10*a2*	12 10
Purneah	20 0	20 0	40 0	28 0	13 0	13 0	18 0	18 0	...	...	...	...	32 0	32 0	16 0	20 0	26 0	20 0	...	*	16 0	16 0	160 0	160 0	10 8*a3*	11 0
Maldah	20 0	20 0	...	...	14 0	14 0	22 13	24 0	...	...	...	...	...	...	...	...	28 0	28 0	...	...	...	...	160 0	120 0	11 12	12 0
Sonthal Pergunnahs	14 0	16 0	...	...	16 0	16 0	21 0	22 0	...	...	...	...	...	...	...	...	24 0	22 0	40 0	40 0	24 0	24 0	200 0	200 0	11 8*a4*	11 8
Orissa.																										
Cuttack	17 1	15 12	...	...	10 8	10 8	18 6	18 6	...	...	...	...	...	...	...	...	17 1	17 1	...	...	17 1	17 1	80 0	80 0	14 0	14 0
Pooree	14 7	11 13	...	...	11 13	11 13	18 6	18 6	...	...	...	...	...	...	...	...	13 2	11 13	...	...	13 2	13 2	70 0	70 0	13 2	13 2
Balasore	15 0	13 0	13 0	13 0	13 0	14 0	27 0	27 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	13 0	160 0	160 0	11 0*a5*	10 8
CHOTA NAGPORE.																										
South-Western Frontier Agency.																										
Hazáribágh	17 0	19 0	21 0	21 0	10 0	9 0	19 0	19 0	†	†	†	†	28 0	31 0	†	†	21 0	21 0	27 0	28 0	24 0	22 0	320 0	320 0	10 0*a6*	10 0
Lohardugga	17 0	20 0	20 0	21 0	16 0	16 0	20 0	22 0 (new)	...	...	...	...	36 0	40 0	...	...	22 0	22 0	32 0	35 0	22 0	22 0	120 0	120 0	10 8	10 8
Singbhoom	20 0	20 0	32 0	32 0	20 0	20 0	24 0	24 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	320 0	320 0	9 0	9 0
Manbhoom	16 0	16 0	30 0	...	15 0	16 0	24 0	22 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	22 0	22 0	...	...	10 10*a7*	10 10
ASSAM.																										
Sylhet	16 0	13 0	...	...	14 0	12 4	24 8	20 0	...	...	...	...	...	...	...	...	17 8	17 12	...	...	13 0	13 4	108 0	108 0	12 8	12 4
Cáchár	9 6½	11 6½	...	...	8 14½	9 6½	17 12½	17 12½	...	...	...	...	...	...	...	...	20 0	16 0	...	...	11 6½	11 6½	64 0	64 0	11 13½	11 13½
Goálparé	20 0	20 0	...	...	8 0	8 0	17 8	18 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	11 0	11 0	80 0	80 0	11 0	11 0
Gáro Hills	8 0	8 0	...	...	6 0	6 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	9 0	9 0	160 0	160 0	8 0	8 0
Kámrup	16 0	16 0	...	...	8 0	8 0	20 0	18 0	...	...	...	...	...	...	...	...	14 0	13 0	...	...	11 0	11 0	160 0	160 0	11 0	12 0
Darrang	7 0	7 0	...	...	16 0	16 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	10 0	10 0	150 0	150 0	10 0	10 0
Nowgong	8 0	8 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	120 0	120 0	10 0	10 0
Sibsagar	...	...	...	...	14 0	15 0	18 0	18 0	...	...	...	...	...	...	...	...	14 0	13 0	...	...	10 0	9 8	140 0	160 0	9 8	10 0
Lakhimpur	9 0	8 0	...	...	10 0	10 0	18 0	16 0	...	...	...	...	...	...	...	...	13 0	12 0	8 0	8 0	10 8	11 0	160 0	160 0	10 0	9 8
Khási and Jaintiá Hills	...	...	...	...	6 0	6 8	9 8	9 0	...	...	...	...	...	...	...	...	9 0	9 0	16 0	16 0	7 8	7 5	100 0	100 0	8 0	9 0
Nágá Hills	...	...	...	...	...	...	8 0	8 0	...	...	...	...	...	...	...	...	3 8	3 8	...	...	4 0	4 0	60 0	70 0	4 0	3 8
N.-W. PROVINCES.																										
Dehra Dun	12 8	12 8	16 0	16 0	7 0	7 0	11 0	11 8	12 0	12 0	13 0	13 0	18 0	18 0	...	...	17 0	16 0	21 0	21 0	14 0	14 0	160 0	160 0	11 0	11 0
Saháranpur	14 8	14 8	16 2	16 2	8 9½	8 9½	12 5½	12 5½	16 2	16 2	19 5½	12 5½	21 8	21 8	21 8	21 8	18 5½	18 4½	21 8	21 8	18 5½	18 4½	129 0	129 0	12 5½	12 5½
Muzaffarnagar	14 13	14 13	18 11	18 11	6 9	6 9	13 4	13 4	19 12	19 12	17 10	17 10	16 8	16 8	15 6	15 6	19 4	19 4	19 12	19 12	15 6	15 6	132 0	132 0	13 8	12 10
Meerut	14 0	14 0	18 0	18 0	6 0	6 0	13 0	13 4	18 0	18 0	15 8	16 8	18 0	17 0	16 0	17 0	19 0	19 8	18 8	19 0	22 8	22 8	100 0	100 0	13 8	13 8
Bulandshahr	14 8	15 0	18 8	19 8	8 8	5 8	11 8	11 8	20 8	22 0	17 0	18 8	...	...	16 0	17 0	19 0	20 12	18 8	21 0	15 0	17 0	160 0	140 0	12 0	13 0
Aligarh	13 0	14 4	16 8	18 8	5 8	5 8	11 8	11 8	18 0	18 0	16 8	17 0	...	...	15 8	15 8	18 0	17 0	21 0	22 0	26 0	26 0	140 0	120 0	14 0	13 0
Kumaun	14 0	14 0	14 0	14 0	11 0	12 0	12 0	12 0	...	...	...	...	24 0	22 0	28 0	20 0	12 0	13 0	20 0	16 0	11 0	11 0	160 0	160 0	8 0	14 0
Garhwál	14 8	14 0	21 0	20 0	8 8	8 0	13 0	13 0	...	...	...	...	...	...	...	...	10 8	10 0	...	...	8 8	8 0	165 0	160 0	8 0	8 0
Bijnor	13 8	14 10	19 2	21 6	11 13	12 6	12 10½	13 8	...	...	16 0	18 0	...	...	...	...	17 12	17 12	...	21 6	...	...	135 0	160 0	12 2	11 13
Moradabad	14 0	14 8	19 4	19 4	10 0	10 4	13 8	13 8	20 8	20 8	18 12	18 12	...	...	25 0	25 0	18 2	18 2	22 12	22 0	23 0	24 0	125 0	135 0	13 12	13 12
Budaun	13 8	14 6½	18 9½	18 9½	6 0	6 0	12 8	12 0	19 3	19 3	18 0	18 9½	...	...	...	...	17 6½	20 6½	21 0	24 0	24 0	25 3	192 0	125 0	12 9½	13 12
Bareilly	12 3	13 2	16 4	16 4	6 4	6 4	12 8	13 12	18 2	18 2	17 8	16 14	...	25 0	16 14	20 0	15 10	16 14	21 4	20 10	20 0	19 6	125 0	125 0	12 8	12 8
Sháhjahánpur	13 0	13 8	15 0	14 8	9 0	10 0	14 0	15 0	17 0	17 0	18 8	18 0	...	...	24 0	24 0	17 8	18 0	24 0	23 0	18 0	20 0	140 0	140 0	12 8	12 8
Tarái Pergunnahs	15 10	‡	22 8	‡	10 0	‡	13 2	‡	23 12	‡	20 0	‡	...	‡	27 8	‡	16 4	‡	25 0	‡	18 0	‡	100 0	‡	11 4	‡
Muttra	13 0	12 9	16 8	16 8	8 0	7 8	12 0	12 8	17 0	18 0	15 8	16 0	...	...	16 0	16 0	17 0	17 0	21 0	18 8	22 0	23 8	120 0	120 0	11 0	14 0
Agra	12 8	12 8	14 12	15 8	5 0	5 0	11 8	11 0	15 4	15 0	14 12	16 0	...	...	14 0	14 0	18 0	18 0	20 8	20 8	13 0	15 0	100 0	100 0	14 0	14 0
Farukhabad	11 9	13 0	15 8	15 8	6 8	6 8	14 0	14 0	17 5½	18 8	17 0	18 0	...	...	26 0	26 0	17 0	20 0	20 8	21 0	20 8	20 8	160 0	140 0	12 0	12 4
Mainpuri	13 4	13 4	15 12	15 12	4 8	...	9 8	9 8	...	...	15 8	15 8	...	...	...	...	16 8	16 8	21 2	20 2	20 8	20 8	160 0	160 0	13 2	13 2
Etáwah	12 10	13 0	15 4	15 8	6 0	6 0	12 8	11 4	16 4	17 4	16 4	17 4	14 10	16 0	13 8	14 4	17 8	19 0	21 0	21 0	20 8	20 8	120 0	120 0	12 0	12 0
Etah	13 2	14 4	15 0	17 12	7 0	7 0	14 0	15 0	14 12	17 4	14 4	16 4	‡	...	17 12	20 0	20 0	20 0	17 12	...	15 8	15 8	120 0	120 0	13 2	13 2
Jalaun	‡	16 0	‡	20 0	‡	9 0	‡	10 0	‡	24 0	‡	22 0	‡	...	‡	15 0	‡	21 0	‡	22 0	‡	24 0	‡	140 0	‡	12 0
Jhánsi	15 4	15 1	22 8	21 14	8 3	8 0	12 8	12 8	20 8	...	18 8	18 8	...	...	...	...	19 4	19 4	...	...	22 8	22 8	200 0	200 0	12 0	12 0
Lalitpur	14 12	14 0	18 0	17 0	9 0	9 0	11 0	11 0	18 0	18 0	16 0	16 0	22 0	28 0	28 0	23 0	18 0	17 8	19 0	19 0	12 0	12 0	160 0	160 0	11 0	11 0
Cawnpore	14 8	15 4	18 8	18 4	10 8	10 8	14 0	14 0	20 8	§	18 8	18 8	§	§	23 0	25 0	20 8	19 8	25 0	24 0	23 0	23 0	150 0	150 0	14 0	14 0
Fatehpur	12 8	13 0	15 8	16 8	13 4	13 0	14 4	15 9	17 0	...	19 0	...	...	...	...	...	17 8	19 0	...	...	21 12	22 8	160 0	160 0	11 8	11 8
Bánda	17 8	17 8	21 0	21 0	10 0	11 0	16 0	12 0	25 0	25 0	21 0	21 0	30 0	30 0	24 0	24 0	24 0	24 0	...	...	19 0	19 0	160 0	120 0	11 0	11 0
Allahabad	12 12	13 0	18 0	18 0	8 0	8 0	14 0	13 12	22 12	23 0	17 8	19 4	24 0	24 0	19 0	19 0	20 0	22 12	20 0	20 0	18 0	18 0	120 0	120 0	12 0	11 4
Hamírpur	18 6	17 6	20 13	20 10	8 0	8 0	13 13	13 2	24 6	22 7	20 13	19 10	...	...	...	...	23 0	20 13	...	...	...	...	140 0	140 0	12 10	12 3
Jaunpur	12 8	13 4	16 8	16 8	7 0	7 0	14 8	14 0	23 0	25 0	...	...	...	...	...	...	19 0	18 8	...	...	...	...	137 0	137 8	11 0	11 4
Gorakhpur	14 13½	14 13½	21 9½	20 12	10 13	10 6½	18 0	18 0	25 3	...	18 0	...	28 13	28 13	27 0	27 0	22 2	23 0	27 0	28 13	17 9½	18 0	140 0	140 0	12 13	12 6½
Basti	17 0	‡	20 0	‡	10 0	‡	15 0	‡	...	‡	...	‡	...	‡	...	‡	20 8	‡	28 0	‡	22 0	‡	140 0	120 0	11 8	‡
Azamgarh	14 0	14 12	17 11	17 11	10 5	10 5	16 4	17 11	...	...	19 3	20 10	...	...	...	...	22 2	22 10	23 6	23 10	14 0	15 8	177 8	177 8	11 0	11 2
Mirzapur	13 0	13 0	20 0	20 0	8 0	8 0	14 0	14 0	17 0	17 0	18 0	18 0	21 0	21 0	20 0	20 0	20 0	20 0	21 0	21 0	22 0	22 0	80 0	80 0	11 0	11 0
Benares	13 4	13 0	17 14	17 14½	10 5	10 5	17 14	17 14	17 14	18 2	16 13	17 14	19 0	21 2	24 6	24 6	19 0	19 8	23 5	24 6	19 0	20 6	100 0	120 0	11 13	11 13
Gházipur	14 13	14 12	19 5	19 15½	7 11	7 7	15 7	15 7	20 9½	20 9½	19 5	19 5	36 1	36 1	15 7	15 7	22 8	23 3	23 3	23 3	22 8½	22 8½	154 8	154 8	10 15½	10 15½
Balia	14 4	14 4	19 12	20 8	10 4	10 4	16 4	16 4	21 8	...	20 8	...	...	...	15 0	16 0	22 8	23 12	23 2	24 8	20 4	20 8	100 0	100 0	12 0	12 0
Pilibhít	13 12	13 12	20 0	20 0	10 0	15 0	15 0	...	...	...	...	...	...	...	...	...	16 4	17 8	22 8	22 8	20 0	23 12	150 0	150 0	11 4	11 4
OUDH.																										
Sultánpur	16 0	16 0	21 0	21 0	9 0	9 0	16 0	16 0	13 0	13 0	16 0	16 0	40 0	40 0	20 0	20 0	20 0	20 0	16 0	16 0	23 0	23 0	160 0	160 0	12 0	12 0
Partábgarh	14 8	15 0	19 12	19 8	15 0	14 8	17 0	16 0	22 0	...	19 4	19 0	...	...	...	...	20 0	20 0	...	...	17 0	18 0	180 0	180 0	11 8	11 8
Fyzabad	14 0	14 0	15 8	17 0	10 0	10 0	16 0	16 0	13 8	11 8	17 0	12 0	16 0	17 0	16 0	16 0	20 0	19 8	26 0	25 8	18 0	18 4	120 0	100 0	11 8	11 8
Kheri	14 10	15 4	18 0	18 0	8 0	8 0	17 0	17 0	28 0	28 0	27 0	25 0	40 0	40 0	24 0	24 0	17 0	17 0	29 0	29 0	15 0	13 0	120 0	120 0	12 0	12 0
Lucknow	12 14½	13 10½	15 8	15 10½	6 0	6 0	13 8	13 7	20 0	21 0	18 0	18 13	25 0	26 0	26 0	26 0	17 5	17 1½	24 0	23 4	20 8	20 6	140 0	140 0	11 8	11 8
Bára Banki	13 4	14 0	15 0	15 0	7 0	7 0	13 0	13 0	22 0	22 0	20 0	22 0	24 0	24 0	20 0	21 0	16 0	17 0	25 0	25 0	21 0	21 0	120 0	120 0	11 12	12 0
Bahraich	16 0	16 0	22 0	23 0	13 0	13 0	17 0	17 0	32 0	25 0	21 0	20 8	...	...	...	...	22 0	22 0	34 0	35 0	19 0	21 0	160 0	160 0	12 0	12 0
Rai Bareli	13 14	14 8	16 4	17 0	7 0	7 0	15 0	16 0	21 0	22 8	20 8	20 8	26 0	28 0	20 0	20 0	17 0	17 12	20 0	20 0	24 0	24 0	180 0	180 0	12 0	11 8
Sitapur	13 8	15 0	17 8	19 0	8 0	8 0	16 0	16 0	21 0	19 0	20 8	20 8	...	...	23 0	24 0	19 0	18 0	26 8	27 0	20 0	20 0	160 0	160 0	12 8	12 8
Gonda	16 8	16 8	15 12	17 8	15 4	14 0	17 4	17 4	20 12	20 0	22 4	16 8	28 0	28 0	18 4	18 8	20 12	21 4	30 14	32 0	20 8	20 8	200 0	200 0	12 4	12 4
Unáo	13 0	13 8	16 0	16 0	9 0	9 0	15 0	15 0	18 0	19 0	18 0	18 0	...	...	19 0	20 0	18 0	18 0	22 0	22 0	16 8	16 8	160 0	160 0	12 0	12 0
Hardoi	13 8	15 0	17 0	17 8	7 0	7 0	14 0	13 0	20 0	...	18 0	18 0	...	...	...	...	17 8	20 0	24 0	28 0	20 0	26 0	120 0	120 0	12 0	12 0

* No sale. † Not procurable. ‡ Return not received. § No sales in market.

u At Chandpore retail price of salt 11-8 seers per rupee.
v In sub-divisions retail prices of salt per rupee were:—Sasseram 12 seers, Buxar 12-8 seers.
w In sub-divisions retail prices of salt per rupee were:—Madhubani 11 seers and Tajpore 12 seers.
x In sub-divisions retail prices of salt per rupee were:—Hajipore 12 seers, and Sitamurhi 11 seers.
y In sub-divisions retail prices of salt per rupee were:—Sewan 12 seers and Gopalgunge 12-2 seers.
z At Bettiah retail price of salt 11-8 seers per rupee.
a1 In sub-divisions retail prices of salt per rupee were:—Begusserai 11 seers and Jamui 11-8 seers.
a2 In Banka, Mudhepurah and Soopole sub-divisions retail price of salt 11 seers per rupee.
a3 In sub-divisions retail prices of salt per rupee were:—Kishengunge 10 seers and Arrareah (at Ranigunge) 10 seers.
a4 In sub-divisions retail prices of salt per rupee were:—Deoghur 13 seers, Godda 11 seers, Pakour 12 seers.
a5 At Bhuddruck retail price of salt 9-8 seers per rupee.
a6 At Kharagdiha in the Giridih sub-division retail price of salt 12 seers per rupee.
a7 At Govindpore retail price of salt 12 seers per rupee.

RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1887—*continued.*

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLUM (*Sorghum vulgare*).		BAJRA OR CUMBU (*Pennisetum typhoideum*).		MARUA OR RAGI (*Eleusine coracana*).		KANGNI OR KAKUN, ITALIAN MILLET (*setaria italica*).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (*Cicer arietinum*).		MAIZE (*Zea Mays*).		ARHAR OR THUR CADJAN PEA (*Cajanus indicus*).		FIREWOOD.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
PUNJAB.																										
Hissar	13 0	14 0	17 0	13 0	...	...	10 0	8 0	23 0	20 0	20 0	20 0	...	...	...	...	23 0	21 0	20 0	...	20 0	...	100 0	100 0	13 0	13 0
Rohtak	14 0	13 0	15 0	15 0	...	...	11 0	11 0	22 0	22 0	19 0	19 0	...	...	...	...	23 0	24 0	21 0	21 0	20 0	20 0	120 0	120 0	13 0	13 0
Gurgaon	14 0	14 0	17 0	17 0	...	...	...	...	18 0	18 0	16 0	17 0	...	...	...	...	20 0	21 0	18 0	18 0	20 0	...	130 0	130 0	...	...
Delhi	14 0	14 0	16 0	16 0	...	...	12 0	12 0	20 0	17 0	15 0	16 0	...	...	14 0	14 0	20 0	21 0	20 0	19 0	22 0	23 0	70 0	70 0	13 0	12 0
Karnál	14 0	14 0	16 0	18 0	...	...	12 0	12 0	23 0	22 0	18 0	18 0	20 0	20 0	16 0	16 0	21 0	21 0	21 0	23 0	20 0	20 0	140 0	140 0	12 0	12 0
Umballa	14 0	15 0	17 0	17 0	...	...	13 0	13 0	24 0	24 0	16 0	16 0	20 0	20 0	16 0	16 0	21 0	22 0	21 0	24 0	18 0	18 0	140 0	160 0	14 12	14 8
Simla	...	13 0	...	14 0	...	...	...	9 0	...	14 0	...	11 0	...	19 0	...	12 0	...	17 0	...	16 0	...	11 0	...	70 0	...	10 0
Kángra	13 0	13 0	18 0	20 0	...	...	12 0	12 0	13 0	13 0	10 0	10 0	22 0	24 0	8 0	11 0	14 0	14 0	15 0	16 0	13 0	12 0	120 0	120 0	12 0	12 0
Hoshiarpur	15 0	14 0	18 0	17 0	...	...	10 0	10 0	18 0	18 0	16 0	16 0	12 0	12 0	20 0	20 0	19 0	19 0	18 0	18 0	16 0	16 0	120 0	120 0	15 0	15 0
Jullundur	13 0	14 0	16 0	20 0	...	...	8 0	8 0	19 0	18 0	15 0	14 0	...	...	18 0	18 0	18 0	19 0	19 0	20 0	...	...	110 0	110 0	14 8	14 8
Ludhiána	14 0	15 0	19 0	19 0	...	...	12 0	13 0	21 0	21 0	19 0	17 0	...	...	17 0	19 0	20 0	20 0	20 0	20 0	14 0	16 0	120 0	120 0	15 0	15 0
Ferozepore	14 0	15 0	19 0	21 0	...	...	11 0	11 0	18 0	20 0	17 0	16 0	...	...	16 0	16 0	19 0	21 0	20 0	20 0	12 0	13 0	90 0	90 0	...	...
Mooltan	14 0	14 0	17 0	17 0	...	...	10 0	10 0	18 0	18 0	17 0	17 0	...	...	18 0	18 0	17 0	17 0	18 0	18 0	...	...	100 0	100 0	14 0	...
Jhang	13 0	13 0	18 0	17 0	...	...	10 0	10 0	17 0	16 0	16 0	15 0	18 0	16 0	14 0	16 0	17 0	17 0	15 0	17 0	10 0	10 0	200 0	160 0	15 0	15 0
Montgomery	15 0	15 0	18 0	18 0	...	...	12 0	10 0	18 0	19 0	15 0	...	...	...	20 0	24 0	19 0	19 0	16 0	18 0	12 0	12 0	200 0	200 0	12 0	12 0
Lahore	14 0	14 0	18 0	18 0	...	...	10 0	11 0	19 0	20 0	18 0	18 0	...	...	22 0	22 0	19 0	18 0	19 0	20 0	12 0	12 0	110 0	165 0	14 0	14 0
Amritsar	15 0	15 0	16 0	18 0	...	...	12 0	10 0	20 0	19 0	16 0	12 0	...	...	20 0	20 0	18 0	19 0	19 0	21 0	...	...	90 0	90 0	16 0	16 0
Gurdáspur	16 0	18 0	21 0	22 0	...	...	14 0	14 0	17 0	18 0	12 0	12 0	...	...	10 0	10 0	18 0	18 0	19 0	20 0	8 0	8 0	120 0	120 0	15 0	14 0
Siálkot	14 0	16 0	20 0	24 0	...	...	13 0	13 0	22 0	25 0	18 0	19 0	...	...	25 0	30 0	19 0	20 0	18 0	21 0	12 0	18 0	120 0	120 0	15 0	15 0
Gujrát	13 0	14 0	17 0	17 0	...	...	12 0	12 0	17 0	17 0	17 0	17 0	...	...	10 0	10 0	17 0	17 0	17 0	17 0	11 0	11 0	120 0	120 0	16 0	16 0
Gujránwála	14 0	14 0	19 0	19 0	...	...	11 0	11 0	17 0	17 0	10 0	10 0	...	...	10 0	10 0	18 0	17 0	18 0	18 0	8 0	8 0	120 0	120 0	15 0	15 0
Shahpur	12 0	12 0	15 0	15 0	...	...	9 0	9 0	16 0	16 0	15 0	15 0	18 0	20 0	15 0	15 0	16 0	16 0	16 0	16 0	10 0	10 0	240 0	240 0	16 0	16 0
Jhelum	13 0	14 0	18 0	18 0	...	...	12 0	12 0	...	...	16 0	16 0	...	...	...	...	...	...	17 0	17 0	...	...	140 0	130 0	16 0	16 0
Ráwalpindi	13 0	13 0	18 0	17 0	...	...	9 0	9 0	17 0	18 0	16 0	18 0	...	...	14 0	14 0	18 0	17 0	16 0	17 0	17 0	18 0	80 0	80 0	16 0	16 0
Hazára	13 0	13 0	19 0	18 0	...	...	11 0	10 0	...	...	14 0	14 0	...	...	14 0	14 0	17 0	16 0	18 0	18 0	27 0	23 0	100 0	80 0	12 0	12 0
Peshawar	12 0	12 0	19 0	19 0	...	...	10 0	10 0	17 0	14 0	16 0	16 0	...	...	22 0	21 0	16 0	16 0	18 0	18 0	...	...	87 0	94 0	35 0	35 0
Kohát	11 0	11 0	17 0	17 0	...	...	11 0	12 0	20 0	20 0	16 0	17 0	...	...	12 0	12 0	14 0	14 0	17 0	18 0	...	...	100 0	100 0	55 0	51 0
Bannu	12 0	12 0	18 0	18 0	...	...	11 0	11 0	18 0	19 0	14 0	16 0	8 0	8 0	8 0	8 0	16 0	17 0	18 0	21 0	11 0	12 0	60 0	60 0	40 0	40 0
D. I. Khán	12 0	12 0	14 0	16 0	...	...	9 0	9 0	16 0	17 0	15 0	15 0	15 0	15 0	5 0	5 0	16 0	16 0	15 0	14 0	13 0	13 0	113 0	113 0	41 0	40 0
D. G. Khán	13 0	13 0	17 0	13 0	...	...	11 0	13 0	18 0	18 0	17 0	16 0	...	...	...	...	16 0	15 0	...	15 0	...	...	75 0	75 0	20 0	25 0
Muzaffargarh	13 0	13 0	15 0	16 0	...	...	12 0	12 0	16 0	14 0	16 0	14 0	...	...	...	...	15 0	15 0	...	...	11 0	12 0	110 0	110 0	13 0	13 0
CENTRAL PROVINCES.																										
Saugor	16 3	15 7	...	...	8 10	8 10	9 10	9 10	...	...	...	...	...	...	...	...	18 14	18 3	...	...	13 0	12 8	160 0	160 0	10 0	9 4
Damoh	20 0	20 0	...	...	13 5	12 5	15 0	13 5	...	...	...	...	...	...	...	...	21 13	24 0	...	...	12 13	...	200 0	200 0	9 13	9 13
Jubbulpore	15 12	15 0	...	...	10 0	10 8	12 8	15 0	...	...	...	...	...	...	...	...	21 8	20 0	...	...	14 0	13 0	120 0	120 0	11 0	11 0
Mandla	22 8	22 8	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	29 0	29 0	...	...	16 0	16 0	256 0	256 0	10 8	10 8
Seoni	17 15	18 11	...	...	10 15	10 15	16 9	16 9	...	...	...	...	...	...	...	...	17 15	17 15	...	...	12 7	12 7	200 0	200 0	10 11	10 11
Narsinghpur	15 7	15 7	...	...	10 8	10 8	12 4	12 4	...	...	...	...	...	...	...	...	20 2	20 2	...	...	13 7	13 7	140 0	140 0	10 11	10 11
Hoshangabad	15 0	17 2	...	...	8 0	8 0	9 0	9 0	...	...	...	...	...	...	...	...	18 0	19 0	...	...	15 0	15 0	160 0	160 0	10 14	10 14
Nimar	12 0	12 0	...	...	7 8	7 8	11 7	11 7	18 0	16 8	...	...	...	...	...	...	14 4	14 3	...	...	12 3	12 3	120 0	120 0	12 9	12 9
Betul	16 1	16 1	...	...	8 12	8 12	10 0	10 0	20 3	20 3	...	...	...	...	...	...	17 8	17 8	...	...	9 12	9 12	320 0	320 0	11 6	11 6
Chhindwára	15 3	15 3	...	...	13 5	8 14	16 0	10 0	16 0	20 9	...	...	...	...	...	...	16 14	16 14	...	...	12 0	12 2	160 0	150 0	9 2	10 11
Wardha	16 0	16 0	...	...	8 0	8 0	11 7	11 7	20 0	20 0	...	...	...	...	...	...	13 5	13 5	...	...	13 5	13 5	124 0	124 0	10 11	10 11
Nágpur	16 4	15 10	...	...	8 7	8 12	13 2	12 3	19 11	19 11	...	...	...	...	...	...	15 0	14 6	...	...	13 2	15 10	109 0	119 0	11 7	11 7
Chánda	16 3	16 3	...	...	...	...	12 8	12 0	18 0	17 13	...	...	...	...	...	...	14 8	13 12	...	...	9 0	10 8	615 0	612 0	10 8	11 3
Bhandára	16 4	16 4	...	...	...	...	13 12	13 12	...	...	...	...	...	...	...	...	15 0	16 0	...	...	10 0	10 0	190 0	200 0	10 0	10 0
Bálaghát	17 1	17 1	...	...	11 13	13 2	17 14	16 9	...	...	...	...	...	...	...	...	15 10	16 13	...	...	11 4	11 14	144 0	144 0	10 0	10 0
Raipur	21 13	21 13	...	...	11 4	11 4	17 2	17 2	...	...	...	...	...	...	...	...	18 0	18 0	...	...	18 4	18 4	64 0	64 0	9 0	9 0
Bilaspur	26 10	26 10	...	...	15 12	13 8	21 6	20 4	...	...	...	...	...	...	...	...	25 2	25 2	...	...	16 6	16 6	100 0	100 0	9 0	9 0
Sambalpur	18 6	18 6	...	...	13 2	12 4	22 12	19 4	...	...	...	...	...	...	...	...	18 12	18 12	...	...	11 0	11 0	160 0	160 0	10 8	10 8
BURMA.																										
Arakan Division.																										
Akyab	...	...	...	...	14 0	14 0	18 0	18 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	8 0	8 0	160 0	160 0	20 0	20 0
Kyoukpyu	...	...	...	...	16 2	17 5	17 10	19 2	...	...	...	...	...	...	...	...	5 0	5 0	*	*	...	...	50 0	50 0	36 0	36 0
Sandoway	...	...	...	...	26 13	26 13	30 13	30 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	22 13	22 13
Pegu Division.																										
Rangoon Town	9 10	9 10	...	...	9 4	11 2	10 2	12 14	...	...	...	...	...	...	...	...	16 0	16 0	*	*	...	...	250 0	250 0	22 2	22 2
Pegu	...	...	...	...	8 14	8 14	11 3	11 3	...	...	...	...	...	...	...	...	11 2	11 2	...	...	...	...	150 0	150 0	26 15	26 15
Tharrawaddy	...	...	...	...	...	11 14	...	14 5	...	...	...	...	...	...	...	...	...	11 1	...	...	...	...	...	535 11	...	29 12
Prome	12 10	12 10	...	...	12 12	14 2	13 12	15 4	...	...	...	...	...	...	...	...	10 6	10 13	33 9	33 9	9 5	9 5	167 9	167 9	18 10	18 10
Irrawaddy Division.																										
Bassein	...	...	...	...	12 14	13 12	13 3	15 12	...	...	...	...	...	...	...	...	10 9	9 12	...	...	...	...	254 4	256 4	23 8	23 8
Henzada	...	...	...	...	10 4	10 4	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	183 8	183 8	35 8	35 8
Thongwa	...	...	...	...	...	5 0	...	5 11	...	...	...	...	...	...	...	...	...	8 0	...	...	...	...	...	50 0	...	10 0
Thayetmyo	10 0	10 15	...	...	10 3	10 10	11 14	13 1	...	...	...	...	...	...	...	...	10 1	11 1	...	...	...	...	245 0	245 0	14 8	14 8
Tenasserim Division.																										
Moulmein Town and Amherst	9 0	9 0	...	...	11 8	11 8	12 2	12 2	...	...	...	...	...	...	...	...	10 2	12 2	12 2	12 2	...	...	220 0	220 0	20 15	20 15
Tavoy	...	...	...	...	13 12	15 8	17 15	19 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	16 1	16 1
Mergui	...	...	...	...	16 4	15 6	17 11	16 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	14 9	14 9
Toungoo	...	...	...	...	9 2	9 14	10 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27 0	27 0	18 12	18 12
Shwaygyin	...	...	...	...	9 1	9 1	9 9	9 9	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	†	†	14 2	14 2
UPPER BURMA.																										
Mandalay	..	9 3	...	...	..	9 5	...	11 3	...	...	...	...	...	...	...	...	...	14 0	...	14 0	...	...	...	160 0	...	22 12
HYDERABAD.																										
Secunderabad	12 3	11 11	*Nil*	...	6 13	6 13	11 11	11 11	19 7	19 7	20 1	20 1	24 14	24 14	*Nil*	...	16 5	15 8	*Nil*	...	12 3	11 11	115 0	115 0	9 13	9 13
Bolarum	12 13	12 13	*Nil*	...	7 11	7 11	10 12	10 12	21 14	21 14	*Nil*	...	*Nil*	...	*Nil*	...	15 15	15 15	*Nil*	...	*Nil*	...	116 14	116 14	10 4	10 4
Chadarghat	9 8	9 0	*Nil*	...	7 8	7 4	10 0	9 8	19 8	19 0	19 0	20 0	*Nil*	...	*Nil*	...	17 8	17 0	*Nil*	...	12 8	12 0	120 0	120 0	9 8	9 4
BERAR.																										
Amráoti	15 5	14 12	...	...	7 3	8 0	8 6	9 2	22 13	22 5	14 13	16 4	...	...	...	...	14 6	13 0	...	...	11 0	11 0	++++++++++	++++++++++	12 0	12 0
Akola	14 0	14 0	...	...	7 0	7 0	9 8	9 8	20 0	20 0	16 0	16 0	...	...	...	...	14 0	12 0	...	...	16 0	...			11 0	11 0
Ellichpur	14 0	14 0	9 0	9 0	7 0	7 0	9 0	9 0	17 0	18 0	16 0	16 0	...	...	...	...	11 0	12 0	...	...	10 0	10 0			10 0	10 8
Buldana	16 0	16 0	...	...	8 0	8 0	10 0	10 0	22 0	22 0	20 0	20 0	...	...	...	...	15 0	14 0	...	...	12 0	12 0			10 0	10 0
Wun	14 0	14 0	...	...	8 0	8 0	10 0	8 8	21 0	24 0	...	...	...	...	...	...	12 0	12 0	...	...	18 0	18 0			11 8	11 8
Básim	18 0	17 10	...	...	6 0	7 0	10 0	9 10	23 0	24 5	24 0	22 0	...	...	...	...	15 0	15 5	...	...	14 0	10 8			10 0	9 3
MYSORE.																										
Bangalore	10 0	10 8	10 8	11 0	9 8	9 8	11 0	10 8	28 0	29 0	...	...	38 0	38 0	...	...	11 8	12 0	...	...	19 0	19 0	84 0	84 0	11 0	11 0
Kolar	...	...	11 0	12 0	13 0	12 0	15 0	14 8	...	...	...	...	43 0	42 0	...	...	12 0	12 0	...	...	18 0	17 8	132 0	144 0	11 0	11 0
Túmkúr	11 0	11 0	10 8	11 0	14 0	14 0	15 8	16 0	...	...	...	...	48 0	48 0	...	...	13 0	13 0	...	...	22 0	22 0	340 0	340 0	10 0	10 8
Mysore	9 8	10 8	10 0	9 8	11 0	11 0	12 8	13 0	40 0	40 0	32 0	32 0	38 0	39 0	12 0	13 0	13 4	11 8	...	...	15 6	14 4	78 0	81 0	9 8	9 8
Hassan	...	...	9 0	9 8	14 0	15 0	16 0	17 0	...	...	...	...	46 0	46 0	...	...	13 0	13 0	...	...	18 0	18 0	96 0	96 0	9 0	8 0
Shimoga	11 9	11 9	...	...	10 8	10 8	14 11	14 11	...	...	...	...	40 15	40 15	...	...	14 11	14 11	...	...	...	...	480 0	480 0	8 6	8 6
Kadur	10 0	10 0	12 0	12 0	18 0	18 0	19 0	19 0	...	...	...	...	46 0	46 0	...	...	14 0	14 0	...	...	10 0	10 0	320 0	320 0	10 0	10 0
Chitaldroog	12 0	12 0	13 0	14 0	11 0	11 0	14 0	14 0	48 0	48 0	30 0	30 0	55 0	55 0	65 0	65 0	12 0	12 0	...	...	22 0	22 0	320 0	320 0	9 0	9 0
COORG.																										
Coorg	9 8	9 8	8 12	9 0	13 8	13 0	16 0	16 0	...	...	...	...	33 0	31 0	...	...	24 8	23 8	...	...	...	...	110 0	110 0	10 8	10 8

* None in market.

† Rs per cart-load.

‡ Firewood is sold by head-load, bullock-load, cart-load and not by weight.

RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1887—*concluded.*

QUANTITIES PER RUPEE IN SEERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight. S. Ch.	Wheat. Past fortnight. S. Ch.	Barley. Present fortnight. S. Ch.	Barley. Past fortnight. S. Ch.	Rice, best sort. Present fortnight. S. Ch.	Rice, best sort. Past fortnight. S. Ch.	Rice, common. Present fortnight. S. Ch.	Rice, common. Past fortnight. S. Ch.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight. S. Ch.	Jowar or Cholum (*Sorghum vulgare*). Past fortnight. S. Ch.	Bajra or Cumbu (*Penicillaria typhoideum*). Present fortnight. S. Ch.	Bajra or Cumbu (*Penicillaria typhoideum*). Past fortnight. S. Ch.	Marua or Ragi (*Eleusine coracana*). Present fortnight. S. Ch.	Marua or Ragi (*Eleusine coracana*). Past fortnight. S. Ch.	Kangni or Kakun, Italian Millet (*Setaria italica*). Present fortnight. S. Ch.	Kangni or Kakun, Italian Millet (*Setaria italica*). Past fortnight. S. Ch.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight. S. Ch.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight. S. Ch.	Maize (*Zea Mays*). Present fortnight. S. Ch.	Maize (*Zea Mays*). Past fortnight. S. Ch.	Arhar or Thog Cadjan Pea (*Cajanus indicus*). Present fortnight. S. Ch.	Arhar or Thog Cadjan Pea (*Cajanus indicus*). Past fortnight. S. Ch.	Firewood. Present fortnight. S. Ch.	Firewood. Past fortnight. S. Ch.	Salt. Present fortnight. S. Ch.	Salt. Past fortnight. S. Ch.
	2	3	4	5	6	7	8	9	10	11	12	13	14															
RAJPOOTANA.																												
Jeypore	11 0	11 8	15 8	16 0	5 0	5 0	8 8	8 8	17 8	17 0	14 8	14 8	Nil	Nil	14 1	17 0	17-8 to 18	18 0	18 0	18 0	19 0	18 0	15 8	14 8	110 0	230 0	15 0	15 0
Kishengurh	10 8	10 4	15 4	15 8	9 0	9 0	10 0	10 0	15 8	15 0	13 3	13 9	...	...	...	...	17 12	17 12	17 12	17 12	15 4	13 12	15 4	13 4	...	...	16 0	16 0
Kerrowlee	11 4	12 3	15 8	15 0	12 8	13 0	13 12	13 12	15 8	15 0	14 3	14 3	...	...	...	...	16 4	17 0	14 11	14 12	15 8	14 11	15 8	15 0	200 0	200 0	12 12	12 13
Ulwur	12 8	13 3	15 8	16 14	8 0	8 0	11 4	11 10	16 0	14 10	15 2	15 16	...	...	...	...	19 15	19 8	16 12	16 12	15 8	15 0	12 4	12 4	200 0	200 0	15 0	15 0
Bhurtpore (City)	12 6	12 6	15 2	14 10	7 6	7 6	8 4	8 4	17 0	16 0	13 0	13 0	...	...	...	...	17 0	17 8	18 0	18 0	14 0	14 0	15 8	15 8	200 0	200 0	12 4	12 4
Ajmere	10 8	10 8	15 0	15 8	3 0	3 0	8 0	9 0	15 8	16 0	13 10	13 10	...	...	...	...	...	...	...	...	16 0	14 0	15 8	14 8	70 0	70 0	15 0	15 0
Deesa Cantonment	11 10	11 4	14 6	14 8	4 8	5 8	9 0	9 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	230 0	230 0	13 0	13 0
Erinpura	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sirohee	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Abu	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Anadra	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Balmere	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jeysalmere	No return received.																											
Hilly Tracts of Meywar	12 8	11 0	19 0	22 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Meywar (Oodeypore)	9 12½	9 12½	15 3½	14 13½	8 3½	8 3½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Banswára (Meywar Agency)	14 6	13 12	15 8	15 0	7 6	7 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Partábgarh (" ")	13 2	13 7	15 8	15 0	10 0	10 0	12 8	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Marwar (Jodhpore)"	No return received.																											
Bikanir	10 12	10 12	13 12	...	3 15	3 15	8 1	8 1	15 0	12 0	9 0	9 0	...	...	...	...	18 0	18 0	18 0	18 0	16 0	16 0	15 8	15 8	14 8	14 8	10 0	10 0
Boondee	12 0	12 12	13 12	...	9 8	8 8	10 0	10 0	15 8	15 8	10 0	10 0	...	...	...	...	13 12	14 0	15 8	15 8	16 8	16 4	15 5	15 5	15 8	14 4	9 9	9 9
Kotah	13 0	12 12	10 0	11 0	7 8	7 8	9 8	9 8	14 8	14 4	9 8	9 8	...	...	...	...	15 4	14 9	15 8	15 8	15 12½	15 12½	18 0	18 0	18 0	18 0	9 8	9 8
Tonk	11 2	11 8	14 8	14 4	8 8	8 8	8 8	8 8	14 4	14 4	8 8	8 8	...	...	...	...	14 14	15 8	17 2	17 2	16 4	16 4	...	...	...	...	...	...
Ballawar	10 10	10 14	11 8	11 12½	7 1	7 1	8 14	8 14	14 4	15 4	10 14	10 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Shahpoora	...	...	...	...	8 12	8 12	12 0	12 0	15 8	16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dholpur	12 12	12 14	15 12	15 12	10 8	11 4	13 12	13 12	16 8	16 0	13 8	13 8	...	...	...	...	16 14	16 14	17 2	17 2	...	...	...	...	...	...	...	...
CENTRAL INDIA.																												
Indore	11 2	12 0	16 0	16 0	8 9	8 8	10 0	10 0	16 0	16 0	13 5	14 8	...	...	14 8	14 8	14 8	14 8	14 8	14 8	15 8	15 8	14 8	14 8	126 14	126 14	11 6	11 6
Gwalior	11 4	10 14	12 5	13 1	7 4	7 4	9 9	9 9	15 7	15 7	12 13	12 6	...	...	15 6	15 7	14 4	14 3	14 4	14 3	15 8	15 0	13 2	13 2	200 0	200 0	11 0	11 0
Coorg	14 4	14 8	16 0	16 0	8 0	8 0	9 8	9 8	17 0	17 0	15 0	16 0	...	...	...	...	18 0	18 8	22 0	23 8	18 0	18 0	18 0	18 0	160 0	160 0	12 4	12 4
Baghelkhand (Satna)	13 0	18 0	24 8	24 0	8 0	8 0	16 0	16 0	16 0	15 8	13 10	++	...	...	...	...	22 0	...	...	...	...	...	...	...	...	...	...	...
BALUCHISTAN.																												
Quetta	10 6	10 8	12 0	12 0	5 0	5 0	10 0	10 0	16 0	16 0	16 0	16 0	§	§	12 0	12 0	12 0	12 0	12 0	12 0	16 0	16 0	16 0	16 0	120 0	100 0	11 0	11 0

§ Not procurable.

E. T. ATKINSON,
Offg. Secretary to the Government of India.

* Eight pies per bundle.

† Ten pies per bundle.

++ Not sold.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXIII OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 20th November, 1886. Total.	Receipts for week ending 20th November, 1886. Per mile open.	Total mean length open.	Receipts for week ending 19th November, 1887. Total.	Receipts for week ending 19th November, 1887. Per mile open.	Total Receipts from 1st April to 20th November, 1886. Total.	Total Receipts from 1st April to 20th November, 1886. Per mile open per week.	Total Receipts from 1st April to 19th November, 1887. Total.	Total Receipts from 1st April to 19th November, 1887. Per mile open per week.	Total Increase in 1887-88.	Total Decrease in 1887-88.
			₹	₹		₹	₹	₹	₹	₹	₹	₹	₹
	Lines worked by Guaranteed Companies.												
3rd Dec., 1887	Oudh and Rohilkhand	689	1,15,953	169	693	1,25,241	181	41,32,675	184	38,96,616	171	...	2,36,059
3rd ditto	Madras	861	1,28,735	150	831	1,53,929	185	50,79,932	176	52,19,930	189	1,39,998	...
3rd ditto	South Indian	654	88,299	135	654	89,067	136	32,70,823	150	32,63,318	150	...	7,505
3rd ditto	Great Indian Peninsula	1,504	8,54,372	508	1,504	7,74,259	515	2,34,30,773	467	2,42,37,083	486	8,06,910	...
3rd ditto	Bombay, Baroda and Central India	461	2,70,340	586	461	1,84,000	399	84,63,743	549	74,40,371	485	...	10,23,372
	Total	4,169	14,57,699	350	4,143	13,26,496	320	4,43,77,946	319	4,40,57,918	319	...	3,20,028
	State Lines worked by Companies.												
10th Dec., 1887	East Indian	1,515	9,54,828	630	1,514	9,61,459	635	2,89,25,148	579	2,75,97,041	551	...	13,28,107
10th ditto	Patna-Gya	57	9,278	162	57	8,433	147	3,51,734	186	3,26,745	173	...	24,989
10th ditto	Dildarnagar-Ghazipur	12	632	53	12	1,031	86	30,207	76	28,673	72	...	1,534
10th ditto	Sindia	75	7,403	99	75	10,598	142	2,35,918	96	2,80,085	113	44,167	...
10th ditto	Rajputana-Malwa (*a*)	1,664	3,59,881	210	1,664	3,93,000	182	1,13,88,769	205	96,59,302	174	...	17,29,467
3rd ditto	Bengal-Nagpur	149	18,306	123	149	22,777	153	7,45,011	150	7,38,439	149	...	6,572
10th ditto	Southern Mahratta (*b*)	477	34,868	73	705	65,259	85	10,93,301	100	20,00,781	85	9,07,480	...
10th ditto	Bareilly-Pilibhit	36	1,544	43	30	1,681	47	57,365	48	52,560	44	...	4,805
3rd ditto	Indian Midland	42	5,537	132	42	2,474	59	75,903	55	1,03,012	74	27,109	...
10th ditto	Lucknow-Sitapur-Sihramau	...	...	...	85	3,404	40	...	...	1,22,685	45	1,22,685	...
3rd ditto	Cuddapah-Nellore	...	...	...	83	2,087	25	...	...	(*e*) 21,481	27	21,481	...
	Total	4,027	13,92,277	340	4,482	13,82,203	308	4,29,03,356	331	4,09,30,804	278	...	19,72,552
	State Lines worked by Government.												
26th Nov., 1887	Eastern Bengal (*c*)	606	2,18,457	360	645	2,41,635	375	52,05,129	260	58,52,050	275	6,46,921	...
3rd Dec., 1887	Nalhati	27	1,499	55	27	1,376	51	52,894	59	58,178	65	5,284	...
3rd ditto	Tirhoot	246	33,797	137	256	33,738	132	9,80,074	121	10,86,852	132	1,06,778	...
3rd ditto	Wardha-Coal	45	12,709	282	45	10,998	244	4,16,750	277	4,08,182	273	...	8,568
3rd ditto	Burma	327	39,796	122	327	52,048	159	14,48,707	134	18,06,051	167	3,57,344	...
3rd ditto	Cherra-Companyganj	7	16	2	8	241	30	(*g*) 1,024	7	8,688	33	7,664	...
26th Nov., 1887	North-Western (*a*)	1,885	4,27,179	227	2,433	4,04,554	166	1,59,53,022	253	1,31,63,505	163	...	27,89,517
3rd Dec., 1887	Jorhat	26	783	30	26	1,199	46	26,004	30	35,299	41	9,295	...
3rd ditto	Bilaspur-Etawa (Katni-Umaria Section)	37	945	26	37	1,638	44	(*f*) 1,639	16	47,572	39	45,933	...
	Total	3,206	7,35,181	229	3,804	7,47,427	196	2,40,85,243	227	2,24,66,377	178	...	16,18,866
	GRAND TOTAL (GUARANTEED AND STATE)	11,402	35,85,157	314	12,429	34,56,126	278	11,13,66,545	297	10,74,55,099	261	...	39,11,446
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	5,57,51,836	148	*h*5,36,73,184	130	...	...
	NET RECEIPTS	...	...	...	...	...	...	5,56,14,709	149	5,37,81,915	131	...	18,32,794
	Assisted Companies.												
26th Nov., 1887	Bengal Central	125	11,244	90	125	11,232	90	3,63,494	88	4,06,297	98	42,803	...
3rd Dec., 1887	Rohilkhand-Kumaun	67	3,888	58	67	7,226	108	2,12,252	96	2,13,279	96	1,027	...
26th Nov., 1887	Dibru-Sadiya	78	5,981	77	78	8,341	107	2,18,575	84	2,68,826	103	50,251	...
3rd Dec., 1887	Bengal and North-Western	303	33,714	111	376	35,330	94	12,15,352	120	12,86,318	103	70,966	...
10th ditto	Tarakessur	22	4,029	181	22	4,230	190	1,55,456	212	1,66,469	227	11,013	...
	Total	595	58,856	99	668	66,359	99	21,65,129	109	23,41,189	105	1,76,060	...
	Native States.												
3rd Dec., 1887	Bhavnagar-Gondal	193	24,681	128	193	16,261	84	6,24,137	97	6,20,783	97	...	3,354
3rd ditto	Jodhpore	04	4,236	66	124	6,900	56	1,27,457	60	2,10,183	51	82,726	...
3rd ditto	His Highness the Nizam's	208	29,857	144	208	30,706	148	9,40,087	135	9,73,236	141	33,149	...
26th Nov., 1887	Mysore	140	9,175	66	140	9,067	65	3,08,395	66	3,29,029	71	20,634	...
3rd Dec., 1887	H. H. the Gaekwar's	59	2,821	48	59	2,420	41	1,01,125	51	97,352	50	...	3,773
3rd ditto	Morvi	24	930	39	68	1,832	27	24,865	31	90,648	42	65,783	...
3rd ditto	H. H. the Gaekwar's Mehsana-Vadnagar	...	...	...	21	700	33	...	...	21,863	31	21,863	...
	Total	688	71,700	104	813	67,886	84	21,26,066	93	23,43,094	87	2,17,028	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.
(*d*) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.

(*e*) Total receipts from 15th September to 19th November, 1887.
(*f*) Total receipts from 2nd November to 20th November, 1886.
(*g*) Total receipts from 16th June to 20th November, 1886.
(*h*) Calculated on the percentage for the corresponding period of 1886.

M. C. BRACKENBURY,
Under-Secretary.

FORT WILLIAM,
The 21st December, 1887.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first eight months of the official year 1887-88, and of the sixteen preceding years.

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE EIGHT MONTHS, APRIL TO NOVEMBER.												TOTAL BRITISH INDIA.			
	BENGAL.			BOMBAY.			SINDH.			MADRAS.			BURMA.			
	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	On Imports of Liquors.	On other Imports.	On Exports.	
1871-72	6,71	49,00	13,13	4,79	29,86	2,58	86	86	1,17	2,29	8,15	9,00	1,06	2,79	12,17	
1872-73	8,38	48,46	14,63	3,52	28,03	2,21	73	81	1,49	2,59	7,85	7,18	1,98	3,15	21,34	
1873-74	6,78	46,47	10,59	4,18	29,42	2,19	78	67	77	2,37	8,96	8,74	2,16	3,04	15,87	
1874-75	7,61	52,61	8,00	4,21	30,06	2,43	75	48	87	2,20	9,16	8,66	2,66	4,42	10,80	
1875-76	8,18	50,73	9,06	4,41	25,82	3,56	83	67	95	2,79	9,55	8,18	2,49	3,23	18,80	
1876-77	8,39	44,31	8,51	5,42	26,64	68	83	50	16	3,54	8,21	5,48	2,87	3,49	13,45	
1877-78	9,55	54,56	10,34	5,64	31,43	62	78	60	27	3,56	5,60	1,38	3,21	4,00	9,93	
1878-79	8,67	45,10	9,11	5,62	29,17	1,37	39	49	16	3,72	6,20	2,95	4,60	4,48	15,09	
1879-80	7,83	42,20	5,93	6,15	24,13	1,17	49	14	14	3,39	6,18	4,53	4,42	4,14	17,75	
1880-81	8,54	49,52	7,27	5,61	35,12	1,26	75	15	15	3,31	7,17	5,52	3,12	5,24	21,19	
1881-82	8,55	37,49	9,88	6,65	30,82	1,01	91	22	22	3,21	6,61	3,49	4,54	5,14	24,53	
1882-83	9,28	5	10,02	6,57	-1,05*	92	3	38	3	3,39	2	2,65	5,23	5	29,32	
1883-84	9,28	17	11,48	7,10	30	89	2	33	2	3,35	8	3,48	5,18	11	21,42	
1884-85	7,88	22	6,54	6,81	28	1,16	4	34	4	3,09	3	3,66	5,12	6	15,57	
1885-86	8,51	16	8,62	7,75	35	72	3	49	3	3,17	8	2,44	5,69	5	24,42	
1886-87	8,52	31	6,82	7,92	36	79	8	63	8	3,97	12	3,59	5,77	10	21,09	
1887-88	8,12	34	8,85	9,57	34	1,07	5	50	5	6,51	7	3,07	6,05	1	21,83	

YEAR.	TOTAL BRITISH INDIA.			
	On other Imports.	Total Import Revenue.	Export Revenue.	Total Revenue.
1871-72	90,66	1,06,37	38,05	1,44,42
1872-73	88,30	1,05,50	46,85	1,52,35
1873-74	88,56	1,04,83	38,16	1,42,99
1874-75	96,73	1,14,16	30,76	1,44,92
1875-76	90,00	1,08,70	40,55	1,49,25
1876-77	83,15	1,04,38	28,28	1,32,66
1877-78	96,19	1,19,49	22,54	1,42,03
1878-79	85,34	1,09,21	28,68	1,37,89
1879-80	77,14	1,00,99	29,52	1,30,51
1880-81	83,80	1,12,47	35,39	1,47,86
1881-82	80,97	1,06,48	39,13	1,45,61
1882-83	—90*	26,04	43,29	69,33
1883-84	68	28,01	37,60	65,61
1884-85	63	26,09	27,27	53,36
1885-86	67	27,19	36,69	63,88
1886-87	97	30,35	32,92	63,27
1887-88	81	34,38	35,32	69,70

* The amount refunded is greater than the duty collected.

E. J. SINKINSON,
Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 19th December 1887.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

WEEKLY REPORT ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS.

Madras.—*For week ending 17th December 1887.*—Rainfall generally sufficient, but more is wanted in parts of Bellary, Madura and Salem. Agricultural operations progressing as usual but impeded in parts of Tinnevelly by rain. Crops slightly damaged here and there by excessive rain, insects or disease. Pasture sufficient except in parts of Anantapur. Prices improving. General prospects favourable.

Bombay.—*For week ending 21st December 1887.*—Reaping of early crops completed in the Upper Sind Frontier and in progress in Karachi, Hyderabad, Khandesh, Nasik, Sholapur, Belgaum and Dharwar. Sowing of late crops continues in Shikarpur, Hyderabad, the Upper Sind Frontier, Nasik, Ratnagiri and Rajkot. Wheat and *jowari* in two talukas of Poona, exotic cotton in two talukas of Dharwar, and *jowari*, linseed and cotton in parts of Sholapur and Bijapur suffering from blight. Crops also damaged by cloudy weather in three talukas of Ahmednagar and by adverse winds in parts of Bijapur, and wheat by excessive moisture in parts of Dharwar. Standing crops otherwise good in the Presidency Proper and in Sind. Opium crop in Baroda is in good condition. Probable outturn of early crops twelve annas in the rupee in the Upper Sind Frontier and in other districts as already reported. Probable outturn of late crops from eight to ten annas in the Panch Mahals. Agricultural stock in poor condition in a few talukas of Hyderabad, good elsewhere.

Bengal.—*For week ending 20th December 1887.*—No rain during the week. Weather fine and cold. Rice harvest is progressing with good outturn in most districts, but in Chota Nagpore and in parts of the Burdwan, Patna and Orissa Divisions and in the Sonthal Pergunnahs District, the outturn is below the average. *Rabi* and poppy are generally reported on favourably, but rain is wanted in Chota Nagpore and in South Behar. Sugarcane is generally doing well. No marked change in the price of common rice which is dearer in Behar, Chota Nagpore and Western Bengal than last year, but cheaper in the central and eastern districts.

N.-W. Provinces and Oudh.—*For week ending 21st December 1887.*—There was no rain during the week and the weather is clear and cold. Rain is, however, needed for the *rabi* sowings in a few districts. The *rabi* crops are in good condition and prospects are promising, except in Kumaun where the *rabi* has not germinated for want of rain. Poppy sowings are thriving. Supplies are ample. Prices of food grains, however, continue to rise in many districts. Fodder is reported scarce in Partabgarh and Meerut. The condition of cattle is generally satisfactory.

Punjab.—*For week ending 21st December 1887.*—No rainfall during the week except a shower at Peshawar. Prices generally rising. *Kharif* crops harvested. *Rabi* sowings nearly completed. *Kharif* outturn average. *Rabi* prospects good. Rain is wanted generally in the Province. No damage to crops. Cattle are generally in good condition. There is a scarcity of fodder in many districts. Poppy sowings completed.

Central Provinces.—*For week ending 21st December 1887.*—Weather cool and clear. Rain required in Chhattisgarh. Prospects of winter crops in all other districts good. Harvesting of autumn crops continues. Fodder is below average yield in Raipur, elsewhere sufficient. Cattle in good condition.

Burma.—*For week ending 10th December 1887.*—Reaping of rice continues throughout the country. Dry-weather crops are being planted. The condition of agricultural stock is good. No rain fell anywhere during the week except in Rangoon town, where there was a slight shower. Estimates of probable outturn of harvest in the districts of both Upper and Lower Burma remain much the same as those reported in last week's telegram. Slightly reduced estimate of crops owing to want of rain reported in parts of the Kyaukpyu, Sandoway, Prome and Tharrawaddy districts of Lower Burma. Probable outturn in Tharrawaddy and Bassein is now given as twelve annas. In Thayetmyo crop prospects very unfavourable owing to drought. Crops in the Myingyan, Minbu and Shwebo districts of Upper Burma are also short from same cause. In the Pegu, Thayetmyo and Shwegyin districts of Lower Burma the local price of rice has risen by 8, 6 and 5 rupees, respectively. The price of rice in the Myingyan district of Upper Burma has risen by 10 rupees. In no districts of the Province except the four above-mentioned, has there been any marked fluctuations in the prices of food grain.

For week ending 17th December 1887.—Reaping of rice is progressing. The condition of agricultural stock is good. No rain fell anywhere throughout the Province during the week. Crops in eight districts of Lower Burma, namely, Kyaukpyu, Sandoway, Tharrawaddy, Prome, Bassein, Thayetmyo, Amherst and Shwegyin, have suffered slightly from drought. Prospects have not improved in Thayetmyo. Partial failure of crops on account of drought reported from the Upper Burma districts of Mandalay, Shwebo, Yeu,

Miubu, Meiktila, Yimithan and Pyinmana. Estimate of the paddy crop remains much as before; the other food crops, chiefly millet, in Upper Burma, have not suffered to the same extent as paddy. Local price of paddy has risen in Akyab by rupees 5, in Tavoy by rupees 10, in Shwebo by rupees 5, in Sagaing by rupees 15, in Kyauksi by rupees 5, in Myingyan by rupees 5, and in Pagan by rupees 10. Price of rice has decreased in Tharrawaddy by rupees 11, in Thongwa by rupees 5, in Henzada by rupees 8, in Thayetmyo by rupees 11, and in Shwegyan by rupees 5.

Assam.—*For week ending 21st December 1887.*—Weather cold and dry. No rain. Gathering of winter rice and pulses in progress. Outturn good. Prospects of standing crops good, except of mustard in Tezpur and Nowgong where it is suffering for want of rain. Grass is being burnt and land broken up for cultivation in hill districts. Tea pruning continues. No report from the Naga Hills.

Mysore and Coorg.—*For week ending 21st December 1887.*—There has been a little rain in three districts in Mysore which is not likely to affect the crops in any way. Standing crops in good condition. Harvesting of paddy, sugarcane and dry crops nearly completed throughout the country. Sowing operations in progress in parts. Prospects and probable outturn of harvests fair. Condition of agricultural stock good.

No rain in Coorg during the week. Rice crops ripening. Picking of coffee in progress.

Berar and Hyderabad.—*For week ending 21st December 1887.*—No rain during the week in Berar. *Kharif* crops being cut and stacked for threshing. Average outturn expected of these crops, annas twelve. Second picking of cotton progressing. Cattle healthy.

No rain in Hyderabad during the week. Agricultural prospects good.

Central India.—*For week ending 21st December 1887.*—No rain. Agricultural operations completed except in Baghelkhand, Westerr Malwa and Bhopal. State of standing crops and prospects and probable outturn of harvests good. Condition of agricultural stock good except in parts of Bnopal. Pasturage and fodder good. Prices of food grains rising throughout Central India, except in Gwalior where they are steady. Opium sowings in progress. Prospects fair.

Rajputana.—*For week ending 21st December 1887.*—Agricultural operations satisfactory. Standing crops in fair condition generally, harvests average; on the whole no serious damage. Agricultural stock fair generally. Pasturage and fodder fairly sufficient. Prices high and rising in some States..

E. C. BUCK,
Secretary to the Government of India.

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SUPPLEMENT TO

The Gazette of India.

No. 53.} CALCUTTA, SATURDAY, DECEMBER 31, 1887.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the Week ending Dec. 14th 1887.

The daily weather charts for the period December 8th to 14th show that, while from day to day the barometer has oscillated considerably, the general distribution of pressure and the general circulation of the winds have remained constant throughout, and have not been far removed from the distribution and circulation which is characteristic of this season of the year. During the entire week the barometer has been highest over Northern and Central India, and lowest over Ceylon. At times the apex of the high-pressure area was reported from the Punjab, at others from the Central Provinces, while on some days the lowest readings were reported from the Malabar Coast, and on others from Ceylon. These were practically the only variations in pressure which occurred during the month.

As a rule, the wind has been north-westerly and westerly down the Gangetic plain, northerly over Bengal, north-easterly over Assam and Burma and easterly (north-easterly and south-easterly) over the Peninsula, but on some days a south-easterly current appeared in the North-West, bringing with it a considerable increase of cloud and of moisture and occasioning raw disagreeable weather over North-Western India. These conditions were reported on the 8th, the 11th and the 12th. On the 12th slight rain fell at Bareilly and Roorkee and on the 13th slight snow on the hills around Simla.

Rain was falling at the beginning of the period all over the south of the Peninsula and Ceylon, but as the week progressed both the amount and area of rainfall steadily decreased, and on the 15th no rain fell in any part of the Indian region. With the exception of the slight showers at Roorkee and Bareilly, noticed above, the rainfall of the week was entirely confined to Southern India.

Compared with the average of the month, the mean pressure of the week was below the normal in the Irrawaddy Valley, over the greater part of the North-

Western Provinces and the Punjab, and over the Peninsula and central parts of the country generally, but was above the normal over Arakan, Bengal, Assam and at the hill stations in the North-West Himalaya. The greatest excess was at Purneah.

The mean temperature of the week was much above the monthly average in the North-Western Provinces, the Punjab, Central India, Guzerat, Sind and Rajputana. Elsewhere the variations were irregular.

The concluding table gives the total rainfall of the week according to the different Provinces.

Divisions.	Number of Stations.	Total Rainfall.
Burma	...	...
Bengal and Assam	...	...
North-Western Provinces and Oudh	2	0·07
Punjab	...	...
Hill stations	...	...
Ceylon	2	4·51
Malabar Coast	4	5·26
Bombay	...	...
Berars and Central Provinces	...	...
Guzerat and Central India	...	...
Sind—Rajputana	...	...
Madras	8	14·96

W. L. DALLAS,
for *Meteorological Reporter to the Govt. of India.*

Simla, 20th December 1887.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the Week ending 21st Dec. 1887.

During the past week the main features of the pressure distribution have been such as are characteristic of the time of year, that is to say, readings have been steadily high over North-Western and Central India and low over the south-west corner of the Bay. Though the geographical positions of the areas of high and low pressure were thus approximately normal, the mean pressure differences between North-Western India and Ceylon were much greater than is usually the case, and this difference increased as the week progressed. The normal mean difference between Rawalpindi and Colombo during the month of December is 0·165″. On the 15th of the present month the actual difference between these two places was 0·196″, and on the 20th was 0·315″. Most of this excessive difference was due to the presence of a large area of deficient pressure over Ceylon and the south-west corner of the Bay. On the 15th a strong northerly wind suddenly sprang up at Colombo and the chart showed a rather large area within which pressure was below the normal lying over and to the eastward of Ceylon. On the 16th the barometer was steady at the Ceylon stations and the northerly wind had fallen somewhat lighter, but on the following day the barometer again fell and the force of the wind rose. On the 18th pressure, which was still decreasing, fell below 29 inches at the Ceylon stations, and the barometric gradient over the south-west corner of the Bay became very steep. On the 19th there occurred a slight recovery, but on the 20th the barometer again fell below 29 inches and so continued during the 21st, while the wind

remained strong from the northward. During nearly the whole of the week the effects of this depression of the barometer were confined to Ceylon where slight rain fell daily, but on the 21st the influence of the disturbance extended to the Indian Peninsula, and rain, generally in small amounts, fell at all the most southern stations.

In North-Western India, though the barometer has been relatively high, it has been far from steady, upward and downward oscillations succeeding each other quickly during the week. With each change of pressure the weather also changed, clouds accompanying or succeeding the barometric descent and clear skies its ascent. On one or two occasions the sky became so cloudy as to threaten rain, and on the afternoon of the 19th a few drops fell at Murree Rawalpindi, and Peshawar.

The weather in other parts of the country calls for no remark, as it has been steadily fair throughout.

Compared with the mean of the month, pressure has been above the normal in Behar, the west of the North-Western Provinces, parts of the Punjab and in Bombay and the Central Provinces, but below it elsewhere. The defect was greatest at Colombo, but at Ranikhet and Quetta it was nearly as large, while the excess was greatest in the North-Western Provinces.

Temperature variations were rather irregular, but the weather was several degrees colder than usual in Bengal, the south of the Peninsula, and at the hill stations.

Rain has been confined to the extreme north-west and extreme south and has been everywhere light.

The concluding table gives the total rainfall of the week according to the different Provinces :—

Divisions.	Number of Stations.	Total Rainfall.
Burma	...	...
Bengal and Assam	...	...
North-Western Provinces and Oudh	...	...
Punjab	2	0·09
Hill stations	2	0·42
Ceylon	2	2·98
Malabar Coast	1	0·30
Bombay	...	...
Berars and Central Provinces	...	...
Guzerat and Central India	...	...
Sind—Rajputana	...	...
Madras	5	1·55

W. L. DALLAS,
for *Meteorological Reporter to the Govt. of India.*

Simla, 23rd December 1887.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

WEEKLY REPORT ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS.

Madras.—*For week ending 24th December 1887.*—Rainfall generally sufficient, but more is wanted in parts of Bellary, Madura and Salem. Agricultural operations progressing as usual. Crops slightly damaged here and there by excessive rain, insects or blight. Pasture sufficient except in parts of Anantapur. Prices improving. General prospects favourable.

Bombay.—*For week ending 28th December 1887.*—Slight rain in Bombay City on 27th. Rain still required in one taluka of Sholapur. Harvesting of early crops continues in Karachi, Hyderabad, Khandesh, Nasik, Sholapur, Belgaum and Dharwar, and sowing of late crops in Shikarpur, Hyderabad, the Upper Sind Frontier, Nasik and Ratnagiri. Certain crops in parts of Poona, Ahmednagar, Sholapur, Bijapur and Dharwar are still suffering from blight or other causes. Condition and prospects of standing crops otherwise good in the Presidency Proper and in Sind. Opium crop in Baroda good. Agricultural stock in good condition except in a few talukas of Hyderabad.

Bengal.—*For week ending 27th December 1887.*—No rain during the week. Sky is now cloudy and rain is expected. Rice harvest is yielding a good outturn in most parts of the Lower Provinces, but in Chota Nagpore and in the Burdwan, Bankura, Hooghly and Santal Parganas districts the outturn is estimated at eight to ten annas only, and in parts of the Patna and Orissa Divisions it is also below the average. *Rabi* and poppy crops are generally doing well, but Chota Nagpore and Behar want rain.

N.-W. Provinces and Oudh.—*For week ending 28th December 1887.*—No rain has fallen and the weather is cold and clear. *Rabi* crops are doing well, though in Banda, Moradabad, Kumaun and Jhansi rain for them is now needed. Sugarcane is being pressed. Poppy crops are thriving except in a few villages of Partabgarh. Supplies are sufficient, but prices of food-grains continue to rise. The condition of agricultural stock is satisfactory.

Punjab.—*For week ending 28th December 1887.*—Some rain fell in Rawalpindi and a few showers in other districts. Prices are rising. *Rabi* sowings are being completed. *Kharif* outturn below average. *Rabi* prospects good. Rain is wanted throughout the Province for the *rabi* crops. A slight fall of hail in Sialkot; no damage done to crops. Cattle are healthy. Scarcity of fodder in many districts. Poppy sowings completed.

Central Provinces.—*For week ending 28th December 1887.*—Weather rather cloudy with slight rain in places. Prospects of winter crops continue good, except in Chhattisgarh where they are suffering from want of rain. Cattle in fair condition.

Burma.—*For week ending 24th December 1887.*—The rice harvest is progressing. *Sessamum* is being reaped. The condition of agricultural stock continues good. In Lower Burma the estimates of the paddy crop remain as before, except that the estimate has fallen in Shwegyin from 16 annas to 15 annas, and in Akyab from 16 annas to 14 annas. On the other hand, the estimated outturn in Bassein may be put at 13 annas. In Upper Burma the estimates of the crops remain as before. A good gram crop is expected in Meiktila. In Lower Burma the price of paddy has slightly risen in Tharrawaddy and fallen in Thonegwa. A large advance in price is reported in Mergui. In Upper Burma, the price of paddy has fallen considerably in Myingyan and Meiktila, and is stationary elsewhere.

Assam.—*For week ending 28th December 1887.*—Weather cold and dry. No rain. Winter rice and pulses are being gathered. Outturn good. Prospects of standing crops favourable. Pressing of sugarcane commenced. A slight earthquake occurred on the 23rd instant.

Mysore and Coorg.—*For week ending 28th December 1887.*—No rain in Mysore. Weather fine and cold. Prospects of standing crops good. Sowing operations continue, and harvesting completed in parts. Outturn of crops generally favourable. Stock cattle are reported to be healthy.

Slight rain in Coorg during the week. Standing crops in good condition.

Berar and Hyderabad.—*For week ending 28th December 1887.*—In Berar the weather is cold and cloudy. Picking of cotton and cutting of *jowari* and *tur* are in progress. Average outturn of these crops estimated at annas 12. The young *rabi* crops are thriving well and seem to have good prospects.

No rain in Hyderabad during the week. Agricultural prospects continued good.

Central India.—*For week ending 28th December 1887.*—No rain. Agricultural operations in progress, except in Gwalior and Bhopawar where they have been completed. Standing crops good. Probable outturn of harvest good. Pasturage and fodder good. *Mucca* and *jowar* have failed in Bhopawar. Prices of food-grains high. Opium sowings in progress, except in Bhopawar where they are completed.

Rajputana.—*For week ending 28th December 1887.*—Agricultural operations satisfactory. Standing crops fair on the whole. Average harvest at places, but below average generally. Agricultural stock fairly good. Pasturage or fodder pretty sufficient generally. Prices steady, but high in some States.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF NOVEMBER, 1887.

No. I.—As to Age and Sex.

	Demerara.				Trinidad.				Mauritius.				Natal.				Fiji.				Surinam.				Guadeloupe.				Total.		
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Grand Total.
Under 2 years	...	...	...	...	17	8	25	42·68 women to every 100 men.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17	8	25
From 2 to 10 years	...	...	...	...	37	34	71		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37	34	71
„ 10 „ 20 „	...	...	...	...	90	41	131		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	90	41	131
„ 20 „ 30 „	...	...	...	...	206	94	300		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	206	94	300
„ 30 „ 40 „	...	...	...	...	29	5	34		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29	5	34
„ 40 „ 50 „	...	...	...	...	3	...	3		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	3
Above 50 „	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand Total	...	...	...	...	382	182	564	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	382	182	564

No. II.—As to places whence Emigrants came to Calcutta for Embarkation.

Orissa	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Western Bengal	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Central „	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2
Eastern „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Behar	...	...	...	84	53	137	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	84	53	137
North-Western Provinces	...	...	...	186	91	277	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	186	91	277
Oudh	...	...	...	93	28	121	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	93	28	121
Central India	...	...	...	3	3	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	6
Punjab	...	...	...	2	2	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	4
Nepal and Native States	...	...	...	8	5	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	5	13
Mixed, Bombay and Madras	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2
Grand Total	...	...	...	382	182	564	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	382	182	564

No. III.—As to Caste and Religion.

Brahmins and high castes	...	...	...	62	36	98	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	62	36	98
Agriculturists	...	...	...	68	27	95	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	68	27	95
Artisans	...	...	...	72	25	97	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	72	25	97
Low castes	...	...	...	117	57	174	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	117	57	174
Musulmans	...	...	...	63	37	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	63	37	100
Christians	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand Total	...	...	...	382	182	564	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	382	182	564

MEMORANDUM.	Male.	Female.	Total.
1. Hindus	319	145	464
2. Musulmans	63	37	100
3. Christians	...	...	...
Total	382	182	564

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXIV OF 1887-88.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 27th November, 1886. Total.	Per mile open.	Total mean length open.	Receipts for week ending 20th November, 1887. Total.	Per mile open.	Total Receipts from 1st April to 27th November, 1886. Total.	Per mile open per week.	Total Receipts from 1st April to 26th November, 1887. Total.	Per mile open per week.	Total Increase in 1887-88.	De se in 1887-88.
			£	£		£	£	£	£	£	£	£	£
	Lines worked by Guaranteed Companies.												
10th Dec., 1887	Oudh and Rohilkhand	686	1,19,752	175	693	1,15,707	167	42,52,427	184	40,18,656	171	...	2,33,771
10th ditto	Madras	861	1,69,511	197	831	1,40,641	176	52,49,443	177	53,65,408	188	1,15,965	...
10th ditto	South Indian	654	84,074	129	654	95,904	147	33,55,497	149	33,60,500	150	5,003	...
10th ditto	Great Indian Peninsula	1,504	9,00,343	599	1,504	8,02,268	534	2,43,31,116	471	2,50,42,427	487	7,11,311	...
10th ditto	Bombay, Baroda and Central India	461	2,73,409	593	461	2,22,000	482	87,37,152	550	76,54,222	484	...	10,82,930
	TOTAL	4,166	15,47,689	372	4,143	13,82,520	334	4,59,25,635	321	4,54,41,213	320	...	4,84,422
	State Lines worked by Companies.												
10th Dec., 1887	East Indian	1,515	9,83,248	649	1,514	9,04,765	598	2,99,08,396	581	2,85,01,806	552	...	14,06,590
10th ditto	Patna-Gya	57	8,008	140	57	8,092	141	3,59,742	185	3,34,837	172	...	24,905
17th ditto	Dildarnagar-Ghazipur	12	620	52	12	2,325	194	30,827	70	30,998	76	171	...
17th ditto	Sindia	75	8,213	110	75	9,204	123	2,44,131	96	2,89,289	114	45,158	...
10th ditto	Rajputana-Malwa (*a*)	1,664	3,33,543	200	1,664	3,40,000	204	1,17,22,312	205	1,00,14,082	176	...	17,08,230
17th ditto	Bengal-Nagpur	149	18,093	121	149	27,057	182	7,63,104	149	7,66,232	149	...	2,872
10th ditto	Southern Mahratta (*b*)	477	39,307	82	705	62,043	81	11,34,467	100	20,02,824	85	9,28,357	...
17th ditto	Bareilly-Pilibhit	36	2,115	59	30	1,719	48	59,480	49	54,279	44	...	5,201
10th ditto	Indian Midland	42	2,649	63	42	2,735	65	78,552	55	1,05,747	74	27,195	...
	Lucknow-Sitapur-Sihramau	...	...	...	85	3,928	46	...	...	1,26,309	45	1,26,309	...
10th ditto	Cuddapah-Nellore	...	...	...	83	2,752	33	...	...	(*f*)24,353	28	24,353	...
	TOTAL	4,027	13,95,796	347	4,482	13,64,620	304	4,43,01,011	332	4,23,04,750	278	...	10,96,255
	State Lines worked by Government.												
10th Dec., 1887	Eastern Bengal (*c*)	606	2,09,124	345	645	2,57,146	399	54,14,253	263	61,09,196	279	6,94,943	...
3rd ditto	Nalhati	27	1,492	55	27	1,531	56	54,386	59	59,709	64	5,323	...
10th ditto	Tirhoot	246	34,566	141	259	34,394	133	10,14,640	121	11,21,264	132	1,06,624	...
3rd ditto	Wardha-Coal	45	13,828	307	45	13,109	293	4,30,578	278	4,22,421	274	...	8,157
10th ditto	Burma	327	45,050	138	327	51,888	159	14,93,757	134	18,59,328	107	3,65,571	...
3rd ditto	Cherra-Companyganj	7	21	3	8	194	24	(*g*)1,045	7	8,882	35	7,837	...
10th ditto	North-Western (*a*)	1,885	2,65,115	141	2,433	4,29,892	177	1,62,18,137	253	1,35,93,397	164	...	26,24,740
10th ditto	Jorhat	28	619	22	28	737	26	26,623	30	36,036	41	9,413	...
10th ditto	Bilaspur-Etawa (Katni-Umaria Section)	37	2,743	74	37	1,307	35	(*e*)4,382	32	48,863	30	44,481	...
	TOTAL	3,208	5,72,558	178	3,809	7,90,288	207	2,46,57,801	223	2,32,59,096	178	...	13,98,705
	GRAND TOTAL (GUARANTEED AND STATE)	11,391	35,16,943	309	12,434	35,37,428	284	11,48,84,447	297	11,10,05,065	262	...	38,79,382
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	5,76,40,949	149	5,55,79,515	131	...	...
	NET RECEIPTS	...	...	...	...	...	...	5,72,43,498	148	5,54,25,550	131	...	18,17,948
	Assisted Companies.												
10th Dec., 1887	Bengal Central	125	10,817	87	125	11,705	94	3,74,311	88	4,18,002	98	43,691	...
17th ditto	Rohilkhand-Kumaun	67	4,390	66	67	5,421	81	2,10,642	95	2,19,181	96	2,539	...
3rd ditto	Dibru-Sadiya	78	7,282	93	78	8,146	104	2,25,857	84	2,76,972	104	51,115	...
10th ditto	Bengal and North-Western	303	53,635	177	376	37,570	100	12,68,987	122	13,26,501	103	57,514	...
10th ditto	Tarakessur	22	4,070	183	22	4,426	199	1,59,526	211	1,70,895	226	11,369	...
	TOTAL	595	80,194	135	668	67,268	101	22,45,323	110	24,11,551	105	1,66,228	...
	Native States.												
10th Dec., 1887	Bhavnagar-Gondal	193	23,657	122	193	16,677	86	6,47,794	97	6,38,925	97	...	8,869
17th ditto	Jodhpore	64	4,178	65	124	7,600	61	1,31,035	60	2,17,509	51	85,874	...
10th ditto	His Highness the Nizam's	208	25,327	122	208	32,794	158	9,65,414	135	10,06,030	141	40,616	...
10th ditto	Mysore	140	8,037	62	140	8,707	62	3,17,552	66	3,37,736	70	20,184	...
10th ditto	H. H. the Gaekwar's	59	2,148	37	59	2,820	48	1,03,273	51	1,00,130	49	...	3,137
10th ditto	Morvi	51	1,417	28	68	2,291	34	26,282	31	92,939	40	66,657	...
10th ditto	H. H. the Gaekwar's Mehsana-Vadnagar	...	...	...	21	700	33	...	...	22,709	32	22,709	...
	TOTAL	715	65,364	91	813	71,589	88	21,91,950	92	24,15,984	87	2,24,034	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.
(*d*) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.

(*e*) Total receipts from 2nd November to 27th November, 1886.
(*f*) Total receipts from 15th September to 26th November, 1887.
(*g*) Total receipts from 16th June to 27th November, 1886.
(*h*) Calculated on the percentage for the corresponding period of 1886.

FORT WILLIAM,
The 29th December, 1887.

M. C. BRACKENBURY, *Major, R. E.*,
Under-Secretary.

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